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2009 LAND CRUISER

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ESSENTIAL

For nearly six decades, the Toyota Land Cruiser has been synonymous with off-road capability. In many of the harshest, most inhospitable locations on the planet, it isn't a luxury; it's an essential.

The 2009 Land Cruiser once again raises the bar in off-road capability, while redefining standards of comfort and on-highway performance. It's a vehicle that's equally at home on an Outback dirt trail as it is at the valet stand of a five-star restaurant.

It still leads where others can only follow.

It's still essential.

TOYOTA
moving forward



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Prototype vehicle shown with optional equipment. Production model may vary

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LAND CRUISER 2009

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Off-roading is inherently risky – please use caution

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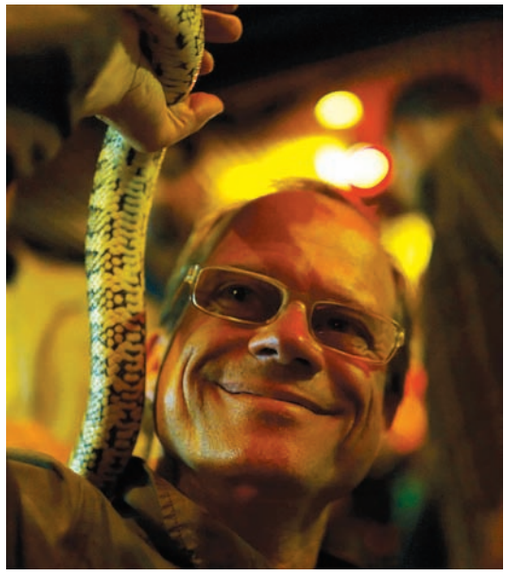
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INTRODUCING...



Randy Olson

Internationally regarded social documentarian who always gets his shot

Coming from a family of writers, the obvious course for a young Randy Olson was to become... a photographer. He started out in newspapers, but now specializes in social documentary for internationally renowned magazines, including National Geographic – go to randyolsonphoto.com and revel in his stunning portfolio. Randy was voted Magazine Photographer of the Year for 2003 in the Pictures of the Year International competition, and Newspaper Photographer of the Year in 1992, and has spent the last dozen years working in places as diverse as China, the Siberian Arctic and Iraq. He's a mellow guy, but a tough cookie when he needs to be. Shooting the new Land Cruiser in Oz, he slipped and fell from the roof of an old road grader, spraining his wrist. But despite having to tape an ice pack to the wrist, he got back on and took the shot he wanted. Respect.

Phil Timpany

Canadian-based bear behavior expert

Three decades of observing grizzly bears has only increased Phil Timpany's respect for the most feared and revered animal in North America. "You never stop learning about bears," he says, "and you never treat being in their presence lightly." Writer Mark Anders joined Phil and Randy Olson to see grizzlies on B.C.'s Silver Salmon River and was blown away by the experience. "It's incredible to be in the presence of such powerful animals," he says.



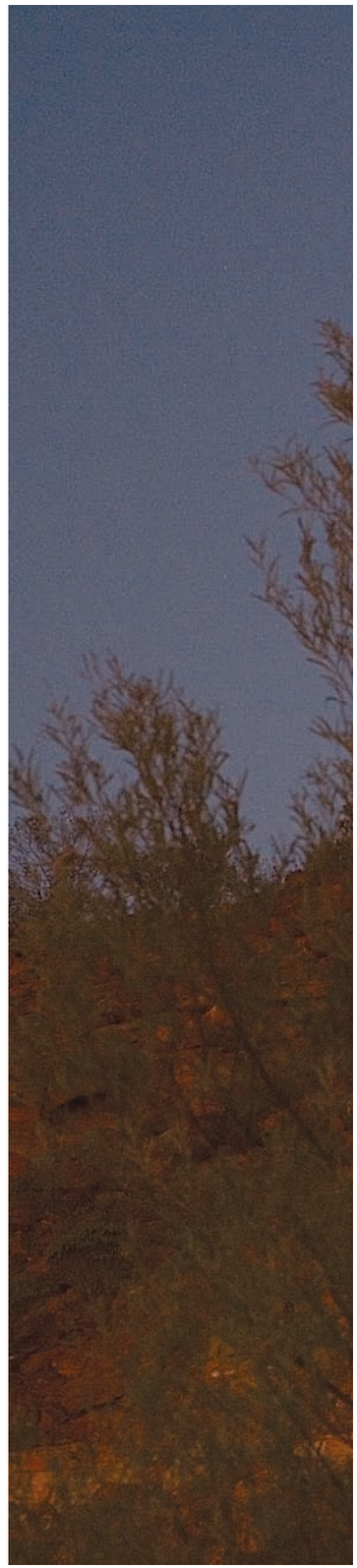


Ian Conway

Archetypal Australian bush man

"Every day I spend out here in the Bush is a privilege," says Ian Conway. He and his wife Lyn enjoy the comforts of life at Kings Creek Station, 800,000 acres in Australia's Northern Territory, but neither forgets the years spent living under a tin roof, transporting their water in drums from a creek. "If Ian had to go back to that tomorrow, I think he'd relish it," says writer Jeremy Hart, who joined him for an amazing camel ranching adventure.

[1] Hill Start Assist Control (HAC) is designed to help minimize backward rolling on steep ascents. It is not a substitute for safe driving judgment and practices. Factors including speed, grade, surface conditions and driver input can all affect whether HAC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details.



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CANON EOS-5D | CANON EF 24-105mm F4 L SERIES LENS | F/11, 8.0s, ISO 800
2009 TOYOTA LAND CRUISER | CRAWL CONTROL | HAC[1] | 5.7-LITER VVT-i V8

Prototype vehicle shown with optional equipment. Production model may vary

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Prototype vehicle shown with optional equipment. Production model may vary

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THE 2009 TOYOTA LAND CRUISER

The 2009 Toyota Land Cruiser raises the bar for off-road capability and ruggedness, and sets new standards for luxury and performance. But what else would you expect from a Land Cruiser?

After more than half a century driving the road less travelled, the Toyota Land Cruiser still leads where others can only follow. Its legend endures because it continues to set the benchmarks for off-road performance and durability in some of the remotest, most unforgiving environments on the planet.

We could have just listed the many features and innovations that take the 2009 Land Cruiser to new levels in off-road capability and on-highway performance, while redefining standards in comfort and safety features, but we didn't want to.

Instead, allow us to show you what it can do. After all, reputations are earned, not given.

To show that the latest Toyota Land Cruiser is a worthy new addition to the family, we took it to two of the world's most beautiful, but challenging locations, and put it through its paces by seeking out unique experiences and adventures, no matter how tough and unforgiving the terrain it encountered.

First we drove to Kings Creek Station in the heart of Australia's vast, barren Red Center. Herds of wild camels roam its 800,000 acres of rough, undulating bush, and station owner Ian Conway, an iconic Aussie bushman, rounds them up and exports them around the world.

Of course, nothing's quite that straightforward in the Outback. The station's tracks are rollercoaster car-breakers, the dust's choking and blinding, and the speed, drama and chaos of a camel roundup has to be experienced to be believed. Perfect Land Cruiser territory.

Next, we headed to Canada, and the border between the Yukon Territory and British Columbia. It's a breathtaking land of mountains, glaciers and lakes, and Phil Timpany has been observing grizzly bears there for three decades.

But to even get close to where the bears roam the ▸

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ALL YOU'D EXPECT...AND A WHOLE LOT MORE

steep valleys and river banks, it takes a special kind of vehicle. Turn off the highway and roads become rocky tracks, then rutted, mud-filled trails – then much, much worse...

We recommend that you don't even think about it without a Toyota Land Cruiser.

Toyota's unwavering commitment to excellence and innovation has made Land Cruiser the king of 4x4s for more than half a century. The latest model is everything you'd expect from the world's best off-roader, and a whole lot more.

The full-time 4WD system with Torsen®[1] center differential, ultra-low emissions 5.7-liter EFI V8 engine with dual VVT-i and superbly engineered chassis and suspension make driving the 2009 Land Cruiser a rewarding experience.

Innovative, user-friendly technology is there to assist when required. On rough terrain, Crawl Control takes over throttle and braking when selected, allowing you to concentrate on steering; Hill Start Assist Control (HAC)[2] helps prevent wheel slip and loss of traction on steep ascents; and the Kinetic Dynamic Suspension System (KDSS) increases individual wheel articulation for excellent off-road performance, and reduces body roll during on-highway driving.

The leather-trimmed, eight-seat interior includes a 50/50 split third-row bench seat. With the second- and third-row of seats stowed, cargo volume maxes out at a cavernous 81.7cu.ft.[3]

The cabin is equipped with a four-zone independent automatic climate control system, and an available voice-activated DVD navigation[4] system with Bluetooth®[5] wireless technology.

For your peace of mind, Toyota's Star Safety System includes Vehicle Stability Control (VSC)[6], Active Traction Control and Multi-Terrain Anti-lock Brake System (ABS), which senses the surface you're driving on and adjusts accordingly, and three-row roll sensing side curtain airbags[7] are included as standard.

So, where do you want to go? There's a whole world out there, and the 2009 Land Cruiser is waiting to take you. ■



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Prototype vehicle shown with optional equipment. Production model may vary

[1] Torsen® is a registered trademark of Zexel Torsen Inc. **[2]** Hill Start Assist Control (HAC) is designed to help minimize backward rolling on steep ascents. It is not a substitute for safe driving judgment and practices. Factors including speed, grade, surface conditions and driver input can all affect whether HAC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details. **[3]** Cargo and load capacity limited by weight and distribution. **[4]** The navigation system is designed to assist in locating an address or point of interest. Discrepancies may be encountered between the system and your actual location. Road system changes may affect the accuracy of the information provided. Rely on your common sense to decide whether to follow a specified route. Detailed coverage not available in every city or roadway. Periodic updates available at an additional cost. See your *Navigation System Owner's Manual* for further details. **[5]** Performance will vary based on phone software version, coverage and your wireless carrier. Phones are warranted by their manufacturer, not Toyota. **[6]** Vehicle Stability Control (VSC) is an electronic system designed to help the driver maintain vehicle control under adverse conditions. It is not a substitute for safe driving practices. Factors including speed, road conditions and driver steering input can all affect whether VSC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details. **[7]** All the airbag (AB) systems are Supplemental Restraint Systems. All ABs (if installed) are designed to inflate only under certain conditions and in certain types of severe collisions: frontal and knee ABs typically inflate in frontal collisions; side and side curtain ABs in side collisions; Roll-Sensing Curtain ABs at a severe tilt degree, roll or lateral G-force. In all other accidents, the ABs will not inflate. To decrease the risk of injury from an inflating AB, always wear seatbelts, sit upright in the middle of the seat as far back as possible and do not lean against the door. Do not put objects in front of an AB or around the seatback. Do not use a rearward-facing child seat in any front passenger seat. The force of an inflating AB may cause serious injury or death. See your *Owner's Manual* for further information/warnings.

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(Main) In the late 1960s, the 55-Series became the vehicle of choice in the Australian Outback. (Right) The BJ began an enduring legacy of off-road capability.

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A GLOBAL LEGACY

Land Cruiser story

From humble beginnings, the Land Cruiser has grown into a global off-road icon. Through nearly six decades and many model series, capability and reliability have been an enduring theme

PHOTOS BY 4X4 MAGAZINE (JAPAN) STORY BY RICHARD HESELTINE

The Toyota Land Cruiser's reputation has been earned the hard way, in the world's most unforgiving locations, where capability is a necessity, not an option.

If ever a vehicle was truly deserving of iconic status, it's the Land Cruiser. Much more than just another car, ownership offers a passport to adventure and the road less traveled.

Over four million vehicles built to date is a tangible mark of its success, but it doesn't illustrate Land Cruiser's role as a cultural touchstone, or an essential workhorse where other vehicles fear to tread. For generations of drivers, the Land Cruiser is the definitive off-road vehicle, bringing loyalty and affection in equal measure.

Toyota wasn't the first manufacturer with the notion of a civilian four-wheel-drive vehicle, but it was the first to exploit it. And all subsequent Land Cruisers owe their existence to a lone prototype built in 1950, the AK10 providing the template for the production BJ model. Powered by a sturdy 3.4-liter in-line 6-cylinder engine, ▸



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(Main) The deserts of Nevada are a playground for Land Cruisers. Here, a 55 gets put through its paces. (Left) An 80-Series enjoys the snow in California's Lockwood Valley. (Far left) A Land Cruiser convoy against an Aussie sunset – bliss. (Below) Sultanate of Oman fishermen with a Land Cruiser 75.





“Production began in 1953, but a more evocative name was needed, and the BJ was renamed Land Cruiser a year later”

this square-rigged, super-tough 4x4 was aimed largely at Japan’s National Police Agency and forestry divisions.

To prove the BJ’s abilities, in August 1951 test driver Ichiro Taira negotiated the trail up Japan’s 12,388ft. Mt. Fuji all the way to Checkpoint Six (there are 10 to the summit), which was significantly farther than any motorized vehicle had previously managed. Government agencies took notice and placed an order for 1300 vehicles, most of them assembled by hand.

That toe in the water led to full immersion when mass production began in 1953. But a more evocative name was deemed necessary and the BJ was renamed Land Cruiser a year later. The original “BJ20” was swiftly joined by numerous permutations of engine options and body styles, all designed for the needs of each country into which it was being imported. Sales in South America and Southeast Asia in particular started to flourish, and Toyota then set its sights on North America.

In 1958, the Land Cruiser arrived in the USA – but just one was sold in the first 12 months. Disappointing as it was, it proved to be an important bridgehead when, two years later, Toyota initiated a redesign; the evolutionary FJ40 – or El Macho as it was known in South America – would swiftly enter into legend, and the USA would take the model to its heart. From 1961 to ’65, the FJ40 was Toyota’s best-selling vehicle – one joined in ’67 by a sister model that would prove an even bigger smash Stateside. ▸

MILESTONES

1950	1951	1954	1955	1958	1961
Development of prototype “Model BJ” Land Cruiser begins in Japan.	In August, a development BJ becomes the first car to climb the sixth station of Mount Fuji.	The BJ is formally christened Land Cruiser, and enters mass-production.	The original 85hp diesel engine is replaced with a 125hp F-series 3.8-liter gasoline unit.	Land Cruiser officially goes on sale in North America as a hardtop version is launched.	Pickup and wagon versions are added to the model lineup in Japan.

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1961–'65

The FJ40 (right, later model shown), and its variants, is the best-selling Toyota in the USA.



1967

Toyota introduces a five-door station wagon Land Cruiser, the FJ55.

1968

Toyota builds its 100,000th Land Cruiser.

1975

A larger capacity 4.2-liter, straight-6 engine replaces the outgoing 3.8-liter unit.

1980

Toyota launches the second-generation Land Cruiser.

1981

The 1,000,000th Land Cruiser is made.

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Demand called for a larger, more comfortable variation on the theme, so Toyota responded with a more station-wagon-like iteration: the 55-Series Land Cruiser. It was longer, could seat six and featured a less utilitarian cabin. This latest sub-species unexpectedly found great success among regular car buyers. It arguably marked the emergence of the SUV (Sports Utility Vehicle) movement before the term had even been coined.

Toyota's constant attention to the needs of its customers was rewarded with excellent sales figures. By 1968, 100,000 Land Cruisers had been sold worldwide, leading to the establishment of assembly plants outside Japan to satisfy the demand.

As the Land Cruiser's status grew, demand continued to exceed supply. In 1973 alone, 100,000 units were made, and four years later, total production had exceeded half a million vehicles. Land Cruiser had become a colossus in the 4x4 world, and more was to come.

The 55-Series model was finally retired from the line-up in 1979, a year before total Land Cruiser sales surged past the one million mark. Sales of the iconic FJ40 in the U.S. ended in '83, by which time the Land Cruiser brand had undergone a further metamorphosis. The 60-Series arrived in 1980 to replace the outgoing 55-Series, with production continuing through to the end of the decade. Meanwhile, the trusty FJ40 made way for the ultra-rugged 70-Series, offered in various wheelbases and body styles, each specific to the demands of individual markets.

As the 1990s dawned, Toyota made a decision that would alter perceptions of the 4x4 forever. Realizing that many buyers of the 60-Series were using them in urban cityscapes during the week, then taking them off-road on weekends, comfort was considered as important as the ability to cope with the tough stuff.

On its arrival in 1990, the 80-Series offered unparalleled ride quality as well as new levels of civility, thanks to extensive use of leather trim, air-conditioning,



MILESTONES

1984

The venerable FJ40 is retired from Toyota's fleet and the 70-Series (right) is introduced.



1990

The 2,000,000th Land Cruiser is sold.

1991

Sixth generation of Land Cruiser wagon is introduced.

1993

New 24-valve, DOHC straight-6 engine becomes standard equipment.

1998

V8-powered 100-Series Land Cruiser is introduced.

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(Main) The great thing about Land Cruisers? They'll take anything you can throw at them on a weekend, then be a civilized runabout during the working week. (Left) The iconic face of the FJ25. (Far left) A rarity...the FJ35V is the original base model which eventually became the 100-Series. (Below) A 60 cuts loose in Oz, one of the spiritual homes of Land Cruisers.



"Toyota knows that every new Land Cruiser has a huge reputation to live up to, not to establish"

and state-of-the-art in-car audio.

Further upgrades, including a 24-valve, 212 hp, 6-cylinder engine in 1993, only added to the Land Cruiser's polished road manners. But fears that its off-road abilities might have been softened were laid to rest the moment it headed down a demanding trail.

Land Cruiser gained a third line from 1996. The 90-Series – also known as Prado and Colorado – proved so popular that production lines operated 24 hours a day for the first six months in an effort to keep up with demand. The 90-Series led to the arrival of the 120 Series in 2002, whose chassis would be one of the building blocks for the FJ Cruiser, introduced into the USA in 2006.

The 80-series was replaced in '98 by the upscale, V8-powered 100 Series, a vehicle that combined plush creature comforts with unparalleled off-road ability, only adding to the dynasty's enduring luster.

Key to the Land Cruiser's global legacy has been Toyota's absolute unwillingness to compromise on its core values of capability and durability. Just as its comfort and civility have increased over the years, so has its off-road capability – which is why it remains the world's favorite off-roader.

Toyota knows that every new Land Cruiser has a huge reputation to live up to, not to establish. And that's why you can rest assured that the 2009 Land Cruiser more than lives up to a legend forged over nearly six decades. ■

The ultimate test

Land Cruiser has proven itself time and again on the grueling Dakar Rally

The Dakar Rally is the toughest off-road race in the world, and one in which Toyota has a rich history of success. In near-stock configuration, Land Cruisers have routinely bested purpose-built rivals since the event began in 1978.

Designed to be the ultimate leveler, it initially ran through 9000 miles of the most inhospitable terrain imaginable, the Sahara Desert. Over the years, the route's changed, but the challenge – and the destination – remain.

In the inaugural event, run in Dec. 1978-Jan.1979, 14 Land Cruisers started, with a gasoline-powered version taking 10th overall and a diesel-fueled example winning its class, too.

In the years to come, as the event grew in scale and stature, near-stock Land Cruisers continued to flourish, most noticeably in the 1987 event, where it won three different classes.

In 2002, Jean-Jacques Ratet and Jean-Pierre Garcin (below) were ninth overall, and in the most recent event, run last January, Land Cruisers took seven of the top 10 positions in the T2 production category.



2000

Active Traction Control and Vehicle Stability Control[1] become standard equipment.

2002

Downhill Assist Control[2] and Hill Start Assist Control[2] are added. 120-Series is launched.

2003

Toyota displays FJ Cruiser concept vehicle at the Chicago Auto Show.

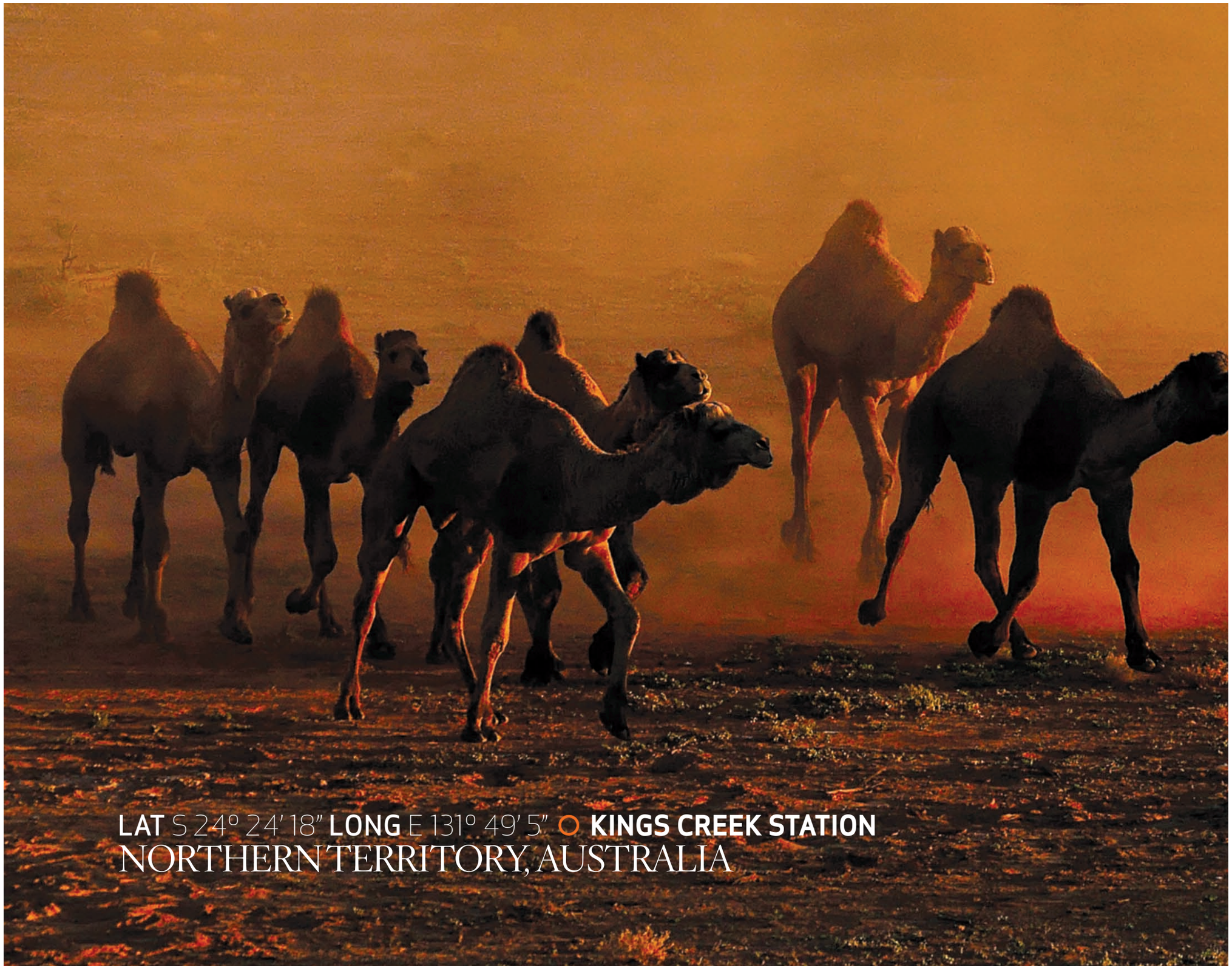


2006

FJ Cruiser (left) goes on sale in the USA.

[1] Vehicle Stability Control (VSC) is an electronic system designed to help the driver maintain vehicle control under adverse conditions. It is not a substitute for safe driving practices. Factors including speed, road conditions and driver steering input can all affect whether VSC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details. [2] Hill Start Assist Control (HAC) is designed to help minimize backward rolling on steep ascents. Downhill Assist Control (DAC) is designed to help the driver maintain vehicle control and speed on steep, downhill descents. Neither system is a substitute for safe driving judgment and practices. Factors including speed, grade, surface conditions and driver input can all affect whether DAC and HAC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details.

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LAT S 24° 24' 18" **LONG** E 131° 49' 5" **KINGS CREEK STATION**
NORTHERN TERRITORY, AUSTRALIA

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THE RED HEART
Iconic Outback



toyota.com/landcruiser

Australia's vast, majestic Outback can be harsh and unforgiving to those who don't show it respect. But Ian Conway loves his native land and now makes a living from an unexpected resource – wild camels

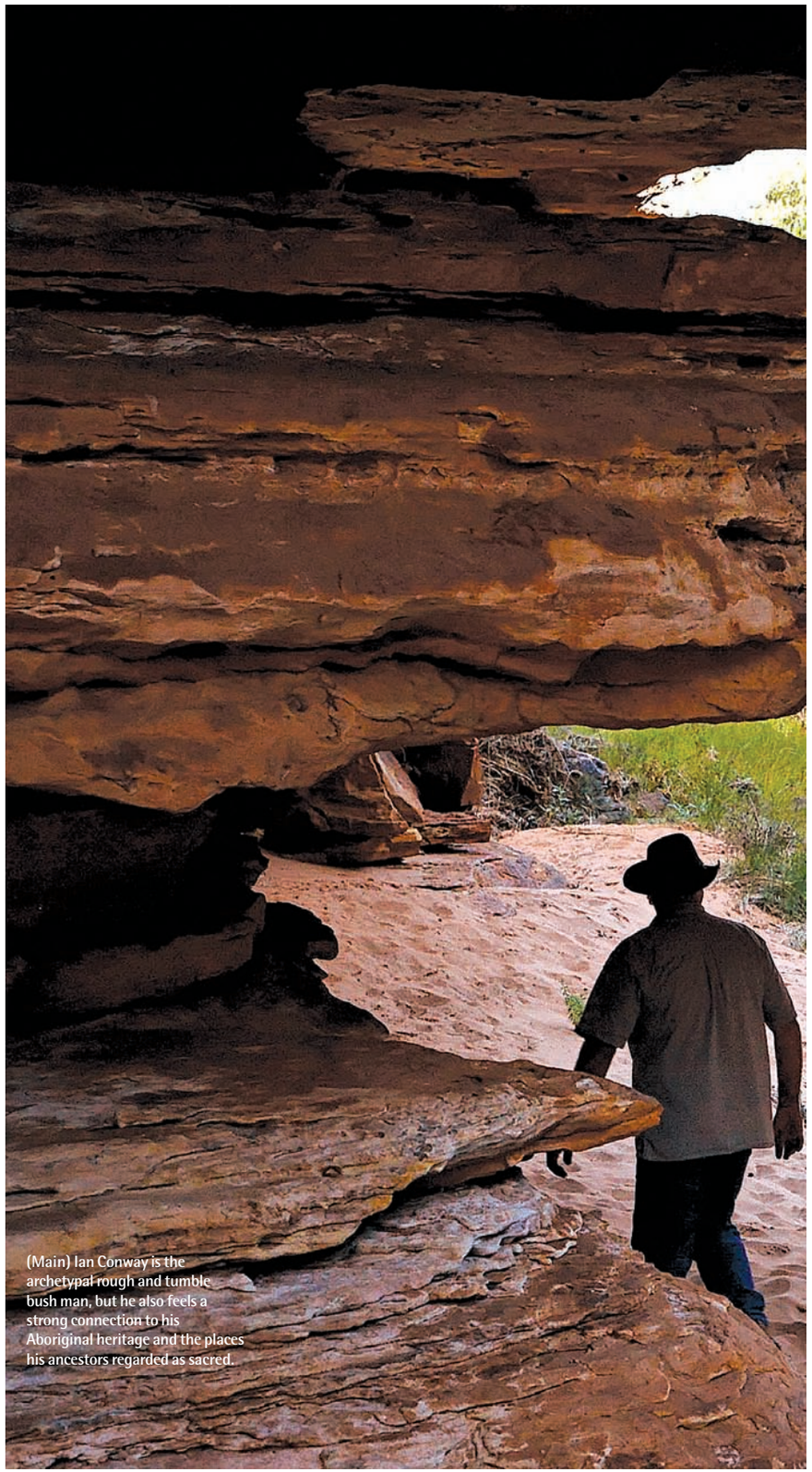
PHOTOS BY RANDY OLSON STORY BY JEREMY HART



Paint a picture in your mind of an Outback-hardened Aussie bushman and chances are he'll look a lot like Ian Conway. The son of a nomadic drover and an Aboriginal mother, he spent his childhood living in shacks and even under trees. He was a teenager before his family had its first permanent home, but now he's the guardian – his word choice – of 800,000 acres of the most barren, yet beautiful and evocative land on earth, Kings Creek Station, near Alice Springs, in the heart of Australia's vast Red Center.

Ian has become something of an Aussie icon and an unofficial ambassador for the Outback. Some years ago, flying to Europe to promote the Northern Territory, he recalls looking down on the Outback from 35,000 feet, only to spot his isolated corrugated iron-roofed home.

"There, there's my house," he gabbled with excitement to fellow passengers, as he saw the silver roof glinting in the harsh Aussie sun. If they thought they were sitting next to a real-life Crocodile Dundee, complete with swag ▸



(Main) Ian Conway is the archetypal rough and tumble bush man, but he also feels a strong connection to his Aboriginal heritage and the places his ancestors regarded as sacred.

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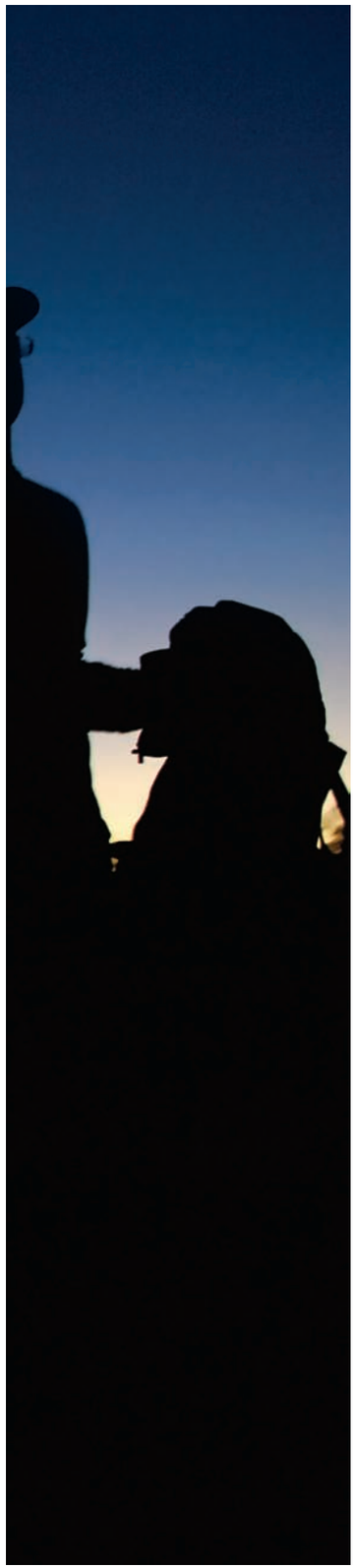


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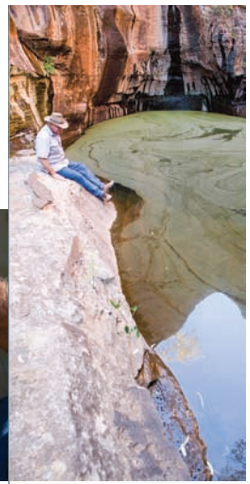


Prototype vehicle shown with optional equipment. Production model may vary

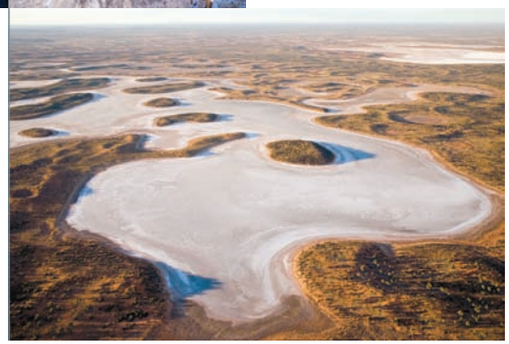
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(Main) Time to roll... In the Outback, life doesn't just happen between nine to five. (Left) After a drink of clear spring water from his trusty hat, Ian Conway contemplates everything and nothing at his special place. (Below) The land is arid and harsh, but with its own stark beauty. Here, dry salt lakes dot the red dirt and brush.



"Water, they say, is more valuable than any other resource in the Outback, which is home to diamonds and gold"

bag and Akubra hat, about to experience the concrete jungles of London and Paris, they would have been almost right. The difference is Crocodile Dundee is fiction and wrestled crocs; Conway is for real and wrestles feral camels.

Camels do not have the Hollywood appeal of a croc, but until the Ghan railway and, later, the Land Cruiser brought mass mobility to the people of the Aussie bush, the ship of the desert was the transport that opened up the Outback.

During the 19th Century, explorers such as Ernest Giles used camels to take them deeper into the desert abyss of central Australia than Europeans had ever been before.

"Those men were heroes," Ian declares. "I once rode 200km (125 miles) of Giles' route through these parts by camel. It makes you appreciate how tough they were."

Instead of camels, of which there are a million feral head in Australia, we have the latest Toyota Land Cruiser to take us to the mouth of a bush canyon that Conway and only a handful of others know exists. Four-wheel drives like this mean there are few corners of the Outback that remain genuinely unreachable, but still the dangers exist.

"Mother Nature can kill you in half a day," Ian warns. This is winter and the outside temperature is well into the 80s. In the summer, temperatures routinely hit 120. "If you don't have the right vehicle, the elements will take you."

Ian has lived in the bush all his life, but still he takes no risks. In a cooler box in the back slosh bottles full of gallons of water. He tells his wife Lyn where we are going. And that he expects us back tonight. But out here, not only the heat and lack of water will get you. The Outback is home to some of the planet's deadliest snakes and spiders.

"We are so far bush here, Ned Kelly (a legendary Aussie rogue who outran the law by living in the Outback) wouldn't find us," laughs Ian, 59, as he leads us over hot rock and soft sand at lightning pace up the canyon. When his thirst needs quenching, he scoops up water in his Akubra stockman's hat from a series of pools that dot the canyon floor. Water, they say, is more valuable than any other resource in the Outback, which is home to diamonds, gold and even uranium.

We are on a trip down a very rugged memory lane. From these waterholes Ian and his wife fetched water in huge 40-gallon barrels until they were able to drill a bore hole on ▸

Essential Partner

* * *

THE EQUIPMENT THAT MADE THIS JOURNEY POSSIBLE



IAN CONWAY SHOWS US WHAT THE TOP OF AN AKUBRA HAT CAN ALSO BE USED FOR.

In the bush, a hat is not a fashion statement. It is protection from the sun and, occasionally, a way to quench your thirst.

Ian Conway wears an Akubra hat. The argument as to why you should wear one should pretty much end there. The hundred-year-old hat maker produced the famous "Slouch" hats for the Australian defense forces. Ian explained how a brimmed hat was important in the bush to protect from skin cancer and keep your brain from overheating. "Baseball caps and hats made of leather are of no use out here, mate," Conway explained. If anyone knows, he does.





THE RED CENTER IS ONE OF THE MOST REMOTE AND DANGEROUS PARTS OF THE AUSTRALIAN OUTBACK.

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Let the miles roll by

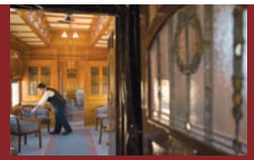
Forget flying – the Ghan train is the civilized way to arrive in the Outback

The Ghan is a train that does things in its own sweet time. Taking a full day to reach Alice Springs from Darwin in the north or Adelaide in the south, it's an unhurried, but luxurious way to decompress for the Outback.

The Ghan takes its name from the trains of imported camels that crossed the continent until the railway slowly began to forge into the interior. When the camels were no longer needed, they were released into the wild and continue to thrive today.

Construction of the railway began in 1878, but for countless reasons, the line didn't reach Alice Springs until 1929, and it wasn't until 2003 that the Ghan as we know it today – a continuous route connecting Darwin to Adelaide, via Alice Springs – was finally completed.

Was it worth the wait? You bet it was. Load your Land Cruiser aboard the train in Adelaide or Darwin, then prepare for an unforgettable experience as you dine in an elegant restaurant car, then sleep on crisp, white sheets in a deluxe private cabin while the endless miles roll by. In the morning, enjoy a relaxed breakfast before Alice Springs, gateway to the Red Heart of Australia, winds into view.







For the ultimate Ghan experience, private luxury carriages, including the ornately carved Prince of Wales Carriage built in 1919, can be added. A private chef is also available.

The Ghan operates twice weekly from Adelaide to Alice Springs, and once or twice a week to Darwin, based on seasonal demand.

For more on the Ghan, go to **gsr.com.au**





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(Main) Kicking up the bull dust on Kings Creek Station. (Left) The Ghan leaves Alice Springs as night falls on the Red Center. Inside the legendary train, passengers travel in style.

their newly leased property at Kings Creek, 10 miles away. And in these waterholes the Conways and their young family would wash off days' accumulation of desert dust.

Where we are about to tread, there are already tracks in the sand beneath our feet. "Scorpion," deduces our bushman. "You can tell; it drags its behind on the ground." Other tracks include 'roos and hopping mice. Ian says we will never see any wildlife because we are chattering too much. "Aboriginal fellas wet their lips and keep them shut when they walk. It helps them to save moisture, and to stay silent when they're tracking animals. They communicate with hand signals."

The farther we walk, the more the canyon closes in. Sandstone walls as orange as burning embers rise up to meet the French blue sky. A lip at head height casts a cool shadow over everything beneath it. We use its shade to take a break, but we're not the first to have had the idea.

"Look up," Ian says, pointing at the roof above us. "Aboriginal hand prints. Kids would have mixed ochre in their mouths and blown against their hand to create the print on the rock. And here, the same with a boomerang."

The shadows of aboriginal children's hands and their ▸

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boomerangs are a tangible sign of how ancient their culture is. This is a sacred place. Buried near here are the remains of aboriginal elders. Ian won't say where, and even as we are ready to leave, won't divulge the name of his canyon and its fresh water pools. So we call it Sweet Water Canyon. He thinks that's fitting.

As Ian was growing up under eucalyptus trees and learning that boomerangs are aboriginal hunting weapons, not kids' toys, his wife Lyn's childhood was all tennis and tea on the manicured lawns of Adelaide. Only some teenage wanderlust brought her to Alice Springs and the chance meeting of her bush beau.

"I hadn't even been out camping as a kid, and 27 years ago Ian had a plan for us to get some land out here," Lyn says, shaking her head so hard her designer glasses nearly come off her nose. I remember that first night as if it was yesterday. It was New Year's Day 27 years ago. It was terrible. Hot, dusty and windy. I went straight back to Alice."

In time, the lady was won over and embraced the bush. Using corrugated iron, the favored building material of the Outback homesteader, Ian and Lyn started creating the



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(Main) Ian Conway and Shorty, an enduring partnership that's rounded up hundreds – actually, make that thousands – of wild camels. (Below) Evan Casey prepares to leap from Shorty and "bulldog" a camel – don't try this at home. (Right) Ian demonstrates how Aboriginal storytellers show animals by the tracks they make.

cattle station homestead on the edge of Australia's own version of the Grand Canyon, Kings Canyon.

"She is more bush than I am," acknowledges Ian with a wicked twinkle in his eye. "She fixed people up who were sick, brought up kids through the School of the Air. She knows bush tucker and how to fend with the most basic things available. She's a fair dinkum Aussie."

Kings Creek is about as remote a place as you can get. One hundred miles north of it is the dead center of Australia. No wonder it was one of the last places to be mapped by European explorers. Those who did pass this way were helped by the arrival into Australia of the camel, shipped from the Canary Islands, then Pakistan and Afghanistan.

Burke and Wills used camels on their attempt to cross Australia in 1860. And in 1872, Ernest Giles was the first European to lay eyes on Uluru (Ayers Rock) – atop a camel.

In the spirit of the great Outback pioneers like Giles, along whose trail he once rode one of his own camels, Conway thrives against the extreme adversity that is everyday life in Australia's harsh and isolated Red Center.

"There's folk out here who don't go into Alice for a decade at a time, and men who until not so long ago hadn't seen telephones or TV before," says Ian, sitting on a rock and surrounded by a land prehistoric in its rawness.

It took a century for man to find a long distance form of transport to better the camel in the Outback. The Land Cruiser might be the camel of the 21st century Aussie bush, but the camel is also on a roll. Station owners like Conway round up hundreds of wild camel each year for export all over the world, so pure are their genes. Trouble is, catching them's a tough job.

"If you don't do it right, it can be dangerous," warns Evan Casey, a 19-year-old ringer working at Kings Creek. Tomorrow, Evan, Ian and a crew of half-a-dozen others will use a pair of helicopters and a couple of specially converted Toyotas to corral a herd on Conway's vast acres.

Evan is peering intently under the battered hood of "Shorty," a 1975 Toyota FJ40. This is his mobile springboard. From Shorty's steel frame cage, Evan will "bulldog," or leap, at 30mph, onto a moving camel before wrestling it to the ground so that his crew can secure it with ropes. No wonder he's making sure Shorty's in good order.

Shorty and a longer wheelbase Land Cruiser called ▸

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ESSENTIAL PARTNER

THE EQUIPMENT THAT MADE THIS JOURNEY POSSIBLE



EVAN CASEY, IAN'S RIGHT HAND MAN, SPORTS AUSTRALIA'S MOST FAMOUS BOOTS.

R.M. Williams was a camel boy, drover, well digger, miner, historian and leather worker. And, lucky for us, a real good boot maker.

If you are going to be an official Australian cowboy, you might consider wearing Australia's cowboy boot. In the early 1930s, Reginald Murray Williams befriended "Dollar Mick." Dollar Mick (aka Michael George Smith) taught him the leather working skills needed to be an accomplished saddle maker. The rest, as they say, is history. R.M. Williams used that skill to create what many people, both Australian and non-Australian alike, feel is the best boot in the world.



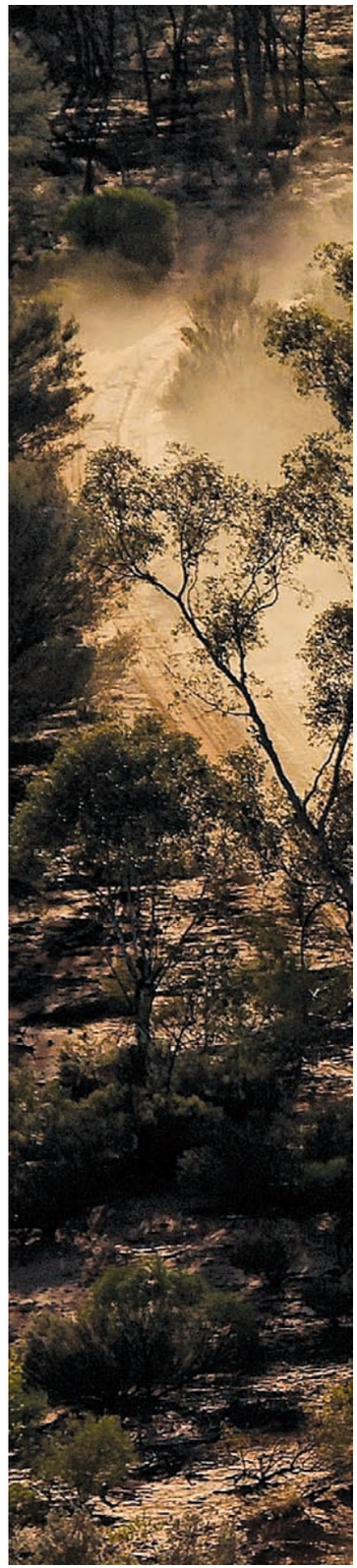
THE RED CENTER IS ONE OF THE MOST REMOTE AND DANGEROUS PARTS OF THE AUSTRALIAN OUTBACK.





(Main) With little breeze to clear it, dust hangs in the desert oaks after the camel ranching convoy has passed through. (Left) Signs of life in the vivid red dirt. (Below) In terrain this tough, sometimes it pays to have a second pair of eyes outside the Land Cruiser.





"Kings Creek is about as remote a place as you can get. One hundred miles north is the dead center of Australia"

"Southern Cross" (after the constellation on the Aussie flag) are painted black to make it harder for the camels to make out, and are fitted with giant steel bull bars for protection.

Ian loves Shorty, and for good reason. He estimates it's helped earn him close to AUS$1.5 million in caught camels.

With the Land Cruisers prepped and the two helicopters safely at Kings Creek for the next morning's muster, Ian lays down two ground rules – no beer tonight and no shaving. The beer bit seems obvious, but the shaving? Turns out it's extra protection if you hit the dirt in the heat of the chase.

We rise at 4 a.m., but dawn decides to lie in until six. By the time the sun finally rises over the boundless Outback horizon, the battalion is well on the move.

Ian is driving the new Land Cruiser over the rough, dark terrain to the round-up location, which is significant. He never normally relinquishes Shorty. "I want to see what it's made of," he says. Evan takes over Shorty and dutifully follows.

In the colorless dawn sky buzz the helicopters – our eyes in the sky, and the means to drive the camels to our vehicles.

"The choppers have already spotted about 80 camels," Evan reports with a grin spreading across his face.

"They're herding them this way."

Trying to shepherd 80 independently minded camels by helicopter is like trying to control a shoal of fish with a pair of sticks. But the two pilots are experts at this game and take their time, sitting back far enough from the ships of the desert to move them, but not panic them. The plan is to usher the herd onto a clay pan and round them up there.

Finally, a call comes from the 'copters that the camels are nearly to the clay pan. Ian's gotten into Shorty and with the nod from above, he slams the venerable FJ40 into reverse and launches across the dried pan, a man at one with his trusty machine. He saws at the wheel and his foot keeps the throttle pedal planted to Shorty's scoured, bare metal floor.

Bull catchers nudge cows with the bumper, gently forcing them to the ground. Camel catchers, however, avoid any contact with the animal and instead use a mix of lassoing and bulldogging, a leap of faith from the vehicle to the camel.

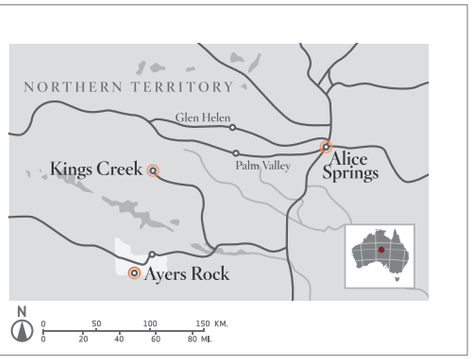
Evan is today's designated bulldogger. With the dromedaries swarming and circling like leaves on a windy day, but still contained as a pack by the choppers hovering ▸

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Prototype vehicle shown with optional equipment. Production model may vary

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at barely arm's reach, Evan climbs aboard Shorty.

The camels must be running at 30mph. From a quarter-mile away, it takes Ian a good half-minute to catch up with 70 tons of humps and attitude thundering across the pan.

The sound of hooves beating on the clay is audible above the revving engines. Adding to the percussion, the camels' breathing reverberates against the closing bulk of Shorty. Now, Shorty and the camels are neck and neck. Evan's like a coiled spring, ready to leap off and aboard.

Ian holds Shorty steady. Evan half-crouches...and jack-rabbit-style flings himself from FJ40 to camel. Stunned, but unhurt, the camel rolls to the floor. Evan hangs on as the rest of the crew screech to a halt and start roping its legs.

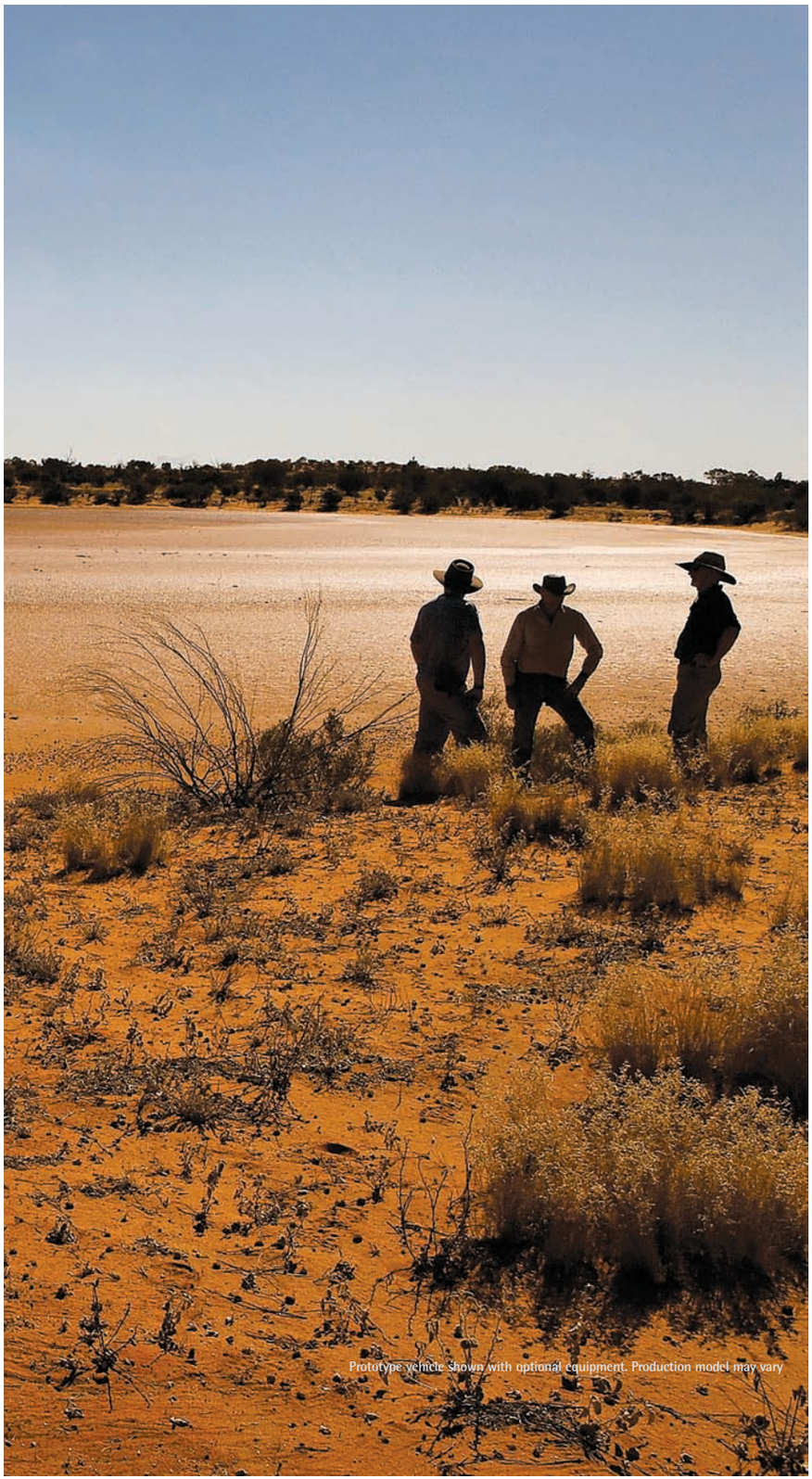
"Mate, this is the most dangerous time – he's down, but he'll have you," shouts Ian over the din and chaos.

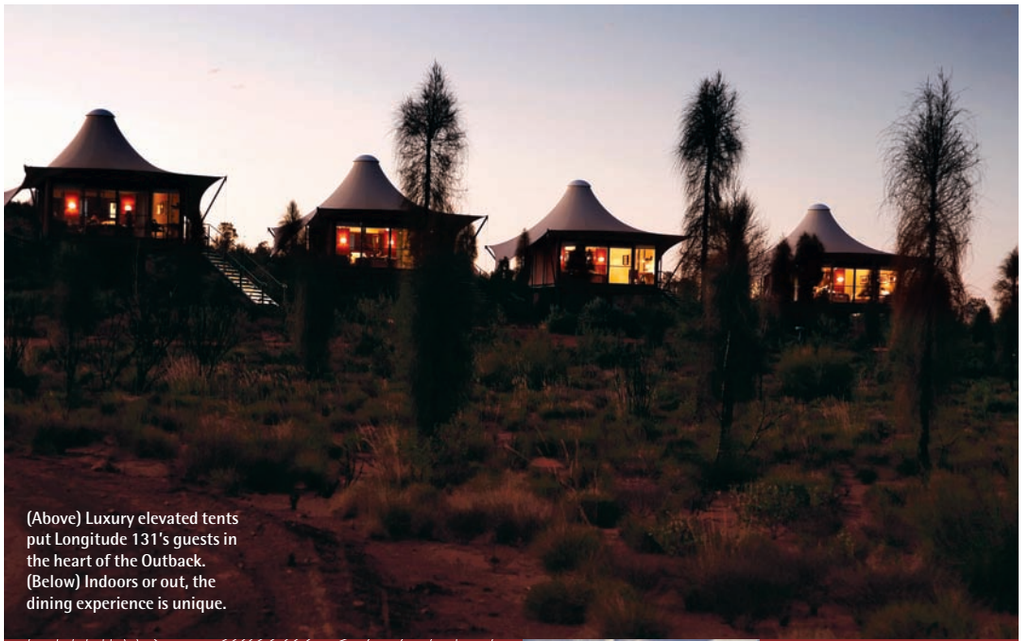
Then, as fast as it all started, relative peace returns to the bush. The choppers have the rest of the herd corraled; Evan is securing the one he's wrestled, and Ian is leaning against Shorty, mentally chalking up another success to the little Toyota.

Just another typical day in the Outback. ■



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(Above) Luxury elevated tents put Longitude 131's guests in the heart of the Outback. (Below) Indoors or out, the dining experience is unique.

Serenity starts here

Longitude 131 takes the Outback experience to new levels of luxury

Some 200 miles southwest of Alice Springs, Uluru, also known as Ayers Rock, rises 1142ft from the scrub and bush, vast and ever-changing in the pure Outback light. The sandstone monolith, a sacred place for Aboriginal peoples, is an unforgettable sight as it glows red and orange at sunrise and sunset.

Sitting almost in the shadow of Uluru is Longitude 131, an award-winning luxury wilderness camp that successfully combines 5-star amenities and a stunning, eco-sensitive setting.

Guests stay in one of 15 private, white domed, elevated luxury tents. Each tent is named after a pioneer or personality from the surrounding region, including Ian Conway, and all have amazing views of the sun rising over Uluru.

The Dune House, the communal centerpiece of Longitude 131, offers sumptuous dining, featuring a fusion of contemporary Australian cuisine and international flavors and one of the best wine lists in the whole of Oz.







Guests can also dine under the southern night sky at Table 131, where an astronomer will be on hand to point out the crystal clear constellations.

There are direct flights to Ayers Rock from several Aussie cities, but why would you want to do that when there's the Ghan? From Longitude 131, it's just a four-hour drive to Alice Springs, and only two hours to Ian Conway's Kings Creek Station.

To learn more about Longitude 131, visit **longitude131.com.au**

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FEATURES FOCUS PART ONE

▼ Four-zone Climate Control

Want a little extra heat, but your passenger wants it cooler? Individual climate zones solve the problem

Land Cruiser's CFC-free automatic climate control with four independent temperature zones and second-row control panel means the driver, front seat passenger and two second-row passengers can determine their own individual temperature environments. A total of 31 cabin outlets (13 in the front, and 18 in the rear) help ensure maximum comfort and flexibility.



▶ Hill Start Assist Control (HAC) [1]

Takes the stress and strain out of steep ascents by helping to prevent rollback

The uphill cousin of CRAWL (see page 52), Hill Start Assist Control (HAC) provides a helping hand when the going gets steep and slippery. Once selected and activated by the driver, HAC helps prevent the Land Cruiser from rolling backwards during that brief moment when your foot travels from the brake to the accelerator before beginning an ascent. From a standing start, HAC helps keep slipping to a minimum by braking individual wheels as required. The result is a controlled, low-speed ascent.

[1] Hill Start Assist Control (HAC) is designed to help minimize backward rolling on steep ascents. It is not a substitute for safe driving judgment and practices. Factors including speed, grade, surface conditions and driver input can all affect whether HAC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details.

For more on the 2009 Land Cruiser, see **toyota.com/landcruiser**



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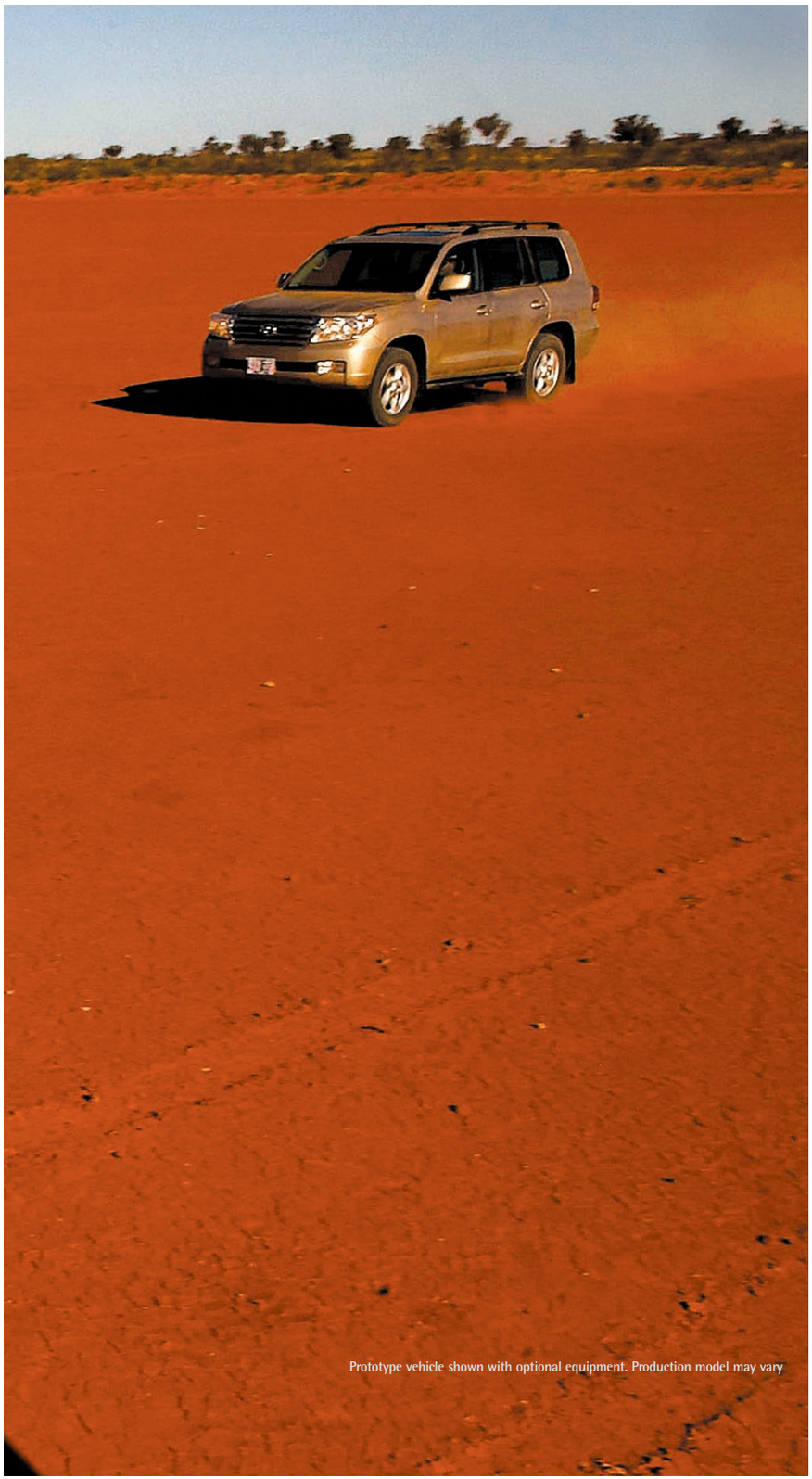


Prototype vehicle shown with optional equipment. Production model may vary

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Prototype vehicle shown with optional equipment. Production model may vary

FEATURES FOCUS PART ONE

◀ Multi-Terrain Anti-lock Brake System (ABS)

ABS becomes even more effective, with a system that detects the type of surface you're driving on

Anti-lock Brake System (ABS) technology helps ensure that you're able to continue steering during emergency braking situations. Sensors detect wheel lock-up under braking, and the system "pulses" individual wheel brakes to help prevent this. Land Cruiser's Multi-Terrain ABS, which comes as standard equipment, takes ABS to a new level by adapting to off-road conditions, e.g., sand, gravel or mud, and changing the ABS function automatically for each. The bottom line is a shorter stopping distance for a given surface condition.

▼ 5.7-liter DOHC 32-valve EFI V8 with VVT-i

Awesome power and torque, plus Toyota's legendary reliability, make the Land Cruiser's V8 a winner

The 5.7-liter V8 engine under the hood of the new Land Cruiser is designed to achieve excellent performance. Dual VVT-i (Intelligent Variable Valve Technology) and



ACIS (Acoustic Controlled Induction System) help to produce 381hp and 401lb.ft. of torque – giving the 2009 Land Cruiser the power to perform, whatever the terrain.

For more on the 2009 Land Cruiser, see **toyota.com/landcruiser**

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LAT N 59° 21' 57" LONG W 133° 25' 14" ATLIN LAKE

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KINGDOM OF BEARS

Grizzly encounter



toyota.com/landcruiser

Northern British Columbia is a hotspot for one of North America's most majestic, but misunderstood animals, the grizzly bear. Seeing one up close with bear expert Phil Timpany is a humbling experience

PICTURES BY RANDY OLSON STORY BY MARK ANDERS



The steely blue Silver Salmon River, swollen by rain and snow melt, rushed loudly past as we waited. It was mid-August, but cold even for northern British Columbia as the steady rain we'd been sitting in for the past three hours dripped off the peaks of our caps.

We scanned the banks, sitting on plastic chairs that collected the rain and warming our hands on steaming mugs of tea. Of course, I did have Phil's three-year-old Norwegian Elk Hound, Smokey, to keep my feet warm whenever I could coax him close enough to plop down on them. And as a treat for the end of the day, we'd stashed a six-pack in the shallow water by the riverbank to cool – just like every cheesy beer commercial you've ever seen.

"See all these polished looking trails," Phil says, pointing just beyond the deck. "They're made by the bears walking through here. It's like a bear highway. They walk along the river and get into these little holes where they know the fish are."

Directly across the narrow, but fast-flowing Silver ▸



(Main) A mother grizzly looks for salmon while her inquisitive, but still unsure cub looks on. (Left) Phil Timpany has observed bear behavior in B.C. and the Yukon since his teens.

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LAT N 59° 21' 57" LONG W 133° 25' 14" ATLIN LAKE

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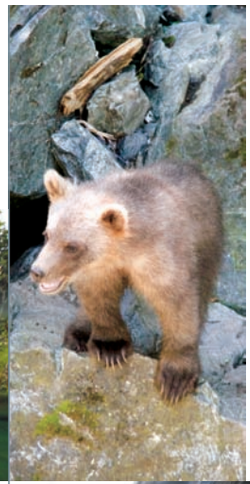


Prototype vehicle shown with optional equipment. Production model may vary

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(Main) Glorious mud... Roads are often nothing more than a series of interlinked puddles in this part of the world, but that's no big deal for Phil Timpany at the wheel of the new Land Cruiser. (Left) Even in their first year, grizzly cubs come already equipped with a set of serious salmon-ripping claws.



"One reason I was so excited to make this trip was the prospect of getting the Land Cruiser off the paved stuff"

Salmon, the deep green of the steep gorge rose into a shifting mist which veiled nearby Focus Mountain. The hillside was thick with trees, mostly black spruce and lodge pole pines. The rushing of the river drowned out most sounds, save the occasional splash of a big sockeye salmon hurling itself upstream in the hopes of making it to Kuthai Lake to spawn, and bald eagles flew patterns overhead.

Suddenly Smokey's ears flicked up and he peered intently downstream. I couldn't see any movement, but it was obvious from the dog's behavior – and Phil's too – that we were about to have some company.

Within a couple minutes, a 350lb mocha brown grizzly bear appeared downstream on the same side of the river as us. As she strolled, she kept her nose low to the ground and the water. Occasionally, aware of our presence, she'd stop to look up at us watching her, before returning to her search, all the while moving closer and closer.

She walked deceptively fast, and before I knew it she was within maybe 20 yards of the deck. My heart thundered inside my chest. The grizzly was close enough now that if she decided to charge, she'd be on top of us in a blink. I hadn't expected to be so nervous. I looked back at Phil, perhaps hoping for a last-minute word of advice or reassurance. With Smokey sitting alert, but motionless at his master's side, Phil silently mouthed three words: "Do not move."

Rewind a day, and Randy Olson, ace photographer and a totally chilled guy, and I had spent the morning driving from Whitehorse, the capital of Canada's Yukon Territory, to the tiny lakeside town of Atlin, B.C. (pop. 450) where we were to meet up with Phil, one of the world's premier experts on bear behavior. Several weeks earlier, Randy and I had eagerly agreed to come along for a bear viewing adventure, described by the normally understated Phil as a "life-changing experience."

From Whitehorse we traveled southeast along Yukon 1 and then due south on Highway 7. The scenery was spectacular, especially as we crossed the B.C. border where the road runs along the shores of Atlin Lake. The native Tlingit people called the lake Áa Tlein, or "big body of water." Big indeed, for at 85 miles long and up to 5 miles wide, it's the largest in B.C., and a striking aquamarine blue due meltwater from the nearby Llewellyn Glacier.

As we cruised along the highway, our Land Cruiser was an ▸

ESSENTIAL PARTNER

* * *

THE EQUIPMENT THAT MADE THIS JOURNEY POSSIBLE



IN THIS AREA OF THE WORLD, BGAN MOBILE BROADBAND TECHNOLOGY BECOMES STANDARD EQUIPMENT.

In the remoteness of the Yukon Territory, the Inmarsat BGAN's ability to keep us connected saved a gluteus maximus or two.

"We need those images by tomorrow morning," came the call over the sat phone. Not a good message to get when you're in the middle of nowhere. Luckily, Randy mentioned he had an Inmarsat BGAN, that could access the Internet and send large data files via satellite. I'm not sure what would have happened to our livelihood had those images not made it to the office in an accelerated manner, but it probably wouldn't have been a career boost.





THE YUKON TERRITORY IS ONE OF THE MOST DESOLATE PLACES ON THE PLANET.

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After the gold rush

The stampeders have long gone, but treasures still await visitors to the Yukon

Back in 1897, the discovery of gold around the tributaries of the Yukon's Klondike River triggered a gold rush that lives on in the stories of Jack London and poems of Robert Service.

Thousands of stampeders arrived from San Francisco and Seattle, via the port of Skagway, Alaska, and the grueling climb over the Chilkoot pass. But few made their fortune and, by the turn of the century, it was all over bar the shouting.

At the height of the goldrush in 1898, nearly 50,000 people lived in the Klondike, enduring temperatures of 40-below in the winter and being eaten alive by bugs in the short summer. To survive, it took resilience and self-reliance, and that's a defining characteristic of the 30,000 folks who call the Yukon home today.

Fly into Whitehorse by Air North or Air Canada Jazz and you'll discover a town that still embraces its goldrush past (Whitehorse was the final staging post before the long river trip north to Dawson City and the gold), but is forward-looking and confident, too.





For a taste of luxurious Yukon hospitality, the Inn on the Lake, just 35 miles south of Whitehorse, is a must-do location.

With stunning cuisine built around the freshest local ingredients, a cellar containing some amazing Canadian wines (yes, you read that correctly), and breathtaking vistas of Marsh Lake and, from late August onward, the Aurora Borealis, the log-built lodge is a memorable staging post for the drive down to Atlin, B.C., and grizzly country.

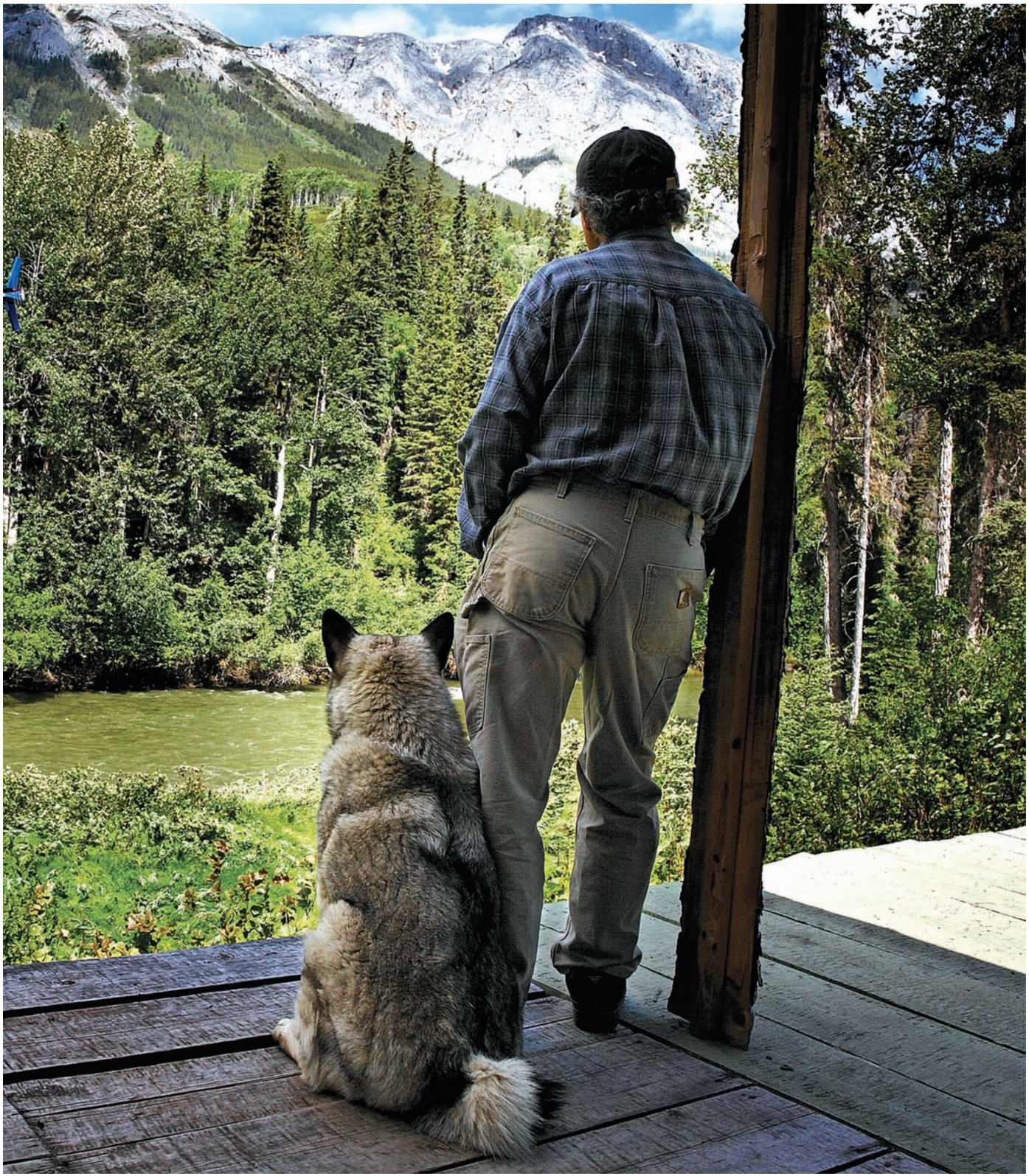
See **exceptionalplaces.com** for details and availability.





(Main) The 'copter lifts off, leaving Phil Timpany, Smokey and numerous local grizzlies to share the turf. (Far right) Platforms keep sleeping humans and feeding bears apart. (Left) The Inn on the Lake.

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awesomely smooth, comfortable ride. But truth be told, the comfort was just gravy. We'd picked it because of what we knew it could do off-road. And part of the reason I was so excited to make this trip was the prospect of getting it off the paved stuff and into four-wheel-drive territory.

We met Phil and the ever-present Smokey outside the historic Atlin Inn, next to the lake. He's a fireplug of a man, 5ft 9in tall and sturdy, with weather-worn features, kind, sparkling eyes, and hands the size of bear paws. And, just like the grizzlies he's spent the last 30 years hanging around, he's a bit shy. When you first meet him he's quiet and seemingly suspect of new folks. But as soon as we managed to make him laugh, Phil opened up, threw back some laconic quips of his own, and it felt like we'd known each other for years.

Just five minutes outside of town we hit gravel, a provincial mining road, and then a narrow dirt track soon after. With the unseasonably heavy rains, the road was slick in spots and pocked with large mud puddles. We plowed through the deep mud, laughing with delight as curtains of brown flared up from the wheel wells, the Land ▸

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Cruiser nonchalantly overcomes every hazard.

We forded two small creeks along the way as the rolling terrain alternated from thickly wooded to the occasional wide-open meadow. Eventually we reached our destination, a spot where the trees become an impenetrable barrier and the road ends at a small alpine lake. Phil had arranged for his friend Darryl Anderson to meet us there for the short helicopter hop the rest of the way to Nakina Bear Camp, headquarters for Phil's bear viewing expeditions.

As soon as the Bell Jet Ranger lifted off from the lake side, I got a full glimpse of the terrain we'd been traveling. The wilderness was so densely wooded with spruce and pine spires reaching for the sky that it looked like the surface of a hairbrush. We flew over a series of small lakes and across meadows of moss and algae-filled ponds. Hovering high above Sentinel Mountain, Darryl pointed out a moose and a herd of stone sheep. A few short minutes later we touched down at the camp tucked in the trees alongside the Nakina.

Bear Camp is a small, tin-roofed main cabin, flanked by three platforms topped with large tents. All of the structures are perched on seven-foot-high roughhewn

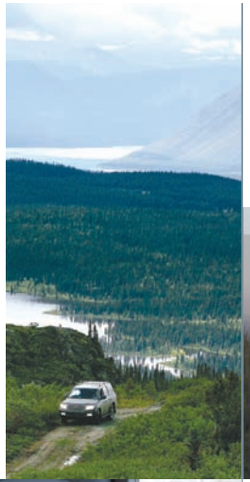


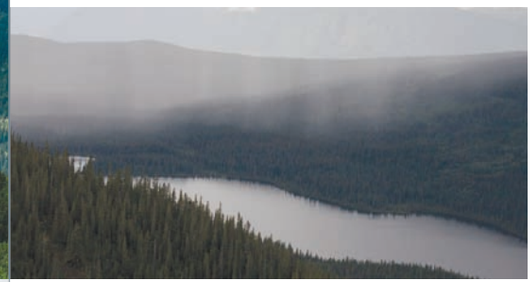
Prototype vehicle shown with optional equipment. Production model may vary

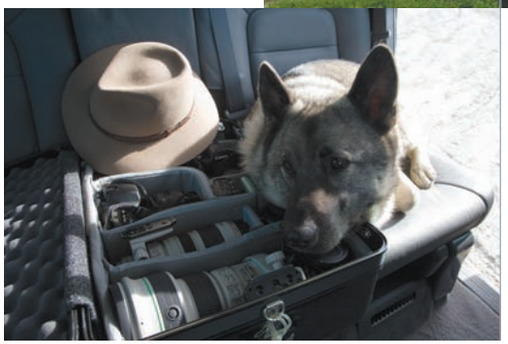
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(Main) Rough-hewn roads built for gold and silver mine access are easy pickings for a Land Cruiser. (Far left) Phil Timpany can't pass the hot springs outside of Atlin without a detour for a quick dip. (Below) An off-duty Smokey "guards" photographer Randy Olson's equipment.







> "Today there are an estimated 10,000 to 13,000 grizzlies in British Columbia, mostly in the north of the province"

wood pilings to keep the paths clear for wandering grizzlies. The real significance of Phil's camp is its location, just upstream of the site of a weir built to help estimate the salmon population during the annual spawn at Kuthai Lake. Made of wooden struts and lined with steel mesh, the dam-like weir catches fish for counting and sampling.

Phil built the first weir there in the summer of 1976, and that's when the grizzlies started to arrive. He'd unwittingly built a salmon buffet for them. Instead of having to fish up and down the river, they could simply hang out and dine on the hordes of salmon at the weir. One-stop shopping.

"It's their natural food source, just in a different place," he says. "They don't even associate us with their food source because we don't provide it. The river still does that."

Although the bears were so thick at times that it made work at the weir difficult for Phil, as a lifelong bear lover, the opportunity to view them up close was welcome.

He grew up in southern British Columbia, in a small coastal town called Salmon Arm. He did well in school, except each year as soon as deer hunting season started he'd disappear, spending more time in the woods than the classroom. "I just wanted to be out here," he smiles.

By his late teens, his interest in grizzlies was a passion. "I was just curious," he says. "As a kid, I heard all this commotion about them, mythical stuff, and how grizzlies were dangerous. I wanted to see what they were all about."

He spent most of his spare time alone, looking for bears. Back then, grizzlies were easy to find near his home but, before long, the logging industry destroyed their habitat. So, as soon as he finished high school, Phil headed north, where there was still plenty of wilderness left. Today, there are an estimated 10,000 to 13,000 grizzlies in B.C., mostly in the north of the province, some of the highest concentrations of the species in North America.

These days, Phil's life is dominated by the bears. A pair of his friends now operate the weir, while he concentrates on running guided fly-fishing trips from his Fish Camp every June and July and then bear viewing at Bear Camp in August, and again from September to November at an even more remote spot in the northern Yukon called Bear Cave Mountain. The rest of the year, he's a successful wildlife film maker. His main goal: to educate people about bears and spread the message that ▸

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ESSENTIAL PARTNER

THE EQUIPMENT THAT MADE THIS JOURNEY POSSIBLE



RANDY OLSON FOCUSES IN ON PHIL TIMPANY AT A REMOTE BEAR FISHING GROUND.

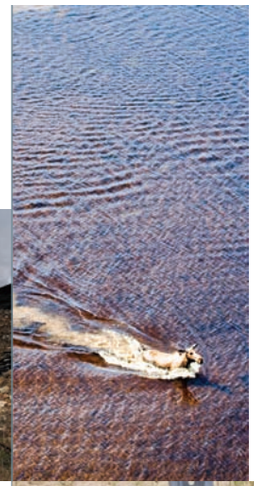
When the nearest camera repair shop is more than half a day's journey, it's a smart idea to bring along a reliable camera.

Randy chose to shoot with the Canon EOS 5D because it's the world's smallest and lightest full-frame digital SLR, with a 12.8 Megapixel CMOS Sensor. Randy feels that with the introduction of this digital model there are few reasons to shoot film any more. He told us how he made the switch to a Canon digital on a previous Australia assignment, shooting Aboriginal people. He found that film SLRs could not capture their unique skin tone. Luckily, a Canon digital could.



THE YUKON TERRITORY IS ONE OF THE MOST DESOLATE PLACES ON THE PLANET.







(Main) Head south from Atlin, B.C., and the road soon becomes a rough, muddy track – and eventually much, much worse. (Far left) The dry-caked mud tells its own story. (Left) The numerous lakes en route to Bear Camp are home to the mighty moose. (Below) Who lost a lawn mower? Misplaced booty in Carcross, Yukon.



"My experience with bears is that they couldn't give two hoots about me. They tolerate me; I tolerate them"

grizzlies are a highly intelligent, peace-loving species that, rather than being hunted, should be elevated to the revered status of mammals like dolphins and great apes.

As luck would have it, with all the extra rain, the river level was much too high to build the weir this year. So Phil decided we'd have to go search for the bears.

After a quick ride against the current in his jonboat, we followed a steep bear path up and over Sinawa Eddy Mountain to a cliff overlooking the Silver Salmon River. There we sat for several hours, talking quietly and waiting on the bears while Randy searched for his perfect camera angle.

Suddenly, a large grizzly starts up the river. Phil whistles to get Randy's attention, then with a whisper motions down to the gorge below, "Hey. Hey. Right below you."

"Do you recognize that one?" I ask.

"Yeah, that's Bernice," he says. "She'll be 17 this year. She's got a couple of cubs, but she didn't bring them today."

Over the past three decades, Phil has come to know generations of grizzlies in this area. He's named at least 40 of them, and has amassed so much practical knowledge of bear behavior that he lectures on the subject to biologists and outdoor professionals. Some bears, like Bernice, are now so comfortable around Phil that she even lets him bring guests to watch her nurse her cubs in a spot near Bear Camp.

"They're just not wary of humans anymore. We've been working with four generations of some of these bear families. They grew up here as young and their mothers were comfortable with us, so they key in on that."

From our promontory above the river, we watched as Bernice caught and devoured four 20lb-plus sockeye in the space of about 10 minutes, before retreating into the dense foliage for a nap. Later in the afternoon we saw Ace, one of Bernice's sons from a litter five years ago, and then Foamie and her two young cubs showed up to do a little fishing.

Though Phil names the bears and enjoys watching them grow, he has no illusions about his relationship with them. "My experience with bears is, in reality, that they couldn't give two hoots about me. They'll tolerate me, but there's no spiritual connection. It's just a contract I have between myself and the bears. They tolerate me; I tolerate them. It's worked well over the years, but that's all there is to it."

Next morning, the rain was so heavy that the path up ▸

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Prototype vehicle shown with optional equipment. Production model may vary

LAT N 59° 21' 57" LONG W 133° 25' 14" ATLIN LAKE

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LAT N 59° 21' 57" LONG W 133° 25' 14" ATLIN LAKE



Sinawa Eddy Mountain was too slippery and dangerous. So we called Darryl on the BGAN to hitch a ride to Fish Camp, where Phil knew we'd find grizzlies. Once there, the first to approach was a female Phil hadn't seen before.

It's one thing to view grizzlies from the perceived safety of a cliff, like a skybox overlooking a private zoo, but on the riverbank we were on the bears' home turf. Literally.

"She's a good fisher girl," Phil says as she pulls a second salmon from the river, ripping into it with speed and precision.

As she moved closer and closer, my heart raced faster and faster. Casually, she turned around and meandered back down the river's edge the same way she came.

When she finally disappeared, Smokey ran over to sniff the bush she'd just rubbed against. Phil tapped his chest two times, and the dog headed back to sit at his side.

"So Phil," I grin, still reeling from my first magical close encounter with a grizzly, "what's the command to have Smokey go fish our beers out of the river?"

We laugh, then suddenly Smokey's ears flick to attention and he looks intently toward the thick brush behind us.

Looks like we've got company again... ■

(Main) A land of lakes, forests, mountains and few people, the vast expanses of the Yukon and northern B.C. constitute one of the largest grizzly bear habitats in North America.

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Grizzly '101'

Bear essential information...

Bear expert Phil Timpany has two unmissable locations to see grizzly bears in their natural environment.

Nakina Bear Camp, B.C.
See grizzlies up close as they wander along – and through camp – on their way to feast at the weir. Accommodations are tents, but the food's filling, the company's unforgettable, and the rate is all-inclusive, including food, drink, transfer from Whitehorse, and a scenic helicopter ride to camp.
Season Aug. 3-23

Bear Cave Mountain Eco-Adventures, Yukon
Located near the Arctic Circle, guests stay in cozy cabins and can view grizzlies from one of four different sites. During September, you'll see bears catching chum salmon, then winter arrives and you can view ice-covered grizzlies fishing in the river. Again, the rate is all-inclusive, including a two-hour helicopter transfer from Dawson City.
Season Sept. 15-Nov. 1

For more details, check out **bearcavemountain.com** or call **(867) 667-2263.**



LAT N 59° 21' 57" LONG W 133° 25' 14" ATLIN LAKE

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Prototype vehicle shown with optional equipment. Production model may vary.

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FEATURES FOCUS PART TWO

◀ Kinetic Dynamic Suspension System (KDSS)

Increased suspension articulation for off-road driving, and decreased body roll on the highway

Traditional suspension systems are tuned to perform well on paved roads, which means off-road performance may be compromised. But the Kinetic Dynamic Suspension System (KDSS) optimizes suspension performance both on the highway and during off-road driving. Under off-road driving conditions, by disengaging the stabilizer bar connecting each pair of wheels, KDSS allows a greater articulation for each wheel. In uneven terrain, the extra available articulation helps maintain tire contact with the ground and helps to prevent body tilt. On the road, cornering performance is enhanced by suppressing body roll. The system engages automatically, allowing you to concentrate on driving.

▼ Foldaway third-row bench seat

Maximum seating flexibility and maximum comfort for up to three extra passengers

Land Cruiser's foldaway third-row bench seat isn't just an after thought. It will comfortably seat three extra passengers in leather-trimmed comfort, taking the overall seating capacity to eight. Each seat is equipped with its own headrest and 3-point seatbelt. A 50-50 split allows for flexible load capacities, with a useful 43cu.ft.[1] of cargo volume available when the third-row seats are fully stowed.



[1] Cargo and load capacity limited by weight and distribution.

For more on the 2009 Land Cruiser, see **toyota.com/landcruiser**

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FEATURES FOCUS PART TWO

▼ Bluetooth®[2] Wireless Technology

For many Bluetooth®-enabled cell phones, Land Cruiser offers hands-free operation as an option

Bluetooth® is an available option that allows for wireless connections between your Land Cruiser and many Bluetooth®-enabled cell phones. Built into the Electro Multi Vision system, with touch-screen controls, it provides convenient hands-free phone capabilities. Bluetooth® is a global standard and can be used almost anywhere in the world – perfect for Land Cruiser.



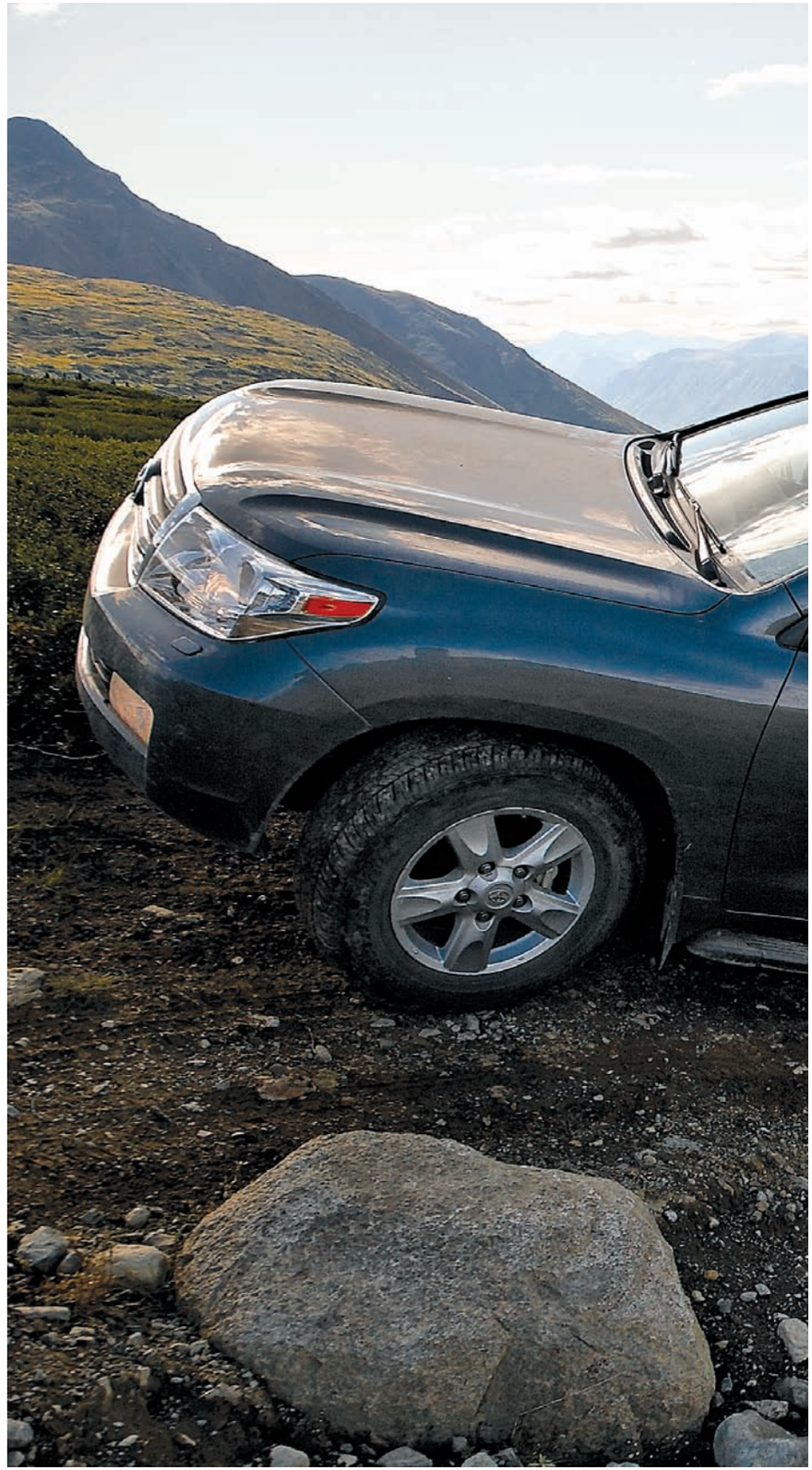
▶ Crawl Control (CRAWL)

Think of CRAWL as Land Cruiser's off-road cruise control for when the going gets rough

In rough, low traction situations, CRAWL takes over the braking and throttle functions, allowing you to concentrate on steering. Once activated by the driver, CRAWL will negotiate rough terrain at one of three walking speeds. Information from the Land Cruiser's G-sensor and individual wheel-speed sensors is sent to the VSC[3] and engine computers, which then decide how much braking and throttle are needed to help maintain the chosen speed through an obstacle. CRAWL helps prevent wheel lock and wheel spin, reduces pitch, bounce and roll, and lessens stress on the Land Cruiser's drive train – and on the driver, too.

[2] The phones in this publication have been tested for Bluetooth® compatibility with Toyota vehicles. Performance will vary based on phone software version, coverage and your wireless carrier. Phones are warranted by their manufacturer, not Toyota. **[3]** Vehicle Stability Control (VSC) is an electronic system designed to help the driver maintain vehicle control under adverse conditions. It is not a substitute for safe driving practices. Factors including speed, road conditions and driver steering input can all affect whether VSC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details.

For more on the 2009 Land Cruiser, see **toyota.com/landcruiser**



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*Prototype vehicle shown with optional equipment. Production model may vary.

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ESSENTIAL OZ

A few useful Internet addresses if you're thinking of visiting the Red Center of Australia. (And why wouldn't you be?) Remember, Oz has its summer when the USA has its winter.

- Kings Creek Station has year-'round accommodations, including luxury tents with fine-dining. Make sure you say gidday to Ian Conway. **kingscreekstation.com.au**

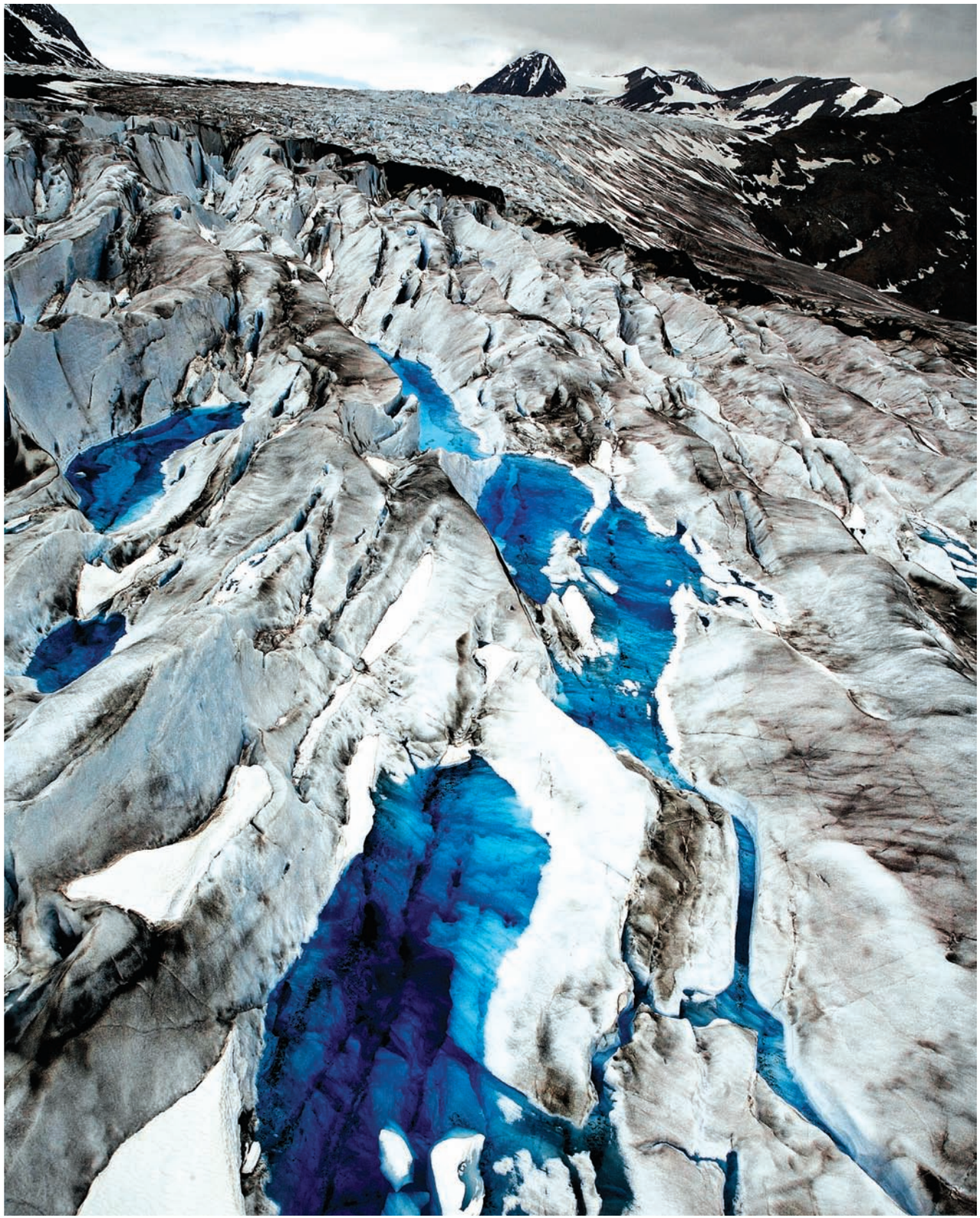
- Longitude 131 offers an unmissable stay in the shadow of Ayers Rock, including dining under the stars, for two nights minimum. **longitude131.com.au**

- Load your Land Cruiser on the Ghan in Adelaide or Darwin, then head to the Red Center in style. Find timetables, accommodations and prices for the Ghan on **gsr.com.au**

- It's a big place, the Northern Territory of Australia. For a huge amount of info on travel, places, weather, culture and more, visit **travelnt.com**



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ESSENTIAL CANADA

A land of amazing extremes, going from 40-below in the winter to sweltering days in the summer, the Yukon and Northern British Columbia have much to offer all year around.

- Most flights to Whitehorse, the Yukon's gateway, come from Vancouver, although other Canadian cities do have irregular services, too. Check out **flyairnorth.com** or **flyjazz.ca**

- For information on travel, accommodations, events and weather in the Yukon and Britsih Columbia, go to **travelyukon.com**, **driveyukon.com** and **hellobc.com**

- For guided or independent wilderness trips, a consortium of 29 independent Yukon adventure travel companies can be found on **yukonwild.com**

- For excellent dining and accommodations, try Marsh Lake's Inn on the Lake **(exceptionalplaces.com)** and the award-winning Raven Inn in Haines Junction **(yukonweb.com/tourism/raven)**

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TOYOTA
moving forward

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THE 2009 LAND CRUISER

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2009 LAND CRUISER

58 Features
63 Options & Packages
64 Specifications
65 Colors & Interiors

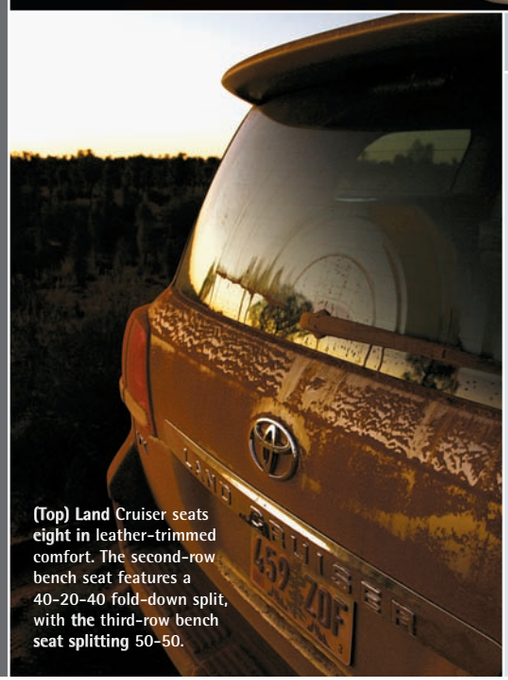


Prototype vehicle shown
with optional equipment.
Production model may vary

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- Please remember, Toyota vehicles are built with popular option combinations. Not all options are available separately and some options and accessories may not be available in all regions of the country. So please contact your Toyota dealer, who can help locate the vehicle that's right for you.
- Toyota Land Cruisers are designed to meet most off-road driving requirements. Abusive use may result in bodily harm or damage. Toyota encourages responsible operation to protect you, your vehicle and the environment.
- Some vehicles are shown with available equipment. Seat belts should be worn at all times. Please do not allow passengers to ride in the cargo area. Towing hitch receivers/ball mount kits are not intended to provide crash protection.
- For details on vehicle specifications, standard features and available equipment in your area, contact your Toyota dealer. A vehicle with particular equipment may not be available at the dealership. Ask your Toyota dealer to help locate a specifically equipped vehicle.





(Top) Land Cruiser seats eight in leather-trimmed comfort. The second-row bench seat features a 40-20-40 fold-down split, with the third-row bench seat splitting 50-50.

FEATURES

S = Standard
O = Optional
P = Feature available only as part of an option package

Exterior	
Aerodynamic multi-reflector halogen headlamps with Daytime Running Lights (DRL) and auto on/off feature	S
Integrated fog lamps	S
Full-time 4WD system with Torsen®[1] limited-slip center differential with locking feature	S
18in. high-gloss, 5-spoke, aluminum alloy wheels with P285/60R18 tires	S
Color-coordinated front and rear bumpers	S
Front and rear frame-mounted towing hooks	S
Front and rear heavy-duty mudguards	S
Dual color-keyed power foldable, electrochromic, heated outside mirrors with memory function	S
Privacy glass on second-row doors and rear quarter windows	S
Green-tinted glass with UV reduction on rear hatch window	S
Color-keyed rear spoiler	P/O
Interior	
Power tilt and telescopic leather-wrapped steering wheel with integrated audio and multi-function display controls	S
Power tilt and telescopic leather-wrapped steering wheel with wood-grain-style trim inserts, integrated audio, multi-function display, voice-actvated navigation[2] and **Bluetooth®**[3] controls	P

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Leather-wrapped shift lever with painted insert	S
Leather-wrapped shift lever with with wood-grain-style trim insert	P
Tilt/slide power glass moonroof with sunshade and one-touch open/close operation with jam protection	S
Auto-dimming electrochromic rearview mirror	S
Driver and front passenger dual sun visors with illuminated vanity mirrors	S
Overhead console with HomeLink®[4] universal transceiver	S
Dual maplights for front- and second-row seats	S
Smart Key System[5] with push-button start and remote illuminated entry	S
Variable intermittent front and intermittent rear wipers	S
Cruise control	S
JBL® AM/FM 6-disc in-dash CD changer, 14 speakers and FM diversity reception	S
Voice-activated DVD navigation system[2] backup camera[6], **Bluetooth**®[3] wireless technology, integrated audio and climate controls, JBL® AM/FM in-dash 6-disc CD/DVD changer, 14 speakers and FM diversity reception	O/P
Front and rear door and front seatback storage pockets	S
Twelve cup and bottle holders	S
Center-console storage area	S
Center-console cooler box[7]	P
10-way driver and 8-way front passenger power-adjustable heated leather-trimmed seats with armrests and adjustable headrests	S





Prototype vehicle shown with optional equipment. Production model may vary

The available center console system (left) includes voice-activated DVD navigation system[1, page 63] (pictured), backup camera [2, page 63], Bluetooth®[3] wireless technology and integrated audio and climate controls.

[1] Torsen® is a registered trademark of Zexel Torsen Inc.
[2] The navigation system is designed to assist in locating an address or point of interest. Discrepancies may be encountered between the system and your actual location. Road system changes may affect the accuracy of the information provided. Rely on your common sense to decide whether to follow a specified route. Detailed coverage not available in every city or roadway. Periodic updates available at an additional cost. See your Navigation System *Owner's Manual* for further details.
[3] Performance will vary based on phone software version, coverage and your wireless carrier. Phones are warranted by their manufacturer, not Toyota.
[4] HomeLink® is a registered trademark of Johnson Controls, Inc.
[5] The Smart Key System may interfere with some pacemakers or cardiac defibrillators. If you have one of these medical devices, please talk to your doctor to

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see if you should deactivate this system. **[6]** The backup camera, available only with the navigation system, does not provide a comprehensive view of the rear area of the vehicle. You should also look around outside your vehicle and use your mirrors to confirm rearward clearance. Cold weather will limit effectiveness and view may become cloudy. **[7]** The cooler box replaces the center-console storage box on vehicles so equipped. **[8]** The Toyota Tire Pressure Monitor alerts the driver when tire pressure is critically low. For optimal tire wear and performance, tire pressure should be checked regularly witha gauge; do not rely solely on the monitor system. See your *Owner's Manual* for details. **[9]** Vehicle Stability Control (VSC) is an electronic system designed to help the driver maintain vehicle control under adverse conditions. It is not a substitute for safe driving practices. Factors including speed, road conditions and

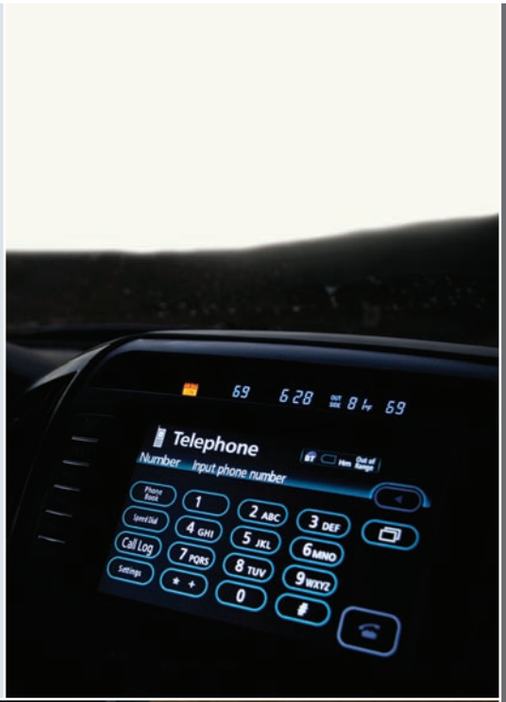


Prototype vehicle shown with optional equipment. Production model may vary

(Left) The CFC-free automatic climate control includes four independent temperature zones and a separate second-row control panel. Bluetooth®[3, page 59] (right) is an available option. Leather-wrapped shift lever (below right) is available with a wood-grain-style trim insert.

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Reclining leather-trimmed 40/20/40 split fold-down second-row bench seat with center armrest, adjustable headrests and fore/aft slide and tumble	S
Foldaway leather-trimmed 50/50 split fold-down third-row bench seat with headrests and 3-point seat belts	S
CFC-free automatic climate control with four independent temperature zones and separate second-row control panel	S
Power door locks and windows	S
Airbags, seat belts, low-fuel level, door-ajar, Direct Tire Pressure Monitor system[8] and rear tailgate warning lights	S
Rear-seat audio system with wired headphone capability	S
Three auxiliary power outlets (center instrument cluster, console storage area and rear cargo area)	S
Instrumentation: speedometer, tachometer, coolant temperature, fuel level, oil pressure and voltmeter gauges, and digital odometer	S
Multi-information display with odometer, trip meter, shift position, cruising range, fuel consumption, current fuel consumption, warning, average speed, clearance sonar, and driving support functions including maintenance information	S
Safety and Convenience	
Star Safety System™ – includes Vehicle Stability Control (VSC)[9] + Active Traction Control, Multi-Terrain 4-wheel Anti-lock Brake System (ABS) with Electronic Brake-force Distribution (EBD), and Brake Assist[10]	S
Kinetic Dynamic Suspension System (KDSS)	S
Crawl Control	S
Hill Start Assist Control (HAC)[11]	S
Direct Tire Pressure Monitor System[8]	S
Driver and front passenger airbags[12]	S
Driver and front passenger seat-mounted side airbags[12]	S







driver steering input can all affect whether VSC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details.

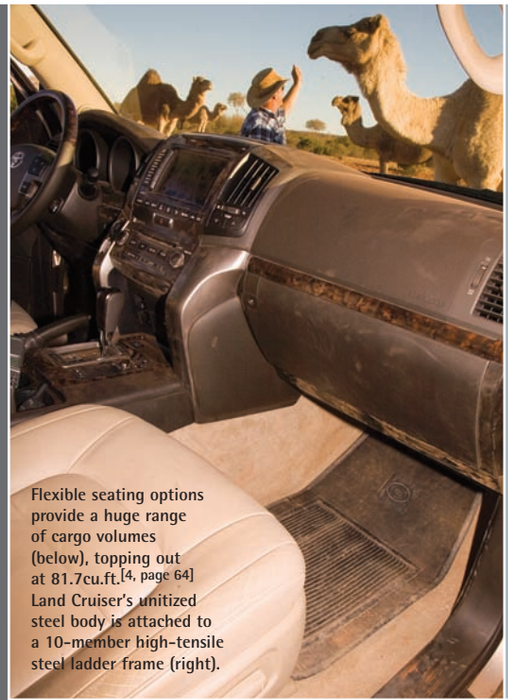
[10] Brake Assist is designed to help the driver take full advantage of the benefits of ABS. It is not a substitute for safe driving practices. Braking effectiveness also depends on proper brake-system maintenance and tire and road conditions.

[11] Hill Start Assist Control (HAC) is designed to help minimize backward rolling on steep ascents. Downhill Assist Control (DAC) is designed to help the driver maintain vehicle control and speed on steep, downhill descents. Neither system is a substitute for safe driving judgment and practices. Factors including speed, grade, surface conditions and driver input can all affect whether DAC and HAC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details.

[12] All the airbag (AB) systems are

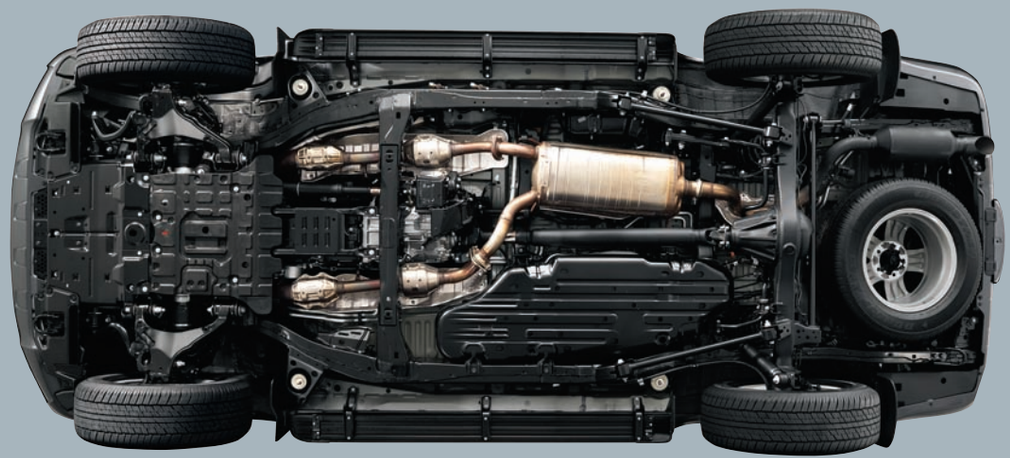
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Supplemental Restraint Systems. All ABs (if installed) are designed to inflate only under certain conditions and in certain types of severe collisions: frontal and knee ABs typically inflate in frontal collisions; side and side curtain ABs in side collisions; Roll-Sensing Curtain ABs at a severe tilt degree, roll or lateral G-force. In all other accidents, the ABs will not inflate. To decrease the risk of injury from an inflating AB, always wear seatbelts, sit upright in the middle of the seat as far back as possible and do not lean against the door. Do not put objects in front of an AB or around the seatback. Do not use a rearward-facing child seat in any front passenger seat. The force of an inflating AB may cause serious injury or death. See your *Owner's Manual* for further information/warnings. **[13]** Active headrests can help prevent or limit the extent of whiplash in certain types of rear-end collisions.



Flexible seating options provide a huge range of cargo volumes (below), topping out at 81.7cu.ft.[4, page 64]





Land Cruiser's unitized steel body is attached to a 10-member high-tensile steel ladder frame (right).

Second-row outboard seat-mounted side airbags[12]	S
Three-row Roll-sensing Side Curtain Airbags (RSCA) with cut-off switch[12]	S
Driver and front passenger knee airbags[12]	S
Driver and front passenger active headrests[13]	S
3-point Automatic/Emergency Locking Retractor (ALR/ELR) seatbelts in all seating positions	S
Anti-theft system with engine immobilizer	S
Energy-absorbing soft upper trim	S
Adjustable front- and second-row outboard seat belt anchors	S
Driver and front passenger seat belt pretensioners with force limiters	S
Driver and front passenger active seat belt pretensioning system	P
Driver and front passenger seat belt warning with buzzer	S
Full-time 4WD system with Torsen® limited-slip center differential with locking function	S
Side-impact door beams	S
Child-protector rear door locks	S
Daytime Running Lights (DRL) with auto on/off system	S
Center High-Mount Stop Lamp (CHMSL)	S
Child Restraint System (CRS) top tether anchors and ISO-FIX lower anchor points	S

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OPTIONS AND PACKAGES

Available Options

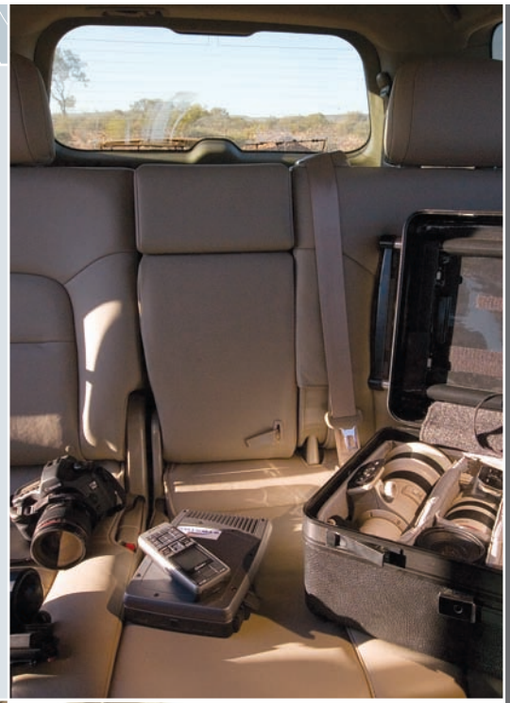
Color-keyed rear spoiler

Voice-activated DVD navigation system[1], backup camera[2], **Bluetooth**®[3] wireless technology, integrated audio and climate controls, JBL® AM/FM in-dash 6-disc CD/DVD changer, 14 speakers, FM diversity reception and adjustable power antenna

Packages

Upgrade Package – includes voice-activated DVD navigation system[1] backup camera[2], **Bluetooth**®[3] wireless technology, integrated audio and climate controls, JBL® AM/FM in-dash 6-disc CD/DVD changer, 14 speakers, FM diversity reception and adjustable power antenna, power tilt and telescopic leather-wrapped steering wheel with wood-grain-style trim inserts, integrated audio, multi-function display, voice-actvated navigation[2] and **Bluetooth**®[3] controls, leather-wrapped shift lever with wood-grain-style insert, rear seat DVD entertainment system with 9-inch display, driver and front passenger active seat belt pretensioning system, center-console cooler box[4], first- and second-row multi-stage seat heaters, color-keyed rear spoiler and headlamp washers

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Prototype vehicle shown with optional equipment. Production model may vary

A spacious center-console cooler box (left) and wood-grain-style trim inserts for the leather-wrapped steering wheel (right) are available as options.



[1] The navigation system is designed to assist in locating an address or point of interest. Discrepancies may be encountered between the system and your actual location. Road system changes may affect the accuracy of the information provided. Rely on your common sense to decide whether to follow a specified route. Detailed coverage not available in every city or roadway. Periodic updates available at an additional cost. See your *Navigation System Owner's Manual* for further details.

[2] The backup camera, available only with the navigation system, does not provide a comprehensive view of the rear area of the vehicle. You should also look around outside your vehicle and use your mirrors to confirm rearward clearance. Cold weather will limit effectiveness and view may become cloudy.

[3] Performance will vary based on phone software version, coverage and your wireless carrier. Phones are warranted by their manufacturer, not Toyota.

[4] The cooler box replaces the center-console storage on vehicles so equipped.

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[1] Torsen® is a registered trademark of Zexel Torsen, Inc.
[2] Brake Assist is designed to help the driver take full advantage of the benefits of ABS. It is not a substitute for safe driving practices. Braking effectiveness also depends on proper brake-system maintenance and tire and road conditions.
[3] Vehicle Stability Control (VSC) is an electronic system designed to help the driver maintain vehicle control under adverse conditions. It is not a substitute for safe driving practices. Factors including speed, road conditions and driver steering input can all affect whether VSC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details.
[4] Cargo and load capacity limited by weight and distribution.
[5] Before towing, confirm your vehicle and trailer are compatible, hooked up and loaded properly, and that you have any necessary additional equipment. Do not exceed any Weight Ratings and follow all instructions in your *Owner's Manual*. The maximum you can tow depends on the total weight of any cargo, occupants and available equipment.
[6] 2009 EPA-estimated mileage. Actual mileage will vary.



SPECIFICATIONS

Engine	5.7-liter DOHC 32-valve EFI V8 with dual independent VVT-i, 381hp @ 5600rpm; 401lb.-ft. @ 3600rpm
Ignition	Electronic, with Toyota Direct Ignition (TDI)
Transmission	6-speed electronically controlled automatic overdrive with intelligence(ECT-i), sequential shift mode and uphill/downhill logic
Body construction	Unitized steel body on 10-member high tensile steel ladder frame
Drivetrain	Full-time 4-wheel-drive system with Torsen®[1] center differential
Suspension	Independent double-wishbone front suspension with coil springs and stabilizer bar; 4-link rear suspension with coil springs, stabilizer bar and semi-floating axle
Steering	Engine speed-sensing power-assisted rack-and-pinion
Turning circle diameter – curb to curb (ft.)	38.7
Brakes	Power-assisted 4-piston front/2-piston rear ventilated disc brakes with hydraulic brake booster with Multi-Terrain Anti-lock Brake System (ABS) with Electronic Brake-force Distribution (EBD) and Brake Assist[2]; ABS operates in high and low ranges
Active Traction Control	Standard
Vehicle Stability Control (VSC)[3]	Standard
Kinetic Dynamic Suspension System	Standard
Crawl Control	Standard

Exterior Dimensions (in.)	
Overall height/Overall width	74.0/77.6
Overall length/Wheelbase	194.9/112.2
Track (front/rear)	64.6/64.4
Interior Dimensions front/middle/rear (in.)	
Head room	38.3/38.9/36.0
Shoulder room	61.0/61.1/62.3
Hip room	59.8/58.5/58.6
Leg room	42.3/36.0/28.4
Seating capacity	8
Off-Highway	
Skid plates	On front suspension, fuel tank and transfer case
Angle of approach/departure/breakover (degrees)	30/20/21
Minimum running ground clearance (in.)	8.9
Transfer case ratios – 2-speed (high/low)	1.0:1/2.618:1

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Weights and Capacities	
Curb weight (lb.)	5690
Gross Vehicle Weight Rating – GVWR (lb.)	7275
Cargo volume (cu. ft.)[4] behind front/middle/rear seats	81.7/43.0/16.1
Towing capacity (lb.)[5]	8500
Fuel tank (gal.)	25.4

Tires	
Size	P285/60R18
Type	Mud-and-snow-rated steel-belted radial blackwall
Spare	Full-size with alloy wheel

Mileage estimates (mpg city/highway)[6]	13/18

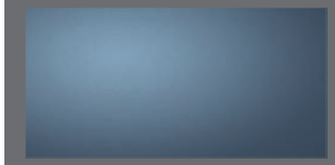
Prototype vehicle shown with optional equipment. Production model may vary



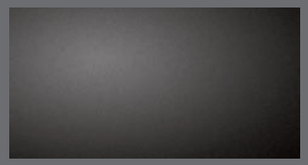
Land Cruiser's 5.7-liter V8 engine comes with intelligent Variable Valve Timing (VVT-i) for optimum performance. Power output is 381hp, with 401lb.-ft. of torque available.

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EXTERIOR COLORS



Pacific Blue Metallic
With Dark Grey or Sand Beige Interior



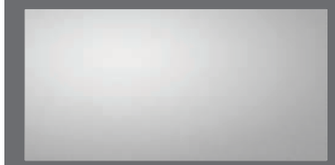
Magnetic Grey Metallic
With Dark Grey or Sand Beige Interior



Amazon Green Metallic
With Dark Grey or Sand Beige Interior



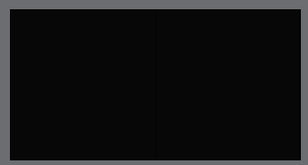
Salsa Red Pearl
With Dark Grey or Sand Beige Interior



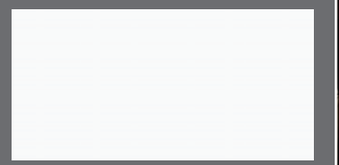
Classic Silver Metallic
With Dark Grey Interior



Sonora Gold Pearl
With Sand Beige Interior



Black
With Dark Grey or Sand Beige Interior



Super White
With Dark Grey or Sand Beige Interior

See your Toyota Dealer for exact vehicle colors.

INTERIOR TRIM



TOYOTA FINANCIAL SERVICES [1]

Now that you're thinking about a Toyota, you may also want to consider leasing or financing the purchase of your new vehicle through your participating dealer and Toyota Financial Services (TFS). TFS offers a variety of high-quality finance and lease products to complement your lifestyle. At TFS we realize that purchasing or leasing a vehicle is a major commitment, and we have developed some of the finest customer-focused finance and insurance solutions to help protect your interests over time. In most cases, you may include your cost for these products in your finance or lease contract. Few companies can match the expertise, customer care and total value of TFS. Ask your Toyota dealer or go to www.toyotafinancial.com for details.

TOYOTA REWARDS VISA® [1]



Get more with the Toyota Rewards Visa® – the card that earns as you spend. Because the more you use it, the more you get.

Turn everything you buy into points to redeem toward service, parts, accessories or an eligible vehicle purchase or lease; earn 5 points for every $1 spent at participating Toyota dealerships and 1 point for every $1 spent everywhere else Visa® is accepted[2] [3]. Enjoy all these benefits without an annual fee and without an annual cap on points earned or redeemed. Visit www.toyotarewardsvisa.com or call (866) 614-8845 for complete details.

TOYOTA WARRANTIES

Every Toyota car, truck and SUV is built to exceptional standards. And that's not idle boasting. We back it up with these Limited Warranty Coverages:

Basic: 36 months/36,000 miles (all components other than normal wear and maintenance items).

Powertrain: 60 months/60,000 miles (engine, transmission/transaxle, front-wheel drive, rear-wheel drive, seatbelts and airbags).

Rust-Through: 60 months/unlimited miles (corrosion perforation of sheet metal).

Emissions: Coverages vary under Federal and California regulations. Refer to applicable Owner's Warranty Information booklet for details.

Accessories: For accessories purchased at the time of the new vehicle purchase, the Toyota Accessory Warranty coverage is in effect for 36 months/36,000 miles from the vehicle's in-service date, which is the same coverage as the Toyota New Vehicle Limited Warranty.

- For accessories purchased after the new vehicle purchase, the coverage is 12 months, regardless of mileage, from the date the accessory was installed on the vehicle, or the remainder of any applicable new vehicle warranty, whichever provides greater coverage, with the exception of car covers. Car covers are warranted for 12 months from the date of purchase and do not assume any coverage under the Toyota New Vehicle Limited Warranty.
- You may be eligible for transportation assistance if it's necessary that your vehicle be kept overnight for repairs covered under warranty. Please see your authorized Toyota dealership for further details.

For complete details about Toyota's warranties, please visit www.toyota.com, refer to the applicable Owner's Warranty Information booklet or see your Toyota dealer.

[1] The creditor and issuer of the Toyota Rewards Visa® is Toyota Financial Savings Bank. Toyota Financial Services is a service mark used by Toyota Motor Credit Corporation and Toyota Financial Savings Bank. Financing is available to qualified customers through participating Toyota dealers and Toyota Motor Credit Corporation. **[2]** On approved credit. Terms, conditions and restrictions apply and are fully described in the Toyota Rewards Visa® Cardmember Agreement and the Toyota Rewards Program Terms and Conditions. Points redemption not available at Hawaii dealerships. Points cannot be redeemed for cash. **[3]** Your Toyota dealer may impose restrictions on the use of credit cards related to vehicle purchases or leases.

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“Great things seldom happen twice”

Randy Olson, photographer

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Land Cruiser

TOYOTA
moving forward

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