

S8E5 – LIVE with Independence Overland

Joey - Hey everyone, we are live and welcome to the Overland Podcast. My name is Joey, the BROfessor, and hope everyone is enjoying the winter, if it's winter where you are. It's actually gotten warmer where I'm at, and it's kind of back and forth now. We're in the Arkansas... If you don't like the weather, just wait and it'll change time of year. So, it was warm yesterday. It got almost up to seventy-five today. It was in the fifties and next week it may snow. So that's kind of the way it is. But it is a great time of the year. It's fixing to be spring and everything is about to start leafing out and become beautiful again.

So, I'm excited about our guest this evening as we do the live recording of the show. So, if you're watching or listening, you might want to be thinking of some questions, comments, especially if you're a fan, because if you're not, by the end of the show, I promise you will be. We have with us this evening YouTube sensation, Tyler from Independence Overland! Welcome Tyler!

Tyler - thank you! Hey thanks for having me on! Man, I appreciate it!

Joey – yeah, I appreciate you taking the time to be out. I've been following you for a long time you were one of the first people that I found on YouTube with an fj cruiser and me owning one finding somebody that overlanded in an fj was hard a long time ago few and far between a lot of people wheeled them, but living out of them, it was quite difficult to find. So that's what drew me to you right off the bat. But before we get into that, you're very well known around the Overland community. But for those who don't know, give us a little introduction to you, who you are, where you live, what you do.

Tyler - so yeah, I live in Colorado. I'm a diesel mechanic for a living. I'm now like the lead of the shop so I don't do as much wrenching as I once did. I make all these videos for fun. I've always made videos and I've always gotten a kick out of making videos so it just kind of became a natural thing where I wanted to get more involved in all this. So, I started doing reviews and stuff like that and then over time I got a little braver to put myself out there and actually be in front of the camera more and do the adventure stuff, which is very intimidating at first, but yeah. And so, then it's just kind of become what it has, which is crazy. But yeah, it's been a fun thing. I never thought I'd get to where it's at right now. That's for sure.

You kind of start these things up. You don't know where they're going. So now I'm getting into all sorts of stuff. I'm building a new truck. I've still got the FJ. FJ is not going away. And I know you will appreciate that, but yeah, I plan on keeping that. I've had mine for, we were just talking about that. You said you had yours for eight years, nine years.

Joey - I think it's nine years now.

Tyler - Yeah. I'm at fifteen, sixteen years with mine, which is ... it's wild. I get into that thing. And being that I'm now a professional, I work on a fleet of vehicles for a living. Getting in there and I see some of my wiring sometimes from when I was twenty-two years old and it is not impressive. I see the stuff that I've done recently and it's all like wire loom and everything. I need to redo a lot of stuff. But anyway, I'm keeping that thing around. But my truck's going to take the forefront for a while. I'm going to do some new adventures. I've got trips planned with Baker Overland coming up and hopefully in the next like three months, four months, we've got some cool projects we're working on. I just want to get out and do a lot more fun adventure type of stuff.

And I'm going to focus more on quality this year than quantity because it's so easy to get wrapped up in the release of video every week thing. And I feel like it makes a channel surfer when you have limited time like I do. So anyway, I guess that in a nutshell is what I got going on.

Joey - Have you, have you put yourself on a, on a quota for the past a year or so about how many videos that you put out per week?

Tyler - Yeah, because I was saving for that truck and I was wanting to, you know, cause, it's a lot of work. YouTube's a lot of work. So, I had a quota where I was basically like, I need to focus on getting a video out every week, just to keep the algorithm working in my favor. And I was trying to put money together for multiple projects because talked about on the channel. I'm putting a mod cap from Alu-cab on that thing and I've got some secret stuff that I'm doing that's going to cost so because of the financial side of it. I really held strong and stressed myself out with hey I'm going to get this stuff done so I can have some income because my day job takes care of my day job stuff and the channels pretty much take care of the truck stuff. So, I met that well I there's times that I fell behind stuff.

Anyway, this year I want to do more of just the stuff people like to really see from me and take on less products that aren't, I don't know. Some of that stuff you can get carried away with and I've done it. I think every channel has done it. And I want to back off on some of the, just reviewing stuff to review stuff. It's so easy when you're new to all this in a company's like, hey, do you want to try this out for free? And you're like, it's easy to talk yourself into it. And so, I'm trying to get away from more of that and go back to how I built the FJ in the first place, which was a lot of it, or most of it on the FJ. I paid full price for is all very high-quality stuff, but I know it'll last forever.

So, I'm going to try to get back into the, I don't know, I guess just more into the focus on things that I want to be doing versus what I think other people want me to be doing sort of a thing.

Joey - I understand. And that makes sense. That makes sense because on a lot of, for those of us who watch YouTube a lot, you can tell when people put out a video just to put out a video. And I understand where you want to do quality over quantity. Now, let me ask you, how did you first get into Overlanding? When did overlanding first appeal to you and you thought, that's something I want to get into?

Tyler - So I got into the four-wheel drives because my dad had a forty series when he had an FJ40. And so anyway, we would go out and we're kids and we did all sorts of cool stuff in that South Padre. He was stationed in Texas. And so, we got South Padre, go shark fishing and stuff. And we had all these cool experiences. And so, flash forward when I was coming out of getting into my early twenties. And the FJ Cruisers were out. And at the time, and I'm sure you experienced this to some degree, they were not that expensive of a vehicle. And nobody really wanted them because it was like this, people were like, that's an ugly Japanese SUV. And I was like, that thing looks just like what dad used to have to some extent, you know? And I was ready to get back into the outdoor thing because I'd always done that when I was a kid.

High school comes around, girls come around, you get distracted. And so, I was going back towards that. And so, I got that thing. And then really quick, my friend Kevin actually started, I worked with him at John Deere. He used to work at John Deere remand Springfield, Missouri. And so, he started showing me stuff like, hey, you can do the suspension on that thing. And then it became a roof rack. It became, this

became that. met my now wife, thirty days before she was coming out to Colorado to go to photography school. And so as soon as I came out and visited, it was like, oh, this is what I'm missing out on. She she's going to Colorado Mountain College out near Aspen, Colorado, where we're still in the same area. And so, when I came out here, I was just like, I didn't even know that kind of stuff existed. So then, of course, flash forward. And now I live out here and it's just become it's just become a thing.

You know, sometimes it's because I wanted cool gear. You see a tent on top of a truck, especially back then. You know, I saw one after or when the rooftop tent thing was becoming popular. And right away, I was like, I know I want that. That looks very convenient. And so over time, some of it was gear and then some of it was like the experience. But my dad was always when he was in the Navy, instead of staying on the ship or going to the nearby towns and drinking, he always told the stories when we were kids where he would go in and take tours and go see the tribes and stuff in Africa.

And so, I had that kind of, growing up around that when we had spears from some of these African tribes in our house that he traded a bit lighter for, for instance. And so, I grew up around that environment where my dad was always like, this is what's cool. And so of course that kind of trickled into me and so then I started getting into this point where I was like, I want to go more remote. I want to do this. I want to be able to go out there longer. So, then battery systems, refrigerators. And so, it just kind of is multiple facets. And I like tinkering with stuff, building a truck, as we were talking about before the show started. You just you build this little system that is yours. It's like your little portable home. And so that's part of it, but also just going and seeing wildlife, going and seeing cool stuff, I think drives all of us.

Joey - I agree. I can go back to when I was a teen and my dad would, we go on float trips or we'd take the car out and we'd set up the tent and go camping. I remember how much I loved that. And, and I can always go back to that time, that kind of sparked my love for the outdoors. And I think we all have kind of stories about that and, and we can contribute or we can, give Overlanding the credit when it when it boomed, they created such cool gear for us...

Tyler - yeah

Joey - it was it was like the light you know... and we were just drawn to the light as zombies and we just take it...take us to all the cool stuff. And I've been between rooftop tents. And when I take a rooftop tent off my FJ, I just look at it and I'm like, oh, it's sad. It just looks awful.

Tyler - Yeah. It looks awful.

Joey - It looks like it's, you know, the first day in the military when they cut all your hair off, it's just awful. And I was like, put it back on. Put it back on. I got to get over it. uh but yeah, I totally understand that. Hey I want to give a shout out really quick to Bats Off-Road. My co-host he and everybody in his house has the flu oh and I just want to tell everybody that's why he's not on the show. He missed the show last week and uh so just tony we're thinking about you Scot Joubert is on here. I know he's one of your biggest fans.

Anyway, now that you've revealed to us that you are a mechanic, you're a hands-on guy. How big is DIY in your world? Are you one of the are you one of the ones that will do a lot of this stuff yourself?

Tyler - I've done everything except for I was telling you that I just had my diff done. Differentials are something that I'm not super comfortable with just because I haven't done a bunch of them. But yeah, everything I've done, my suspension, my axle installation, all of my, everything on there, all the wiring I've always done. And honestly, what I'm going to try to do, and I'm not trying to just plug myself here, but I feel that a lot of people should trust themselves more if they're even remotely mechanically inclined to do a lot of that stuff because it's so expensive. Shop rates at least where I'm at or like some of them are like 250 dollars an hour.

So, if you're having somebody wire something for you that takes that that costs so much more on top of an expensive Red Arc system and I'm all about buying quality that'll last for a long time. So, if you're spending money on these components but you can trust yourself in wiring something, then you can save a tremendous amount of money. So, what I'm going to, I'm going to try to teach people more on that in the future, a little bit on the channel. And then my Patrons will get a little bit more of an uncut unedited version of that. But again, I'm not trying to just plug myself here, but with Patreon, I don't have as much time as some people do because I do work a lot of hours. So, I'm trying to do things like teach people as I go forward, like this is how you solder wire and stuff like that.

Cause people get freaked out. I think some people don't even understand they can't get electrocuted off of like a twelve-volt system. So, I want to teach people more about that kind of a thing. Suspension is a little bit different because knowing how tight something is. But again, I worked at John Deere for six years. I've worked at this facility for fifteen years. So, I've got a lot of confidence in this sort of a thing. But I want to teach people more about that because it's part of the deal. You can look at a whole electrical system and on paper, it's like, oh, that's going to cost me with a battery, two thousand dollars. But you look at that installed, you're talking three or four thousand dollars.

Joey - So true, true. I've done a lot of the work myself and, you know, I'm not plugging myself either. But you are you're on here and feel free to plug yourself. That's the reason we're on here is to let people know just a little bit more behind the scenes about who you are. But all the stuff that I've done, you can tell. I'm not a pro at anything. I know my limits on a lot of things. You said you don't do the diffs and stuff like that, you know, engine work. I tried to do wiring and went, and then when I took it to a wiring guy, he said, you're not allowed to use, electrical tape anymore. I know my limits now. I know that I've done a lot of upgrades since the beginning because in the beginning, you have so much money and you do this and you save up money and you do this and you save up money and you do this.

Well, when you're on a budget, you just do what you can. And then later on, you upgrade some stuff, you change some stuff. And then eventually, I hate to say, it's the words that Overlanders never should say, get it the way you want it. Because it's always in process. But you get it better each time. It gets better each time. There's very seldom that we do something that it gets worse. If it does, then you change it. I totally get that trying to teach people know your limits but you can learn and get out there and do some stuff yourself and when you do things yourself you know your vehicle better. That totally makes sense...

Tyler - so when your light bar turns off in the middle of a trail at night like you have a sense of like oh that plugs in under here and I think that goes a long way. And it's again, a lot of that stuff, some of it's more complicated outside of somebody's wheelhouse, but especially with YouTube and I'm not talking my channel for, you can look up how to solder a wire and it is so easy and all that information is accessible. So, I kind of want to help people find where that stuff is so they can navigate that and

hopefully, you know, be able to save some money and make it a little more or a little less stressful on their wallet.

Joey - Well, anytime that we can do that, when we can upgrade and not be out and break the bank, that's a win. That's a win. You've really been putting out some amazing videos, as always. And so, I want to ask you a few travel questions without giving away. And I would never ask any of my guests to reveal secret sites or anything like that. But... without revealing anything specific, can you give me one or two places that should be on every Overlander's bucket list?

Tyler - Absolutely the San Juans. And I know that that's a go-to for a lot of people. It's kind of busy out there these days. But the San Juan Mountains out in the Telluride, Ouray, Silverton area. I mean, that is just, as far as the United States goes, I guarantee you, there are people around the world that see that. And they're like, if I ever go to the United States, I'm checking that out. And it's an amazing place. But at the same time, like when I went out with Baker, they wanted to cut some time off their trip. And I was, I also had to tell him, I was like, man, there's that place is amazing, but there's so much more of Colorado than just that mountain range. There's so much cool stuff to see.

And so there's also, that's like a bucket list thing, but at the same time, you came to Colorado and that was the place you went the first time you could almost spoil it for yourself because it is it is incredibly epic and I told Caleb and those guys I was like we should do that in a time where you have more time to explore because honestly yeah and you don't want to rush it it's pretty it's pretty crazy up there honestly there's not that much camping as you might expect because Colorado um isn't like some places where you can just pull off the side of a forest road it's very like you need to find a fire pit you'll get people get grumpy with you over that kind of stuff. And so, I'm very careful about it too. Like whenever I travel with people, like, hey, we can't be doing this. We can't be doing that. But anyway, but it is a just top shelf place. And then also Utah. So, I'm fortunate enough to have Colorado as my backyard.

And then Utah, I can get to Moab in about, in about two hours and forty-five minutes. So, it's pretty close. And so that whole area is incredible, but I don't, it's technically the Moab area, but Moab proper is more of the off-road paradise as if you go into the outskirts of it, then you really get into what the United States identifies as like overland type trails where it's like you go from here to here to here. And that place is just phenomenal. I mean, it's a different type of travel because, you're not camping next to water the whole time. You're hunting for scorpions at night, stuff with a black light. Highly recommend that. I love doing it. But you're looking around, just checking out stuff, and it's super dusty. If you open your window for a second, when you get home, that thing's going to have dust all over it. But there's such a magical experience in the desert. And I talk about that in all the desert videos I do, because for me, at least, there's something special in the air out there. And anyway, so that general area, and I guess those are kind of what people might expect me to say.

So, if I were going to say some other areas that they haven't heard of before, Northern Colorado, I just went and explored that for the first time. And I've been living here for almost fifteen years now. And it's crazy because every single year I find parts of Colorado where I'm like, I cannot believe I've never seen this before. And I've gone to some of the same places over the years but there's always so much to see in northern Colorado up near the border. Wyoming is incredible up there it's pretty cool. It's not like the huge mountain peaks and stuff like you see but it was one of my favorite places that I've been to. So, I want to do some more exploring out there and then in Utah I would say down by like St George getting close to the Arizona border. There's some really cool stuff out there too.

Joey - I'm so glad you said that because I'm flying into St. George in April.

Tyler - Oh, yeah.

Joey - Yeah, I'm going on a backpacking trip up in... I can't remember the name of it, but flying into St. George. And I had never heard of St. George until they said, OK, this is where we're going to meet. And then we're going to go up into some gulch up in there. And everybody talks about how beautiful it is. So, I'm really excited about that.

Tyler - That's some wide country, man. There's a lot of I bet there's a lot of cool stuff to see in there. How many miles are you doing?

Joey - We're going to do, I think it's thirty, 38 miles in three days.

Tyler - And then are you doing like an ultralight, like teepee or how you, how you camping?

Joey - We'll be carrying everything on our back. I've got a ultralight tent and, we'll be carrying all of our food, all of our water, all that stuff.

Tyler - That's cool. It's fun in the desert too. That's a different thing. I've done a lot of back country, like backpack archery hunting, but I've never done...the older I get, the more I'm like, I think I would actually appreciate that more if I could find the time to do it all.

Joey - Buckskin Gulch. That's what it's called.

Tyler - That's cool.

Joey - What about on your bucket list? What are some places that you want to go, but you've never been or had the time?

Tyler - I want to go to area 51 really bad. I know that that's not really normal. I've dorked out on all that stuff since I was a kid. And now that that stuff is getting more popular, there's all sorts of weird stuff happening. I don't know if people are following that or not, but there's a lot of stuff happening in Congress around that whole subject. So, I think it'd be a fun time to go, but I followed that since I was a kid. And so, I want to go there.

I definitely want to go of course into Alaska and Canada. I've actually got some plans to do sort of like a documentary kind of thing. As soon as I can find time to do it, I want to go, pretty far north and then follow a route that I need to build myself coming back down potentially into Mexico but that's kind of like a long route. That'll take me multiple trips over the course of a couple of years, but I do have an idea for like an actual series sort of thing I want to do.

Then I would have to say Newfoundland. I would very much like to do that. Jeremiah, who used to do media for Red Ark, and he also has Overland Pioneers as a YouTube channel, he went over there and ferried his truck over, his Gladiator, and he went with some other people, and it was an absolutely beautiful-looking trip. And it's one of those things where you're shipping out from the United States. It's not that long of a ferry ride. And it was a really cool looking trip. I think that'd be cool. I think it'll get more popular over time, but we'll see what happens. That looked really cool. Interesting.

Joey - Jeremiah is the one who got me hooked on the UP in Michigan. He had been up there and he had routed all of it. I didn't realize that all of the UP is national forest. Going up through there and seeing all

the places where you can camp right on the water, which is like camping on the ocean without sharks. It was amazing. So, we went up there the last two summers and, I have him to thank for that. So, he's a cool guy. Cool guy, expert on drones. If you want to know anything about drones. He actually does that for a living. I don't know if a lot of people know that, but he contracts with real estate brokers and he flies through houses.

Tyler - Oh, really? Yeah. Oh, that's interesting. I didn't know that.

Joey - Can you share with us a story maybe about one of your most challenging trips that you've taken?

Tyler - I can, and it's actually in the San Juans. I... Because I do all of my own work and I'm not perfect by any means, I'm usually pretty good because the fleet I take care of. It's our job to keep those things on the road because they're losing money constantly as soon as they go down. So, I have this mentality of keeping things going and you fix it before it's broken. So, you fix it before you leave for the trip. We had people come out and they had expectations. I put this trip together because I'm usually the trip planner. I don't know. I just usually take the reins of stuff. I did not do a proper pre-trip on the FJ. I looked underneath it but it wasn't good enough. I checked the oils, basic stuff. I also want to do a video on how to prepare for an overland trip. And so that'll be a video and like a spreadsheet at some point for people. But anyway, I overlooked something.

So I was, I forget the name of that area, but we're doing this very steep climb And I can tell that something was off on the back of the truck. And I'm doing this very steep climb and like a cooler fell out of the back of one guy's truck and rolled like fifty yards down the trail. And it was this whole thing. But when I got to the top and I've got seven-hundred-pound springs in the back of that and I've got a diamond axle in there. And anyway, my upper links (both of them) had fallen out during the course of the weekend. So, my spring was shaped like that. And it was so close to coming out of there. And those springs compressing those things with proper spring compressors in a shop with an air compressor, air compressor tools is already terrifying enough.

And so, I'm in this situation where I had to use a high-lift Jack. I just stopped carrying a high lift Jack and I still don't carry one because they're just terrifying for the most part, but yeah, a Jeep had one. So, I used his high lift Jack and we used, I think some ratchet straps and my buddy who happened to have a dirt bike in the back of his Tundra, he, or was he anyway, he had a dirt bike. So, he zipped back into town the next morning, went and found bolts and stuff. Cause the bolts were long gone and it was such a nerve-racking thing. And it was like the one time that I'd really slipped up on that. And it was the last time that I really slipped up on that.

Like, it's one of those things when you start having that kind of stuff happen. and it's an older vehicle thing and I'd installed the axle and all that stuff. So, I was like, this is my fault. So, yeah, that was, that was a very big challenge. I was very stressed out that night. It was such a cool campsite. I actually want to go back and camp there because it was just, it was just not the normal camp night. You know, I was like worried if I'm going to have to pay two thousand dollars for a tow truck to come get me or something. So, I think that would be one of my most challenging ones.

I've actually had pretty good luck. I've had pretty good luck. I haven't had a lot of breakdowns, a lot of issues. Usually, my trips go pretty smooth for the most part. This doesn't make for dramatic videos, but it's good for me.

Joey - Well, I would rather have it go well and be able to sleep at night rather than make a good video and have a two-thousand-dollar tow bill. I'm not one for wanting drama. And, you know, I've always had a little bit of worry. We are a thousand, twelve hundred miles from where you live. And so, I always think when I drive out there, you got to be careful. You got to think before you act because you got to drive this thing all the way back home.

I went out to FJ Summit several times back when they were having that before COVID shut it down. Loved going out there in the summertime. And that was actually my first time to go to that area that you're talking about right around, you know, Telluride and all that area. And it was fun being out there with seventy, eighty, a hundred other FJs and doing all this. But a lot of them pulled them pulled them up on trailers and, you know, they got to put them on a trailer and take them home. And I thought, I can't do that.

Tyler - Yeah, I don't I don't do that. That's not how I roll.

Joey - Jeeps do that. I don't do that. So anyway, anyway, I got to gig the Jeeps there real quick.

But give us your expert opinion. What are... Give us your top pieces of gear that you consider essential for when you go out that you never leave home without.

Tyler - That's a tough one.

Joey - What made me think about it was you used to carry a high lift jack. Now you don't carry a jack anymore. And so that made me think about your top pieces of gear that now that you've experienced a few things and been out there and done a few things, what you wouldn't leave home without.

Tyler - I would say my Leatherman. I fix so much stuff with a Leatherman Wave. And honestly, I have like, thirty thousand dollars in Snap-on tools at work, or I guess not all Snap-on, but I've got a lot of tools. At work, I use a pocket screwdriver and a little tiny pair of Nimpax pliers to fix most of the stuff that I have to deal with. Obviously, I'm not doing, like, swapping a third member like that. But whenever it comes time to, like, just little things, like you have a loose screw that's driving you or a loose nut that's driving you crazy, having just a small tool like that and a Leatherman can go a long way to do something like that. It's a knife. It's a saw.

Oh, yeah, I have a video up where I cut – I think I cut, like – I don't remember the actual number there are some that weren't even in the video but I cut like eight logs that were like this big around. I usually carry a saw with me happen to not have it. I have an electric chainsaw fj small I didn't have it and we were the first ones up and I have to say it's all about the person and the driver. We passed two Jeeps on thirty-seven-inch tires on their way down. I was on thirty-three and I drug myself up this one obstacle with a winch. We had no business being up there, but we did. Me and my wife went up there, but I was cutting through trees and I was just like, well, I'm not going to turn around. This is our weekend plan. So just having that tool, I was able to do that. If you get a splinter, you pull it out with a needle nose stuff and then you got your can opener on there, I've used that so many times, just all those little tools, a multi-tool, I actually, until I got into backcountry hunting, I didn't carry a multi-tool, I always had a pocket knife, and now I can, I don't carry, like, most people carry just a pocket knife, I carry Leatherman, I love that thing, I fix stuff around home and stuff, little things, roof rack nuts loose, you could possibly round out a nut or something, but... If you got the right tool for the job, that's great. But if you don't, and you're in a situation where you're like, man, I could use some pliers or this or that, works out great.

Joey - Did having a smaller vehicle with limited room like the FJ, did it teach you what to leave at home and what to bring?

Tyler - No, I'm pretty, I'm pretty guilty about bringing everything because, I'm just one of those people where I'm like, I'm driving, you know? And like I said, whenever we go back country hunting, we've got seventy-pound backpacks on and you get your bow and stuff. And that's when you start cutting weight. So, from my perspective, it's like, okay, well that's the time that we're sleeping on the ground in a floorless teepee and I'm sleeping on an air pad and doing all that stuff. And you suffer through that carrying limited clothing or spare clothing. When I go in a truck and it's powered by gasoline, I'm taking whatever I want to take. And some people are like, oh, you don't need all that.

But I think the flip side of that is people don't realize that some of the channels out there like myself, there's other ways of camping that happens. And so, there is roughing it at times. But the FJ, all in all, I've been pretty good about fitting everything I need in there because I've got a pretty big fridge. I've got a good battery system, electrical and stuff. But whenever it comes time for certain trips, there's things we have to choose to leave out, like the Zero Breeze AC. I love that thing in the heat of summer, but if the dog's coming and the wife's coming, got to really rethink that and figure out how are we going to fit all this stuff and that's why I did like the Pelican case over my rear tire.

I had to come up with some solutions like when we went down to Mexico, down into Baja I needed a way to carry more so that was the first prototype of how I built that rear storage. But I mean you can make it you can make it happen if you have kids and stuff that's a different story if you have multiple pets that's a different story but I've done pretty good about everything I feel I need. And even with this new truck, I don't think I'll really carry that much more. It'll just be more organized than I get to my camera stuff. That's my primary objective is easy camera access. So, I guess in a way, it hasn't made me go too crazy because of the limited space. And I can't always carry absolutely everything. And there's a few things I swap out. But for the most part, I carry a good amount of stuff in that thing.

I think I've got a pretty good ideal and similar to what you have. There are some creature comforts, but also... Well, I don't know what I'm trying to say here other than I don't necessarily.

Joey - You don't suffer.

Tyler - I got a bigger axle in the rear of my FJ because what year is yours?

Joey - 2007.

Tyler - Oh, so, okay. So, you're in the same boat. So, you've got the eight-inch axle or is yours a manual?

Joey - No, it's not manual.

Tyler - Okay. So, you've got the eight-inch axle, the 2010 and up, got the eight point two. I knew that I was in a situation where I might blow that axle. So, I got the diamond axle because I was just like, I don't want this thing to blow up with all this weight. So that's why I upgraded that. And so that was my solution. I was like, I'm going to put more steel under this thing to carry what I want to carry versus cutting carbs, so to speak.

Joey - I love you saying that because one of the first questions that I always get is how much that thing weigh? And I've been scared to weigh it because I don't want to have to answer that question. Have you ever been concerned about weight and how much you're carrying with it?

Tyler - No because I do so when I dive into stuff like this because again. I work in commercial vehicles and I know that there's like limitations and there's payload stuff and all that so if you take the same exact vehicle. The Fj Cruiser is a great example because they sold it in Australia so I actually contacted when I started doing some of this stuff, I contacted places in Australia. In Australia, when you buy a vehicle and (if there's any Australians listening, I might be butchering this a little) but when you buy a vehicle you can have it before you actually take delivery, you can go to a shop. There's some system where you can take it in and they can swap, swap out the suspension in some other components, minor components. And basically, when you do a lift kit on it, you can get your payload up to like three thousand pounds. It's crazy. It's like what a Dodge Ram gets over here. And they have different certifications, qualifications.

And it's not like we're talking about a third world country. There are people that take these vehicles into places that are more remote than we can get to in the United States. So, I did some research on that. And I mean, they're not doing axles. They're literally doing spring shocks. And a lot of them aren't even doing brakes because the brakes are rated for a certain amount. So, I took that into effect. And I was, you know, break upgrades are always good. I'm not going to tell anybody that payloads don't matter or anything like that. But lot of us have to do that because when you see if you want to build these trucks the way you're going to build them it's just the way it has to go because in other countries you can buy a Hilux. And a Toyota Hilux is a pickup truck it's definitely built different than a Tacoma. It's not the same vehicle like a lot of people think. But you can get a 3500-pound payload from the factory in some countries on those things. It's a work truck. And so anyway, with certain modifications...

So I kind of did the research and I was like, you know what, if these guys are doing it and they're signing off, the government's OK with it, then and we know that in the United States, they're a little greedy about a lot of stuff. And so, I think the vehicles can put up with it to some extent. I think the second and third gen Tacoma's had some problems bending frames and stuff but it was it was like a C channel sort of a deal or I guess it was a hybrid. I think the front of the box the center of it was like a hybrid system and the rear is a c channel as all the new platforms are all a solid. They're a fully boxed frame they're much stronger now they're supposed to be and so I think I think we can get away with a little bit more. But of course, I'll never tell anybody that.

Joey - I totally agree now you're working on your second rig. So, building out your first rig, you know, you kind of become emotionally attached to it because you put so much time and effort into it. And I love how you say that that you're going to hold on to it because I just don't understand people that spend so much time on a rig and then just sell it and start over. But you're working on your second one. You're working on your truck now. What's it like doing it the second time around? Is it more fun? Do you feel like you have more experience now and you're doing it a different way? Or is it kind of the same thing just all over again?

Tyler - You know, it's interesting because building my first one as a young man, very young man, and I want to say this in a certain way because if there's any younger listeners, like young men that are looking in some of this stuff, when I built the first one, there's so much fun. I got to wait for my next bonus from work or my tax return to get a roof rack. And you get that roof rack and you waited so long

and you worked so hard for it. And there's a certain appreciation you have for things when you build it that way. And honestly, I don't want people to think when my new truck starts getting more content on it soon, there's going to be people that are going to think that I have more money than I do. I have a full-time job. I work a lot over time. I've had equity and other projects and I've rolled those into I actually had a second FJ for a while that I rented out and COVID happened. I sold it, made some money on it, a little bit of money, bought a camper, upgraded it, sold it, made some more money. So, there's things like that anyway. So there that was a very fun process. And that's part of the attachment that I have to that thing.

The truck is a different thing because it's a channel-specific thing that I did. I kind of earned the ability to buy a truck. The channel paid for the truck. The channel's paying for everything else. I've got brand partners and stuff now. The thing is I know what I want in a vehicle now, and I know how to build the ultimate vehicle now, at least for me at my age and stuff. All that comes into effect. There's also a different level of attachment or lack thereof to having something where companies are willing to work with me. I very much appreciate that these people are doing this for me, and I'm so grateful that I'm even in the position that I'm in. But it is different. It's like I just told you that I got my truck back yesterday after a couple of months of being away. And it's such a weird thing. I don't feel my wife says the same thing where like, it doesn't feel like it's ours. It's like this weird deal where it's more of a tool this time, rather than that thing that I look out of the driveway and I'm like, man, soon, I'm going to have this tent on there. Like I worked so hard. back when I got my Alu-Cab.

I was a glassblower for twelve years, something like that. And it was like my side hobby before I was doing the video stuff. And so, I spent so much money upgrading torches and all this stuff. There's all this stuff in my glass studio. So, when I sold that, that's where that money came from to buy that Alu-Cab. And so, it was this, there's so much work involved that went into the financing of that. For the young guys, especially young men that are watching this kind of stuff, they want to build a truck and they want to have this and the campers and all that stuff there is so much enjoyment in the process of earning that over a long period of time versus just oh it's sponsored must be nice kind of stuff and it is nice. Don't get me wrong but there is a different appreciation there.

Joey - I can see where you're coming from because you know I work for the city. I've got a take-home car I don't drive my FJ every day, but I know the difference between the one that work is buying and the one that I'm buying and I put all my time into. And I can see where that feeling comes from, even though it's yours, that feeling is still there. You know, work's buying this.

Tyler - I was the young guy that wanted all that stuff. And there's so many times that I'm trying to be careful as I go forward. My channel gets bigger of how I want to remind young men, don't go into debt for this stuff. Like a truck pain. It's one thing. But don't be going and it's so easy these days. PayPal will loan you money, Affirm or whatever these places are. And you get a tent, you can have all this stuff. Don't do that. Please don't do that. I want to mention that because I know that I'm kind of part of that problem where people see, especially this new truck I'm building. I'm telling you guys; this thing is going to be so cool. But when people, I know when young guys see that, they're like, man, how can I have that? And I just want to help young guys be responsible and don't go down that road.

Joey - I'm glad you're putting that out there because perception is one thing where you can have everything overnight and you can have it now. But one of the conversations that we had off air before we came on was how patient you have to be for so much of this. even with the money to come in to be

able to buy certain things. So, it's patience is one of the hardest things in life to have. But we talked about it. I've been building mine for nine years. You've had yours for fifteen. And, you know, I've made modifications on mine just this year. And so, it every time you take it out, you appreciate it that much more. And so totally get where you're coming from on that.

Now you've been steadily putting out videos and this has become a huge part of your life. How hard is it to balance daily life, travel and be a YouTuber?

Tyler - It's hard. It is a lot of work. I don't have time for Netflix. I don't have time for, I love watching movies. I grew up watching movies. That's part of the reason I, got into this stuff in the first place and that like my wife's a photographer so she can she can watch TV and edit because when you're editing your color your eyes get used to the color on the screen. So, you need to see something that's color balanced and look back she had like pretty much has to do that so she's editing all sorts of photos and I can't do that. I leave for work at eight thirty in the morning. I get home about eight o'clock at night and I edit. I have like an hour where I have dinner with the wife and stuff. And then I edit until midnight. And then I do that every day. And then on the weekends, if it's this time of the year, then I start editing and working on projects pretty much all day, as much as my brain will put up with it.

And then I also have to go in and film stuff because if I'm like the FJ has needs. I just picked up some CV boots and stuff. I probably won't do a video on that, but I have to keep and maintain my own stuff. Because that's also you know like we're saying it's part of the expense, so I need to go do that that takes away time and if I'm filming it's going to take two hours two and a half hours and so it a lot.

I've been fortunate that I've had like a lot of support from people that have put up with a lot of it. My wife's very patient with me on it but she's an outside person too so it's nice because she's always traveled. She until recently worked for the airport. And so, we've been able to fly worldwide for free for a long time. And so now this has kind of become our way of travel now that it's become like a tax write-off and somewhat of an income. But yeah, it's a juggling process. And sometimes it's overwhelming and I stress myself out. And that's part of the reason I was telling you I want to focus more on quality over quantity is because... it becomes very easy to chase that YouTube dragon and you can see stuff and you need to release constantly and all this, but it's not, it's not worth it if it's draining you.

And so, I'm trying to back off and focus more on the things I really want to put out and less on like that grind. I want people when they see my channel to know that I'm going to put out something quality. They'll always be like product reviews and stuff like that because it's just the nature of this industry and there's going to be some of that but I want to do less of it and do more like really cool really cool adventure stuff and more of that kind of thing.

Joey - I appreciate you sharing that because in the business of what I do with having a podcast and being able to talk to guys like you who do this, a lot of the times we look at, a lot of people look at the YouTubers as such a glamorous lifestyle and being able to be paid for what you love to do. But it's a lot of work. And I don't want people to have this misconception that you can just go out full-time or part-time or on the weekends and shoot videos and have all this lifestyle and people sending you stuff. It's not all rainbows and unicorns. It's hard work. You put a lot of time into it. And I want everybody to know that. You work hard at what you do. That's why I wanted you to share that and I appreciate you sharing that.

Tyler - yeah of course

Joey – So, when you're out, and this is one of the things that I like to know. This is personal for me. So, one of the reasons I got into overlanding was because of my love of the outdoors. How do you balance your love for the outdoors with creating content for your channel?

Tyler - I don't know what it is. I know everybody tries to find some identification in ADD, ADHD. I've got something going on where I cannot sit still. Same way. Before I was putting videos out on the channel, I had videos from when I was blowing glass, and I had videos from when I was in high school. I always had a camera. I was always recording stuff. When I was a kid, my dad had a camcorder and I was reenacting Arnold Schwarzenegger scenes and stuff like that, you know? And so, I've always done it. And, I've always had a camera with me and it wasn't until the last four or five years or else it's like, why am I not pursuing this in a different way? Cause I really enjoy it. And it was, it was so obvious. It was something I always did, but I never considered it as like an avenue to make income on. It's kind of a long story, but I had this interaction with Jail Break Overlander. He's a, he's a YouTuber. He's got a big channel. He gave me a shout out that gave me a level of encouragement that I'd never really considered. I'd done a few things on the channel, but he was like, dude, you need to, you need to focus on this and coming from somebody. Of his channel size. And I was at like. Two hundred and fifty. Subscribers. This is during COVID. And it was just like. Okay. Like maybe I do have. Maybe. I just had never considered it.

So, anyway. Whenever I'm out doing this stuff. I've always been doing this stuff. I'm always taking pictures or doing video mostly. I've got old videos that'll never see the light of day. They're just so cringy. But I've told this before on other podcasts. Before drones were a thing. And I would string up a wire or a piece of paracord and put a pulley on it and put a GoPro on it just to get, and I would set this thing up and I would drive underneath it while it would go over the road, like a weighted thing, just to get one shot where it's like driving or flying over the top of it. You know, I would do stuff like that and I just was interested in doing it.

And so, it's just this thing where I don't sit still for very long. I don't do it. I don't sit still at home. I have to be focused. So that helps me tremendously. So, for a lot of people, they're like, doesn't that ruin it to some extent? Honestly, the only thing it doesn't ruin it. I enjoy the video editing process, but really when an awesome trip's done and it's been like a week or something, especially those big trips, two weeks. The thing that I think ruins it more is I'm like, man, I've got like eighty hours of editing.

Joey - We were talking with Bill and Deb from Coddiwomple last weekend and he said a lot of people don't understand when we shoot one twenty-minute video, it's about 250 gigs or more of video that we have to go through. You don't understand what we have to filter through. So that's so insightful to those of us who do not do it. You know how much you have to go through and the work you have to do. And plus, it's, it's also great to have a wife who's a professional photographer for you. Right there with you.

Tyler - And she's good because she's gotten into helping me with thumbnails and stuff. Cause that's one of my big weaknesses. Thumbnails are so important. If you think about an Avengers movie, you know, it's like, that's the thing you're seeing everywhere and that's getting hyped up for it. So, you need to see something interesting and it's hard to compete in that space. So, she's helping me, helping me with some of that.

But, yeah, it's definitely it's definitely helping that she is a photographer and it definitely helps that she grew up in a similar way where she's really into the outdoors. She's not a girl that's sick of this stuff. We'll do we'll do a week or two and then it's like we're both just like man we're just getting in the groove of this we wish we could stay longer. But I got to get back you know and take care of the take care of the stuff that I get paid to take care of.

Joey - Well, we talk a lot on the podcast about traveling, whether it's with just a rig like a lot of people doing nowadays, or one of the things that's become extremely popular in the overlanding world is trailers. Now, it wasn't very long ago that you posted about traveling around with a Mission Overland Summit trailer. How was that different than what you're used to?

Tyler - Okay, so... I actually had, I just got to add this. I had a Conquer UEV for a while. I owned it for about a year.

Joey - I remember seeing you pull that around thinking, how's that? The FJ pull that thing?

Tyler - It did decent. It did. It probably could have used different gears for that, but it actually did pretty good. I wasn't passing people, I should say. It's nothing like my new truck. My new truck, it's amazing that Tacoma can pull like it can. But I had that camper. That thing had too much of a breakdown time. The thing for me is I like a quick setup and a quick breakdown. Anything can set up quick, just like a folding rooftop tent, the cheaper, less expensive ones. Fold them up, and then when it comes time to pack them away, you're like, oh, my gosh, especially if it's raining or snowing or something. The Conqueror was a – I did not like dealing with that thing.

Joey - It's like setting up a city.

Tyler - Yeah, it really was, and it's designed for things I didn't really think about. It was like it's designed for South Africa. Their winters are not winters like we have here in Colorado, so the way the stairs folded out of it and stuff, the doors wouldn't seal when the stairs were deployed kind of thing. So, there's a lot of goofy stuff. And the reason I did that is because I wanted to make sure that a trailer wasn't the right answer for me before I got the truck. And because that was, I wanted a Tacoma and a, Alu-Cab since twenty sixteen. But anyway, so that was my experience with camping with the trailer.

Then I got this new truck and tactical application vehicles out of New Mexico. I'm doing some work with them in the future and I've become buddies with them through the expos and stuff. And they are a dealer for Mission Overland. So, they're like, hey, would you take this out and go do some stuff, camp with it and let us know what you think to review all that. So, one is the new generation of Toyotas, especially mine's the hybrid. It tows so much better than the FJ could ever dream of. I can pass people going up Vail Pass with three thousand pounds behind me. That FJ would be screaming in third gear and I'm going forty-five miles an hour. I can pass people like eighty. It is crazy. But anyway, so that comes into effect. But it was much more enjoyable with that. But the Mission Overland trailer in general was more, I think, of a typical size for what people would be telling for this type of adventure. It was not nearly as bad. I had a bad taste in my mouth and that conquer is too big. You know, our trails are tighter. It was just this whole different thing.

So, the mission was is so quick to set up so quick to break down and it was it was just easier to deal with because it was a fair bit shorter and I actually I did not dislike that experience as much. There are things that I learned from it too where I was like I want to integrate this with my own vehicle but there are

things that are drawbacks, pros and cons. Of course, you've got a longer wheelbase. I went on some shelf roads with that thing where I had some concerns with it just because I had to pivot around some rocks and stuff, and I'm not the greatest with a trailer. So, there's pros and cons to the trailer thing. I think that they're an excellent solution for small families. If, if I ever have children, I'll probably just grab a trailer, keep doing what I'm doing the same way, but I'll have a trailer involved just so I can carry more stuff, more comfort.

They are a pain. And there's things that come with it. But I think you can get used to it pretty fast, the smaller the better. But especially with the Mission Overland trailer, one of the things that I've said is like, if I'm towing with vehicle or towing a trailer, either the vehicle itself, or the trailer itself needs to have a space that I can get into. Otherwise, I don't really understand it. Because I'm in Colorado, there's cold, there's the cold or if you're going to do something somewhere where there's a lot of mosquitoes. For me anyway I like the idea of having a way to get into one of them and the mission overland is two little things you pop it up just like a rooftop tent it was a very enjoyable experience actually they designed it in such a way that it's simple. It's insulated. It has heat it's easy to get to extra storage it really had everything you needed. I think for probably you probably live out of one of those for like a month pretty easy and, and not feel like you're leaving a bunch of stuff behind, you know?

I actually enjoyed that. It was fun. And I've got two videos coming. on using that where I did some good off-road stuff. I've got I've got a few videos coming up uh soon and then I'll do a review but anyway actually. I did enjoy it. Sorry it's kind of a long-winded answer.

Joey - oh that's what I was looking for because you know trailers... there seems to be a new trailer company coming out every week and it seems to be a very popular thing. If you go to any of the Expos it seems like the number of trailer manufacturers that are there grows every year. Because, you know, a lot of people have family groups and they need the extra room and that's perfect for them. Base camping may be their thing. I don't know. But being able to pull it to different places is a challenge sometimes. And so, I liked how you shared that.

How do you feel that the overlanding community has changed in the last five years since COVID?

Tyler - I know a lot of people get wound up about that and there's and I'm one of the people where it appears like I'm part of the problem. I've driven the same vehicle for fifteen sixteen years let's not forget that guys. For anybody that's watching this but I'm also going to have shiny new stuff and there's this whole thing where people are like oh now it's taught that you need to have a hundred- and fifty-thousand-dollar vehicle to do any of this. Of course, that's not true but it has turned into that because there's because there's so much of an industry around it now. And there's more people that will, you know, people that will take me on and be like, hey, would you like to be part of our ambassador group or something like that? And so of course, for that stuff, if it's something I'm interested in, then I'm interested in. And I, and I try to be, uh, how do I say it? I tried to be very open about that kind of thing.

Anyway, but as far as the industry changing, it has changed a lot. Some people view it as a bad thing. Some people view it as a good thing. For me, because I'm a person that actually uses my vehicle on a regular basis, if I was not doing the YouTube thing, I would still be doing this on a regular basis. I've always been out pretty much every weekend during the warm months. For me, it's great because YouTube or not, all that's doing is creating new competition and creating new products that make this so much more accessible because you're going to get things that are on the higher end like a Alu-Cab. I

would consider. I've paid full price for my Alu-Cab tent. I fell in love with that stuff got a touch on that but now they're helping me out I did not get my new camper free, but they are I'm working with them a little bit anyway that's in the higher class of quality higher class of price but that also opens up the door for some of these companies that are producing things that are much cheaper for people. And that would not exist without that competition in the market.

And so, in my opinion, it's great because you get more options for things. It's creating that competition that just makes things better and better, more reliable. Some of them are going to be more reliable, things like that. And so not that, not that, all of the new gear is totally necessary but for me it makes it more interesting because you have more options it makes it more customizing the vehicle is fun there's a lot of people like oh none of that stuff matters. Let's be real. Most of us that are doing this are men and I've met plenty of women that are into this this whole thing too people like customizing their vehicle so it makes it more fun.

There's a lot of people building stuff, but let's be real that the vast majority, especially the ones you see at shows, they're not actually going out and doing some of this stuff. They'll go do a little press tour before the expo kicks off. But for the most part, I'm not running into those people out there. And so, I don't know, it's more of an industry, but I don't necessarily notice more people out on the trails. There might be a few more, but I don't think that it's like any big deal. Some people act like it's this huge deal. A lot of people, there's plenty of people that get the rooftop tent, leave it on their truck, they camp once a year. But it's awesome. And it also creates a used market and stuff. So, I see that there's a lot of good that comes out of it. I understand that it drives some people crazy and it's cringy to some extent, but I think there's good that comes out of it.

Joey - I do, too. And I'm a gearhead. I love building my vehicle. And what it has done for me has made me that much more comfortable because without all this new gear that's come out, I would still be sleeping on the ground and, you know, be cooking with my 1962 Coleman stove. And so, it's created so much opportunity. for people to put new and exciting things out there for us to use. And I absolutely love it. And it's created such a comfortable way for us to live outdoors and absolutely love it.

So, talking about that, what trends or innovations are you most excited about that you've seen that's come along in the last year or so?

Tyler - In the last year or so, I've been very impressed. I think it's within the last year. Apex Designs, I think, for the Toyota world, there's aftermarket sway bar disconnect systems, which a lot of people are like, oh, just take your sway bar off and you'll be fine. And you may be. but I like the idea of having a sway bar on, I run a heavy vehicle and also your insurance company will sure appreciate it if you have a sway bar intact and you roll that thing. I think that that's one of the cooler things I've seen, something I'm very excited about.

This isn't necessarily a trend, but I bet it will be because again, of the market and the competition, ARB is about to launch a brushless air compressor system, single and dual piston that will outperform their old air compressors by fifty percent and so when something like that comes into the market, you have a dual compressor, even the single that can, I guess now the single will be what the old dual was. And I think the old ones will still be available too. But when you see stuff like that coming out, I'm like, all right, now we're talking. Cause I'm already thinking how I can modify my trail hunter to have one of those systems. Cause there's, there's no way that my factory compressor can keep up what ARB is going

to put out. So, that will trickle down and there'll be all these companies trying to compete with that for sure and so I'm excited about that I think that's going to be a trend.

And then what's another one I think I think I saw up top overland I believe is who it was they are producing a flatbed system now. There's Dirtbox Overland, which is becoming more popular. I know Grant's running one of those. That's been a trend that is just now catching on in the United States more so. We've all seen flatbeds and stuff, but now it's starting to really pivot into this space because we went from rooftop tents to wedge campers. And now the flatbeds are getting more and more popular, which is pretty cool to see because again, you're getting more competition and there's, there's some really cool stuff coming out on that. And it's expensive, of course, not necessary, of course, but it's really cool to see because that's one of the things when we all watch the Australian channels, like, man, that's the truck. I wish I could buy a truck without a bed and do all this stuff, spend the money in that way. And so that's, that's a growing trend. There's some cool, there's some cool designs that are coming out. A lot of people are building those and, And I'm happy to see that because it's just interesting to see more of an expansion on what we got.

Joey - You know, I'm right there with you. I've been watching those guys on the other side of the world for some time now running those train canopies on those seventy series Toyota.

Tyler - Oh, my gosh. If I get a seventy series truck, I would be absolutely in heaven.

Joey - We're going to be driving those in heaven. So y'all just get ready. It makes my heart flutter a little bit. And you can get them over here if you're a millionaire.

Tyler - Yeah, you can get them. You can get some beat down ones. I looked at troop carriers. I was, I was really close. I thought about getting one of those. But they're all, they're all leaf sprung and I don't want a leaf sprung vehicle. I forget his name. Ozark Overland Outfitters. He's got, he's got a pretty nice one from Land Cruiser Heaven. And I looked into doing that same thing that he did. Because they'll take an AD series frame and put that Troopy or the pickup on that. And you can technically, you have a legal vehicle.

But I'm a person that takes care of old diesels for a living. And I don't want to deal with that in my free time. Like if I could get one new is one thing. I talk myself out of it. As I get older, maybe I'll talk myself into having one for putzing around on the weekends and stuff. But I don't think that there's a little bit of a trend of people starting to do that more and more. Land cruisers are these amazingly durable vehicles, but it's harder to get parts for them. You can't go down to Napa and just get a few things here and there, and there's kind of a trend going towards that, and I work on that kind of stuff, and I'm like, man, these vehicles got beat before they got sold, and now you want to take this thing and go take it to Mexico, and plenty of people are capable of doing it, don't get me wrong, but there's challenges associated with it unless you have a good shop like Ozark Overland Outfitters.

Joey - I know him well. He's pretty close to me. I actually bought my first fridge from him.

Tyler - Oh, really?

Joey - Yeah, we're pretty close. I appreciate you coming on here. This has been such a great thing. Tell us how we can support you and watch you.

Tyler - I don't ask for much from people. I've got a Patreon for the channel. The channel is obviously Independence Overland. If you just watch the stuff, if it's not for you, then no hard feelings. If you do like the stuff, like, subscribe. For the Patreon stuff, I'm just honest with people. I can't keep up like some places can. I don't do multiple campouts every year and stuff. I'm a full-time worker. Most of the people supporting me on there or they just know. I'm very open with them they help me with my camera stuff they're not buying truck parts they're not doing any of that. They know that this money is going towards production of the channel so I do have a Patreon page but I just really advise for that just people that really like what I'm doing and support me in that way so anyway yeah just like and subscribe.

If you guys like my videos, please like them it helps a lot and I appreciate everybody that watches my stuff everybody that comments you're so appreciated you'll never know it's such a weird world that we can create this kind of stuff and share it with so many people.

Joey - Do you want to take a minute to give a shout out to any of your sponsors or anybody in particular?

Tyler - Yeah, actually, I wanted to, if we could, are you still on board with Expion?

Joey - I am.

Tyler - I just got on with them. I did some research on batteries and I am so excited because in Colorado, especially with their, their vertical cell heating, man, I'm excited. I've got some, I've got, I've got it. I'm partnered with them. For the new thing, I've always bought quality batteries. I didn't want to buy the Chinese stuff, in my opinion. You can get away with them, I'm sure. but I don't want a failure or a fire in my own vehicle. So, I was looking at some of the top tier stuff, but Expion is doing some cool stuff. After I did some digging, I watched a bunch of videos and I was just like, okay, these guys are doing some neat stuff.

Joey - And if you talk to them, they know what they're talking about. They blow my mind with some of their lingo that they use. I'm like, I have no idea what you're talking about. Just I'll just buy your battery.

Tyler - Yeah, for sure. Yeah, Expion360 Batteries, OnX Off-road is a big channel sponsor. I know some people are like, oh, Onyx is sponsoring everybody. Man, they treat creators very well. And I did a video actually a number of years ago. I hope I'm not going on too long here. Just let me know if I am. But I did a video a number of years ago where I preferred Gaia. And I have video proof that before I was sponsored by OnX that I hadn't used it in a while. I was paying for everything, started using OnX and they had updated a lot of the things that I complained about in my original video. and they'd been reaching out for sponsorship and stuff. And I was like, no, I'm good. And then I was like, it's been a while since I've even touched on this. So, I got back into OnX and pretty much everything that I'd complained about had been fixed.

Now that I'm busy with the channel, it's so, it's just gotten better. It's easier to share stuff on there. They're a big channel sponsor. I'm very grateful to OnX Off-road. And then, and you can use, I believe it's Independence Ten if you want a subscription discount on that. And then, yeah, RedArc Electronics. Alu-Cab is on board with the new build. I'm doing some really cool stuff. And then I know I'm going to forget people, the mounting company.

I've got so many, they're all on my, on my Instagram and my channel and stuff, but there's so many, it's crazy that I get to work with these companies that I've just been fascinated with in previous years.

Joey - Well, you've earned it. You've put out quality content and you've really exploded over thirty thousand subscribers now? from the last time that I saw...

Tyler - getting close to getting close to 40k and growing.

Joey - And that's amazing. And you said, uh, right before COVID you had two hundred. It's amazing how life changes in such a short amount of time. So, we're happy for you and really excited about you coming on here and sharing about that. We really appreciate it. We love what you do. We love the videos you put out. I love how you've got two completely different rigs and can't wait to see what's coming out with the trail hunter.

Tyler - My patrons know what's going on with that. I will send you pictures after the show. And for everybody else, you're going to have to wait a little while longer. There's still some stuff under wraps. It's pretty cool. That's amazing.

Joey - Well, thank you again, Tyler, for taking the time to visit with us. Thank you for everyone who joined us live. The podcast will be available for everyone on all podcast platforms tomorrow. Thank you for the sponsors, Midwest Adventure Outfitters, who make sure the show happens, and everyone who sponsors by listening and participating.

Hope everybody has a wonderful week. Get outside, learn something new and do something cool, you know, and leave it better than you found it. Get involved. Don't just sit back and watch. We get out there. Enjoy the outdoors. You make a difference. Whatever you do, look out for number one. Don't step in number two.

We're out.