

May 2004



Trail Tales

MONTHLY NEWSLETTER OF THE ARIZONA LO-RANGERS 4WD CLUB

Cover Picture

This is Jerome Gill in his 1999 GMC Denali with the canoe on roof option. Jerome is a good friend of mine that just moved back to AZ. He had no trouble going up any of the hills at the Coves of Saguaro Lake.

April Meeting Minutes

Don Munzer called the meeting to order at 7:04 p.m. All members recited the pledge of allegiance. Members in attendance: Don Munzer and kids, Charlie & Becky Babcock, Sean & Lynette Murphy, Scott Nixon, Steve Graham, Dan & Jennifer Egge, Matt Parks, Ted, Loran & Jake Gersztyn, Jim Sanford, Nick Sesma, Ron Couch, Sandee McCullen, Marty Boetel.

Old Business

Sandee McCullen reported that the ASA4WDC Convention is May 14, 15 and 16. All members are invited to attend. There will be a Field Instructors Clinic on Sunday. Ron Couch reported on the camping trip they did in March. Sandee McCullen will be ordering the large bag of Peatsorb (approx. \$80.00) for our club. Annihilator cleanup was done recently using Peatsorb. The Peatsorb worked great. Scott Nixon gave Tip Top Mine trip report. Charlie Babcock gave The Coves/Birthday camping/trip report. Marty Boetel reported on the Trail 42 trip.

New Business

Becky Babcock reported on a job that is available with Insight.com working for Tim Crown as his personal assistant/equipment manager. Details will be published in the news letter.

Sandee McCullen reported on: Friends of Sycamore-Next meeting is Tuesday May 18, 7-9:30 p.m. at the Tonto Forest, Mesa Ranger District office. The Mesa Ranger district needs help building a "play area" in Sycamore Creek to be designated an "Intense Use Management Area" Mesa Ranger District Office is open Saturdays 7:30-Noon for permits. The management groups for Florence Junction area are doing a route evaluation at this time. At the last meeting three groups were formed to do the evaluations and vote on trail designations. Two of the three groups voted to keep Martinez open with gates, and open Jaw Breaker with limiting obstacles at either end. Currently Jaw Breaker is closed with the closure under appeal. We need to work hard to clean up trails in the area. Game & Fish is the group pushing to close areas. Marty Boetel put forward a motion to unofficially adopt the Florence Junction area for cleanup. Motion was seconded by Matt Parks. Motion was passed unanimously.

May Club Run: Mud Springs (official club Adopt-a-trail) Saturday May 15 or Sunday May

16. Meet at 9:00 at Sycamore Creek turn off on Saturday and Sunday. Some club members will be camping in the area so will meet at the turn off on both days in case some members cannot make it on Saturday. ASA4WDS has a new web page and web master. They need one contact person per club to post information to the web site. Ted Gersztyn volunteered since he is our web master. Our website AZLORANGERS.org is up and running. There are forums and calendars available. There are 4 forums available at this time: Discussion, Rigs, Runs, and Rants. It is very easy to join the discussion forums. Meeting was adjourned at 8:10 p.m.

Respectfully submitted by,
Loran Gersztyn

Calendar of Events

May 15/16 – Club run/campout to Mud Springs contact Scott @ 602-361-1517
 May 26 - Meeting at Round Table Pizza, 7pm NW corner of Rural & Ray
 June ? – Club run to... Scott mentioned running Trail 42 at night.
 June 30 - Meeting at Round Table Pizza, 7pm NW corner of Rural & Ray
 July ? – Club run to...
 July 28 – Meeting at Round Table Pizza, 7pm NW corner of Rural & Ray

Trip Report

Coves Birthday Party – 4/3-4/2004

1973 K5 – Charlie, Becky, Shelby, Hailey, and Reilly Babcock
 1972 K5 – Dan and Jen Egge and Dan's brother
 1976 K5 – Sean and Lynette Murphy
 1989 K3500 – Scott, Lynn, Sydney and Steven Nixon
 1993 Toyota - Nick and Tara Sesma
 1999 Denali – Jerome, Logan, and Zoë Gill (guests)
 200? Durango – Rick, Brandon and Kailey Tomblin (guests)

We arrived at the green gate just before 9am, the appointed meeting time. It was an unusual Arizona day, breezy, cool, scattered clouds, threatening rain, couldn't get much better. Once everyone arrived, aired down and got acquainted we took off for the adventure. We put the stock Denali with the canoe tied on top right behind the Big Ugly. The first gnarly hill up to the ridge the Denali made it up with no problem. With Jerome behind the wheel (we drag raced for 12+ years) the GMC caught several feet of air under the front tire on the way up. Climbing up out of the first wash I picked the worst line I could and was turned back, the hills were mud! I'd never been to the coves when the ground was muddy. It made the normally easy hills a little challenging. The rest of the trip to the 4th cove was uneventful and we entered a deserted cove. I think the chance of rain kept everyone away. It never did rain on us the whole trip.

The 4th cove was tiny the water was all the way up to the big trees, no beach. We



spread out under the trees and proceeded to relax set-up camp and eat lunch. After lunch The Edge's in the K5, Nick in the Toy, Jerome in the Denali and Sean and I in my K5 went wheelin. I headed up the Cove for wash, made our way over the ridge and then back towards the lake. Somehow we were back at camp again; you never know where you're going to end up following me. We took off again and made our way to the 5th/6th cove. One of the roads



near the lake was 2' under water and the Denali wisely turned back here. The rest of us arrived up at the top of the rock looking down into the cove. There was a fisherman and his son with a boat. They were staring at the water; turns out there were a large bass and its babies swimming around. The guy turned out to be a Motorola Dust Devil that knew a bunch of the old timer LoRangers, Dave Hoag? We dropped down the rock hill through the water and down the wash to a rock pile I knew about (I think it's the only rocks in the Coves). I crawled into the rocks and stopped for a group spotting session. I then proceeded through without any trouble. This spot had hung my K5 up bad when I had the 35" BFG's, I had to be winched out. Dan pulled up next and after some maneuvering decided he liked the shape



of his rocker panels the way they were and backed off. We cruised back to camp keeping pace with the clouds sailing across the sky, enjoying the beautiful cool weather.

Back at camp people were napping, chatting, or canoeing. Everybody helped Dan fix his steering stabilizer; it had come loose and was jamming the steering. The Egge's took off and the rest of us did some power relaxing. The kids played in the frigid water for like 8-10 hours straight, ah youth! Near dinner time Jerome's brother-in-law Rick and his son Brandon found us in his Durango, I was impressed! We started up the grills and had a great BBQ dinner on the Lake as the sun was setting. After the birthday cake and ice cream we got the camp fire going. The Sesma's and the Nixon's said there good bye's and took off for home in the dark. Jerome broke out the light sticks and marshmallows for all the kids and the rest of us enjoyed the night.

The next morning Jerome fixed up a feast of sausage and eggs for the group. We ate watching the fog drift past a few fishing boats on the calm lake in the cool morning air. Everyone packed up as the kids were playing in the water and enjoying one more canoe ride.



The trip out was uneventful until we reached the play hills on the last ridge out. I made my way up the hill picking out the worst ledge I could find and proceeded to stick the Blazer badly. My new modifications to the transference worked great, but the frame hit when I tried to drive over a 38" high undercut dirt ledge. No traction and each time I tried to bump it over the truck slid to my passenger side until I could see down hill out the passenger side door opening. At this point Becky got my sleeping 2 year old out of her car seat for safe keeping.



By this time I had a large audience and one of them offered to give me a tug with his 80's Dodge pickup, doh! The passenger takes the other end of my tug strap and throws it over the trailer ball on the bumper. As I start to protest the guy takes the slack out of the strap and his one wheel in the rear starts spinning. I get on the gas and the K5's passenger tire climbs skyward. With the Dodge still pulling the front end came down and I was on my way up the hill. I said my thanks and we were off again with a dark mass of storm clouds blowing our way.



Just inside the green gate we all bailed out to air up and to take Sean's 14 bolt axle out of the driver's side to check the brakes. As the rain came closer Becky decided to hit the road with the kids so I tarped up the K5 and she took off for home. I helped Sean with the Blazer and then we were off too. It never rained on us but Becky said they caught some rain on the way home.

Exuberantly written by Charlie Babcock

Tip Top Mine – 4/24/2004

Don Munzer and Samantha 76 CJ7

Charlie and Becky Babcock and kids 73 K5

Nick and Tara Sesma, 93 Toyota extra-cab

Scott and Steven Nixon, 89 K3500

Sean and Lynette Murphy, 76 K5

Aaron McCarthy 80 CJ5

Marshall Roadife and wife, Grand Cherokee (guests)

I pulled into the meeting spot right at 8AM with my foot to the floor sliding sideways and spewing gravel. Made a big dust cloud, but I was on time. Don and Nick pulled in a few minutes later to complete the group. We aired down, chatted, and decided to head for Tip Top rather than try and find some mystery trail on the east side of I17 that nobody knew anything about.

Since I swore I knew exactly how to get there, I was elected trip leader and off we went. We bumped along the road a ways headed for the river. I could see the road on the other side I wanted, but some blame fool had opened up a sand and gravel operation between here and there since the last time I had been out this way, probably six years ago.

About this time Lynette decided to apply some sunscreen. Although Sean swears he wasn't distracted, something went wrong leading to a big hole in his rear diff cover and a good sized leak. Nick called out over the CB that the blazer was doing a good Exxon Valdez impersonation. Sean pulled off the side of the road, slapped a Big Gulp under the leak, and



piled in with Don for the rest of the trip.

Doubling back to try and find another way across the river bed we tried the last major turnoff. It soon ended at somebody's homestead. Several trailers, a couple of dogs, solar panels, junk cars and shy children were scattered everywhere. We turned around and made a hasty retreat before the double barreled 12 gauge came out and somebody queued up the banjo music. I tried a faint spur off the "driveway" we were on, but it ended up in the hills long before the river.

After quite a lot of CB chatter questioning my route finding capabilities, Charlie volunteered to get us as far as Terminator. Leading us back to the gravel operation, I realized my mistake. Despite all the ominous "No Trespassing" signs, the road went on past it. I soon recognized where I was and raced up ahead.

We traveled along the well graded dirt roads for a bit, kicking up quite a bit of dust. Down at the bottom of the hill west of Terminator we made a left into the wash. There has been a lot more traffic along since I was out last, and I soon found out why. Predator branches off this wash. We stopped and watched a few rigs on the first obstacle and then continued on. Up another big hill and down brought us to boulder creek. The creek was



really flowing well, so we gave the kids a chance to run around and through rocks.

Back in the trucks it was about two miles to Tip Top. Rather than drive into the town site, I headed up towards the main mine shaft. It was a good, steep rocky climb. Surprisingly the Cherokee made it with just a bit of back and forth. We enjoyed the view, admired the fly wheel that weighs more than my one ton truck, and dropped rocks down the open and very dangerous mine shaft. After Steven took one too many wobbly trips around it on the rusty metal grate that surrounded it I put him in the truck for safe keeping. He was

soon joined by Becky, all the girls, and three grown men when a swarm of bees went buzzing by. All the commotion startled him and he started crying; but I assured him it was ok; all the other guys wanted their mommy's too.



We explored the town site a bit and then headed back to the creek. The girls threw a few more rocks and splashed in the water while Steven slept. We climbed up the hill looking for an old play hill, but it is now marked as closed to motor vehicles despite being on the map as an open route. Charlie gave the first obstacle on Predator a try and made it after a bit of



back and forth and some sheet metal damage to his door. The guys who had just done it in their beat up Jeep were rather impressed to see a full size on 38's tackle the big rocks. Aaron



was next; his Jeep made up for lack of power with sheer determination. It took three or four tries and a brief "Yard Sale" when his cooler rack broke, but he managed to scramble up the steep waterfall.

With a bit of help from Becky we managed to find our way back across the river to Sean's truck. He yanked the driveshaft while Steven and I yanked the axles. Everyone said their good byes and headed out. I later passed Sean on the 101 loop doing 48 mph with his blinker lights on. Apparently a front wheel drive blazer with a lock-rite is quite the handful on the street. Either that, or Lynette was putting on sunscreen again.

Scott Nixon

Items of Interest

Remember the club meeting is the last Wednesday of every month, 7:00pm at

Round Table Pizza

9920 S Rural Rd

Tempe, AZ

It's located on the northwest corner of Rural and Ray. If you visit

<http://www.roundtablepizza.com/> you can get discount coupons on pizza to use at the next club meeting. Come early and eat with the gang.



This is the Annihilator trail after the cleanup and rock un-stacking by several clubs and volunteers. Thanks to everyone who participated!

May Club Run's

We're running our adopt-a-trail, Mud Springs Saturday May 15 and/or Sunday May 16. Meet at 9:00am at Sycamore Creek turn off (east side) on Saturday if you want to camp out or just hang with the campers and do some light wheeling. We'll run the whole Mud Springs trail to the ranch house on Sunday. If you want to wheel on Sunday only call Scott @ 602-361-1517 to arrange a meeting spot. If you don't call, no one will be there to meet you on Sunday, either way anyone going should call Scott so he can let you know if plans change. The trail is a 2.5 friendly to any 4wd to the half-way point. From



there to the ranch house the trail is a 3.5 rear locker/limited slip required. People with stock 4wd vehicles can leave them at the half way point and hop in with other folks to finish the trail. It's a one-way trail so we'll be driving back the same way and pick up the vehicles left behind. It's a very scenic trail and a bunch of fun. Hope to see you there.

Land Use Issues

Please send any land use issues that you want included in the next newsletter to the editor at: <mailto:charles.h.babcock@intel.com>.

Editors Corner

If you're going to go on a club run make sure to call the trip leader. If the meeting time or location is changed or canceled then he can call everyone that's going and let them know. If you don't call then it's your own fault if you miss the run.

Classifieds

If anyone has anything for sale just type it up and email it to me at <mailto:charles.h.babcock@intel.com> and I'll put it in the newsletter.

For Sale: 1976 blazer 12 bolt rear axle 3.73 gears, lock-rite locker, complete drum to drum \$500, contact Sean Murphy @ 480-821-4549

Wanted - Full time assistant and equipment manager

The nature of the position is as follows:

Need person to oversee large number of quads, sand rails, and boats owned by single individual. The job requires maintenance of all vehicles including the owners' freightliner and race trailer. Person will also be responsible for prepping all equipment for trips to quad and rail areas. Additionally they will be required to transport these vehicles ahead of time and stage them at pre-designated locations as well as perform mechanical repairs and return them to Tempe.

In addition to race vehicle work, this person must have working knowledge of watercraft. You will be asked to prep and taxi boats – including boats up to 90' in length.

The work schedule of this position will be full time. At some times during the year, it will be very intense, while at other times it will be slow. When not working on vehicles, you will be expected to assist in any needed task at the owners' property in Tempe. For the most part however, you will be kept busy working on vehicles.

Person must have extensive mechanical abilities and knowledge of off road vehicles. For more information, please contact Wendy Woods at: 480-785-7575

Quote

Two roads diverged in a wood, and I--
I took the one less traveled by,
and that has made all the difference.

Robert Frost, The Road Not Taken

Enthusiastically Created by Charlie Babcock