

May 2008



Trail Tales

MONTHLY NEWSLETTER OF THE ARIZONA LO-RANGERS 4WD CLUB

Cover Picture

Sean's K5 making quick work of the boulders on the start of Miner's Revenge trail.

Meeting Minutes

I didn't attend the meeting and no one there took any minutes so there aren't any minutes this month.

Calendar of Events

May ? – Club run

May 28 – Meeting at 7pm location TC Luigi's

June ? – Club run

June 25 – Meeting at 7pm location TC Luigi's

Trip Report

Miner's Revenge 4/12/2008

Participants

1976 K5 – Sean Murphy and Charlie Babcock

1993 Tacoma – Nick Sesma

2000 Denali – Jerome and Logan Gill, Brandon

19?? XJ – Eric and 2 Friends

2005 Rubicon UL – Steve Smith

2008 buggy – Matt Parkes

Sean picked me up at my house at 7am on a breezy morning. My Blazer had a cracked sector shaft so I left it at home. We arrived at the Superior rest stop and the wind was howling like I've never felt it before. We got back in our rigs and tow vehicles and headed for Battle Axe road. Stopping at the corral we aired down and the 2 buggies unloaded from there trailers. We sat around quite awhile waiting for the buggies to unload. It wasn't windy at all here in the wash leading to the trail. We were soon making our way into the trail. Sean led with me spotting. I like to start the trail by making the right up the hill and dropping into the trail with the hard left turn. Jerome and Steve left their vehicles and walked/rode along with everyone else.



Nick was second in line having no trouble with any of the obstacles. See the flowers on the hills behind



Low tire pressure on a light rig equals debedded tire.



Eric pointing the way.



We were making good time when the XJ lost a tire. Just before the waterfall Sean's K5 stopped moving. It would later turn out to be a broken gear in his 700R4 transmission. Sean winched the Blazer along cable length by cable length until it was in the clearing before the falls. Everyone could now pass by the disabled rig and attempt the falls. One after another the buggies and Nick's Toyota couldn't make it up the falls. I've only witnessed a rig driving up the falls 4 times, 3 of them were my Blazer and one was Mike Tutor's Bronco. I'm sure lots more vehicles have driven up those falls but I didn't see it in the 7 trips I've made there. After winching the first three vehicles up with no problems we now had to get a 6000lb dead weight up the falls. Sean's Blazer was tugged by the other 3 rigs and winching a few feet at a time and we eventually made it up.

With the front three trucks strapped together they tugged the dead K5 up[the steep loose hill out of the trail. A couple times the super light XJ got yanked straight sideways while we were trying to go around corners. Part way up the hill Jerome offered to run ahead, get in his Denali, go home and get his trailer to tow the Blazer home. That's the kind of guy I like having on the trail; he'd do anything to help someone out. After an hour we were back on track. The weather was beautiful and the trail was perfect. Sean and Nick went to the left around the squeeze. Matt and Eric used Eric's perfect spotting skills to get both buggies through the squeeze.



Isn't it beautiful there? Nick was leading the way in his Toy.

With passengers running behind, including me the wagon train made it back to the dry wash where a single truck could pull the Blazer. I think Matt was chosen for his tractor like rig. We got to the trailers and the buggies loaded up and then we sat around talking

about the usual wheelin topics. Jerome rolled in soon and we Sean winched his Blazer on to the poor race car trailer. It was built to barely hold a 3000lb racecar. The 6000lb K5 bowed the bed but held up fine, good engineering design. Jerome drew it up and built it himself 20 years ago. I was worried about the Denali stooping the huge weight but it did great with the racer pilot driving we made it home anyway.

Written by Charlie Babcock



Jerome to the rescue, thanks dude!!

Items of Interest

No May run due to lack of interest.

Land Use Issues

Here is an interesting article I received from Ed, who got it from Sandee.

TRANSPORTATION: Will off-road vehicles violate climate regulations? (05/07/2008)

Lauren Morello, ClimateWire reporter

A new study suggests environmentalists' long-standing opposition to recreational off-road vehicles could get a boost from concerns about greenhouse gas emissions. According to a report released yesterday by the Center for

Biological Diversity, recreational, motorized off-road vehicles in California produce 230,000 metric tons of carbon dioxide per year. That's the equivalent to emissions produced by 1.5 million car trips between San Francisco and Los Angeles, says the group, which produced the report with help from the American Lung Association of San Diego & Imperial County.

Moreover, pollution from off-road vehicles in California has doubled over the last 15 years.

With that in mind, CBD is pushing the state of California to consider emissions from the

recreational vehicles as it develops regulations to implement the state mandate to cut greenhouse gas emissions to 1990 levels by 2020. That's the goal set by legislation state officials approved in 2006. Now, the California Air Resources Board is developing a blueprint to achieve that target. "This is the first opening with the A.B. 32 process we see we can address off-road vehicles," said Chris Kassar, a co-author of the report and a conservation biologist at CBD. "California has this legislation, and its overall goal is to reduce greenhouse gases and be a leader in curbing global warming. What we're saying is that all sectors need to be reduced." According to CARB, transportation -- the broad sector into which off-road vehicles fall -- accounts for about 40 percent of California's overall greenhouse gas emissions. Within that slice of the emissions pie, 74 percent of emissions come from passenger vehicles, 20 percent from heavy-duty trucks and 3 percent from domestic aviation. Recreational off-road vehicles are lumped into a category called "other mobile sources," which accounts for 3 percent of transportation emissions and also includes bulldozers and construction equipment, lawnmowers, pleasure boats and Jet Skis. 'Every sector is going to have to pull its own weight' The CBD report recommends that California reject federal permit applications to continue or expand off-road vehicle use in areas that do not meet air quality standards and require federal agencies applying for state funding and permits to demonstrate they are addressing greenhouse gas emissions and pollution caused by off-road vehicle use. It also calls for the state to eliminate its "red sticker" registration for recreational off-road vehicles that don't meet state air pollution standards. Current rules restrict the use of "red sticker" vehicles in certain state and federal parks, forests and recreation areas with poor air quality. "Green sticker" off-road vehicles may be used on any public lands. The new climate report is the latest wrinkle in a long-standing battle over the use of recreational off-road vehicles on public lands. CBD and other environmental groups have long sought to restrict or end such use, based largely on concerns about the vehicles' effects on sensitive ecosystems and endangered or threatened species. That environmentalists are now looking at the issue from a climate change angle is not surprising, said Brian Hawthorne, public lands policy director for the Blue Ribbon Coalition, a recreation group. "What we have here is the Center for Biological Diversity using the public's attention to human causes of climate change as a tool in their effort to eliminate vehicle use on public lands," he said. Hawthorne also questioned why California officials would set new emissions targets for ORVs, given their relatively small contribution to California's overall emissions. "If I use my red-sticker dirt bike on a public lands trail that's 5 miles from my house, versus a family who goes camping and uses mountain bikes but drives an SUV 500 miles to its favorite park, which of us contributes more to global warming?" he asked. An official with the California Air Resource Board said state regulators have not ruled out seeking emissions from any sector or sub-sector at this point. "Every sector's going to have to pull its own weight," said CARB spokesman Stanley Young. "Obviously, we're going to be getting more reductions from some sectors than others. And we need to make sure it is cost-effective

Specialty Equipment Market Association

Editors Stuff

Things you need but didn't know it

Free for the taking:

* Non-tilt steering column from a 1980 J20. It has the ignition key and GM-style wiring. The steering wheel is pretty generic. It doesn't say "Jeep" or AMG so it won't be embarrassing to put in any vehicle.

* A flywheel for an AMC 360 engine. Weld some legs on it to make a nice little patio or accent table. Just kidding! It's in good shape. Call Steve or Linda Graham @ 480-834-1171

Quote

It is better to wear out than to rust out.

Bishop Richard Cumberland

Created by Charlie Babcock