

July 2003



# Trail Tales

MONTHLY NEWSLETTER OF THE ARIZONA LO-RANGERS 4WD CLUB

## Cover Picture

This month's cover is one of our newest members Ed Rosas and his daughter Karina. The picture was taken on the Sunflower Mine, trail by Roy Conner on the last club run. The photo looks like it could have been taken anywhere in the world.

## June Meeting Minutes

The meeting was called to order at 7:05 p.m. Followed by the pledge.

Members present were: Charlie Babcock, Steve Graham, Ron and Brenda Couch, Norm and Carol Harris, Roy and Terri Conner, Ted, Loran, and Jake Gersztyn, Matthew Parkes, Marty Boetel, Micah Coleman. Welcome to guests Gary and Mary Bennett, Bob Spacy, and Ed & Karina Rosas, and Brent Roy.

Treasury Report - Ed was absent, no treasury report.

Old Business - Marty filled in for Scott who is vacationing in luxurious Indiana. Marty had the guests introduce themselves. Ed Rosa wants to join but Ed wasn't present. Charlie gave a trip report for Miner's Revenge. Ed Rosa gave a funny narration of Sunflower Mine trip. Ted told about their Colt adventure near Meteor Crater. Down a strange rough road and ended up near Payson. They should have been near Lime Lake. Ted tried to get the web site moved. He needs to call some more. Head of State Trust says we don't need permits.

New Business - Matt wants to lead Upper Woodpecker at night. The 19<sup>th</sup> of July, meet at Texaco in Florence Junction at 7:00 p.m. Then run "Highway to Hell" if anyone wants to. Ted and Loren invited the club down to Bisbee. There will be shooting, 4 wheeling, washers, and fireworks. July 25<sup>th</sup> weekend, Marty is having a camping trip somewhere in Chevelon, Knoll, or Bear Canyon. Marty will bring the pig parts to smoke. Bob relayed Marty's flaming chicken story from camping at Workman Creek the 2<sup>nd</sup> time. Ed Rosa was voted in as a member and gave his \$40 to Loren?

Meeting adjourned at 8:03 p.m.

## Calendar of Events

July 4-6 - Join the Gersztyns at Bisbee for the 4<sup>th</sup> of July call Loren @ 480-678-7272

July 19 - Upper Woodpecker and Highway To Hell call Matt @ 480-888-9581

July 25-27 - Camp at Chevelon, Knoll, or Bear Canyon Lakes call Marty @ 480-926-3977

July 30 - Club Meeting at Round Table Pizza, 7:00pm, northwest corner of Rural and Ray

August?? - Club Run

August 27 - Club Meeting at Round Table Pizza, 7pm, northwest corner of Rural and Ray

### Trip Report

Miner's Revenge 6/14/2003

1973 K5 – Charlie Babcock

1966 FJ40 – Matt Parkes

1972 K5 – Rob and Joey Finelli and Brian LaBarge (Guests)

1976 Cherokee – Ron Couch

1976 K5 – Marv Springer and Curt Finn (Guests)

1979 Bronco – Mike Tutor

1994 YJ – Roy Conner

1998 TJ – Micah Coleman

I left the house at 6am on a beautiful, cool, 65° day. Just as I pulled onto US60 at Gilbert, Mike and Ron cruised by. I sped up to catch them and then slowed back down to my usual 60mph cruising speed. I pulled off at the new Florence Junction exit and stopped at the stop sign. The Blazer stalled and wouldn't restart, huh? I sat there 10 minutes waiting for someone I knew to drive up. Twenty people I didn't know passed me by looking at me as an undesirable. The K5 finally restarted and I pulled into the Texaco a little after 7am, the summer meeting time. Everyone was already there talking to each other and getting gas. I introduced myself to my two guests (from an Internet club) and we headed towards Superior, it wasn't getting any cooler. We made it to Superior; turned onto 177 and headed south it was still nice in the open Blazer. We made it down the two 10% grades and turned onto Battleaxe road (cool name). Soon after leaving pavement my truck stalled again, great! I then coasted the rest of the way down hill (~1 mile) to the corral. We stopped there to air down and for me to discover a short had blown the computers 30amp fuse. I searched for my box of 30amp fuses then gave up and asked Mike for one. I popped Mike's fuse in and the K5 fired right up and ran great for the rest of the day, huh? We headed south into the wash cruised for a while



and then made the sharp right up the hill and wound around to a fork in the road. I walked up hill to a point where people had been entering the trail up creek from where I had entered any of my previous trips. It looked doable so I dropped off the earth berm into the boulder-strewn wash and made a hard right turn, backed up and I was off. After negotiating some good rocks I made my way back to the original start of the trail. Ron, Roy and Micah were waiting there deciding to bypass the new added sheet metal risk. The Bronco dropped in behind me and decided not to follow my line. It was rewarded with an immediate stranding on a large boulder. Twenty minutes later Mike pulled up behind me. I decided to attempt the double stair step that I had bypassed every run before this. It's two rock ledges ~2.5 feet high each and ~3 feet apart. I had trouble fitting through the entrance to this obstacle but had no trouble going over it.



I think Mike went through it and then both the K5's couldn't be out done making it through along with Matt and the Cruiser. Rob in the 72 put some cool grooves in his rear driveshaft. Everyone else made their way down the rocks avoiding this obstacle. I tried to keep ahead of the pack so I could guide and take pictures. I squeezed past the giant rock outcropping that has claimed my passenger side taillight every time I've run this trail. With Brian's help and a ten-point maneuver I smashed my way by without losing the lens. I bypassed a couple nutty squeeze drop-offs' that were too alluring to the K5 folks. Rob and Marv both drove through the first with some nice flexing/body tearing/rock-crawling action. Rob at some point tore off his gas cap and plugged the hole with a rag. Marv, to prove he was unstoppable, got his Blazer into a hole just slightly narrower than his truck. If he had slipped much farther down on the

passenger side rear he would have lost his gas cap also. With everyone's help, pushing and



yelling commands he got it out with no strap.



Roy wanting to get in on the action, wedged his Jeep between two boulders then proceeded to dig into the sand, getting stuck good. With a little rock stacking and spotting we had the YJ on

it's way again. Matt dropped off a boulder that just about put his winch into the ground, but drove out of it without a hitch. Unfortunately, with myself leading and Matt bringing up the rear I didn't get to watch the FJ in action much, but I wasn't worried about him getting stuck either.



We made our way down the creek and popped out into the flat sandy wash. Hanging a sharp left I performed the mandatory rooster tail of sand and fish tailing rear end as the Swampers fought for traction in the deep sand. I approached the 15' high boulder on the left and the 5' high boulder on the right, squeeze. My first approach put a small mark on the windshield post. I backed up and tried a new angle just barely getting by. I made my way to the next obstacle a rock pile next to a tree in the middle of the sand, like an island. As I tried to drive up on the rocks the rear tires dug into the sand. Uh oh, I have a problem. Mike informed me that the driver's side front tire wasn't turning. Roy told me the passenger side front tire was turning fine. Must be a broken hub, axle, or u-joint. The u-joint looked good, probably the goofy Selectro hubs I was running; I've broken two before this. I tried bumping over the obstacle a couple times with a variety of suggestions, no luck. Then someone suggested that I should back up and let someone pass me to give me a tug. So I backed up and then used the skinny pedal to get me over the rock pile. Everyone ran for cover as the tires threw sand and gravel into the air. I then drove to a shaded spot under a tree just before the waterfall to change

my hub. As the rest of the group tried to get past the squeeze and then the rock pile I put on my last spare. I have 35 spline Warn hubs ready to go on my workbench at home, I guess I'll have to get them put on.

I finished the hub exchange with Brian's help and Ron's snap ring pliers. Mine broke while bouncing around in my toolbox, guess I'll have to break down and buy a pair from somewhere other than Harbor Freight, doh! I rolled up to the waterfall and decided to make a few attempts before everyone got there and then take a strap up like I usually do. Like all of the last 30 rigs I've seen attempt this 38° slippery rock face about 1½ Blazer lengths tall. I've heard rumors of rigs making it up this waterfall but I've never seen it in person or in pictures. This time there was no water on the rock face so I tried to crawl it from the base, no luck. Each time I tried I moved the K5 more to the left to hit the slope at what looked like a better angle. Next I tried putting the front tires up on the waterfall and getting the rear tires within a couple feet of the base and then rolling into the rock at a slow speed. This worked great to get the rear tires a couple feet up the waterfall and then the tires would slip and I'd slide back down. I tried this a couple more times each one placing the front tires in a different spot trying to gain traction, this put me back in the sand each time. The last time I tried I got the rear tires a few feet off the sand and then mashed down on the silly pedal. The small block wrapped up quick and the Swampers became a blur as they crawled their way up the falls. The Blazer came over the top pointed at a wall so I had to back up a little to get turned in the right direction. I let out a yell and heard cheering from my audience of two. Mike and Roy were watching from the shade of the only tree down below. Mike went to get his Ford after seeing the falls were conquerable. More of the gang came around the corner asking where my truck was and then complaining that they hadn't got to see the excitement. I honestly didn't think I would make it up the falls or I would have waited for a bigger audience, I've got an ego just like everyone else.

I was in a high as I watched Mike make his attempt on the waterfall. With Ron spotting, Mike made several attempts on the falls each time going a little further up the rock, stalling only once. On the last attempt he cruised right up with less tire speed than I, but ended up sideways with his newly added rocker guards resting on a boulder listing at a very bad angle. With some spotting and a 6-point turn he also made it over the falls. Darn it, he stole part of my glory. Just kidding, way to go Mike! Now that the bar had been set everyone made serious attempts at the falls. Ron was next and even though he dragged his bumper and spare tire he still gave it hell and made it a couple feet up the falls. After a few more attempts Ron asked for a strap and up he went with the Bronco tugging. Roy made the attempt but dragged the spare tire and didn't get any further than Ron. I hooked the strap up to the YJ and Ron tugged him up. Now it was Rob's turn, not only had a Blazer already made it up but a Ford had also. The K5 did some crazy acrobatics with its flexi-suspension lifting a tire way in the air but he had to finally give in to being tugged by Roy's Jeep. At some point Rob broke the bolt through the spherical rod end on the end of his passenger side tie rod. With a little manpower, a jack and Joey turning the steering wheel, they got a replacement bolt in. Marv was next and made it several feet up the waterfall on one of his attempts. His K5 just didn't have the oomph with the mild 350 and 2.73:1 axle gears; he actually had trouble spinning the tires at all while on the rock. Eventually Marv had to take the strap from Rob and up he went. Matt skipped ahead of Micah so one of the Blazers would be ahead of him for tugging. He parked the big cruiser on the 45° face to the right of the falls and did some wheel hopping, gave up and put it on the falls. After a couple weak tries Matt took the strap from Marv and

eased his way up. Micah wasn't feeling up to par so he tried and then quickly took the strap from Matt.



We sat around and talked a little, drank lots of fluids then headed up the dirt road out of the wash. The road is really messed up, I had considered taking it out of 4wd until I had a good look at the road. The road is very steep and is covered with loose rocks anywhere from gravel to 2' across. The Blazer slipped and slid all over the road but made it past the loose stuff. I followed the road up and around the hill then across a ditch where the road just about disappeared in overgrowth then popped back onto the road we started on. I waited there for the rest of the crew to catch up. We then made our way back to the corral. Since I had forgotten the air hose to my new OBA, doh, Rob graciously let me use his York OBA and then aired up Mike and Marv's trucks. We sat around talking about the day's events, drinking larger volumes of liquid and enjoying the warm weather, not! I had had enough sun for a week so I said goodbye to everyone and hit the road.

I had a great time and everyone either got stuck, broke or both. My guests told me several times what a great trail it was and thanks for inviting them. We all agreed next time we'd run it when the weather was a little cooler.

Created by Charlie Babcock

Sunflower Mine 6/21/2003  
1979 Bronco - Mike Tutor  
1989 K3500 - Scott Nixon  
1994 YJ - Roy and Terri Conner  
1995 YJ - Ed and Karina Rosas

It was beautiful weather and the trail wasn't that difficult.



Once they got to the mine Scott rode with Roy down to the mine. The mining equipment got to the sight by mule train.



Ed Rosas thought he was going to flip over at one point. He heard a puff as Scott 's tire blew. I don't understand why Scott's \$15 tires blow out with 7000+ pounds bouncing around on them. The Bigugly almost flipped while changing the tire. Ed used his electric impact wrench to remove the lug nuts, very nice!



The trail got rough on the way back. Sounds like everyone had a great time I wish I could have been there.

Created by Charlie Babcock with information from Ed Rosas and pictures from Roy Conner.

### 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

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.

### July Club Runs

The club's invited to the annual trip to Loren's parent's property near Bisbee for the 4<sup>th</sup> of July. There's plenty of room for camping on the 40 acres and there will be shooting, 4 wheeling, washers, and fireworks. I've been to this and had a great time. Let Loren know you're going call her @ 480-678-7272.

Matt wants to lead Upper Woodpecker at night. The 19<sup>th</sup> of July, meet at Texaco near Florence Junction at 7:00 p.m. Then run "Highway to Hell" if anyone wants to. I think Upper Woodpecker is rated a 4.0 and Highway To Hell is a 4.5+. You can always run Woodpecker and then watch the nuts run the Highway. If you have any questions call Matt @ 480-888-9581.

July 25<sup>th</sup> weekend, Marty is having a camping trip somewhere near Chevelon, Knoll, or Bear Canyon lakes. Marty will bring the pig parts to smoke. My suggestion is to get out and camp in the pines before there aren't any left. For more info call Marty @ 480-926-3977.



Guess what these are? They're pistons out of an over revved engine! That is the most serious engine carnage I've ever seen. Supposedly the guy down shifted instead of up shifted at 8000 rpm. I don't know about that but I love looking at trashed stuff, well when it's not mine anyway.

### **Member Of The Month**

I had enough stuff this month so I'll continue this column next month.

### **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 take any pictures during a club run please email, snail mail, or hand them to me and I'll include them in the newsletter.

### **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 - 1995 Dodge Ram, ready for wheelin', for details call Scott Nixon at (602) 482-8973.

#### For sale

2 1 ton Dodge Selectro hubs \$30 each or \$50 for both

2 30 spline Dana 60 stub axles (great for spares) \$30 each or \$50 for both

2 Dodge Dana 60 bearing hubs \$30 each or \$50 for both

Call the Babcock's at 480-812-9101.

**Quote**

"Anyone who thinks he or she is indispensable should stick their finger in a bowl of water and notice the hole it leaves when they pull it out."

Harvey Mackay

Enthusiastically Created by Charlie Babcock