

November 2007



Trail Tales

MONTHLY NEWSLETTER OF THE ARIZONA LO-RANGERS 4WD CLUB

Cover Picture

Sean Murphy in his 76 K5 making his way through the trees and around a giant fallen Cottonwood that used to shade the trail. The trail used to go to the right of this tree and now that the dead tree lies across it, the road goes to the left.

Meeting Minutes

Meeting called to order at 7:00 p.m.

Members in attendance were: Steve Smith, Steve Graham, Markus Kuck, Charlie, Hailey, and Reilly Babcock, Matt Parkes, and Nick Sesma.

Guests were Fred Marko, Michael, and Destiny who drive a 77 Chevy Blazer and Chevy Pickup.

It was reported that there is \$4100 in the bank account. Nick participated in the clean up just past Gold Canyon Ranch. Charlie gave a trip report for Log Corral trail. Matt gave a trip report for his backyard boulder BBQ. Bunch load of people showed up and had fun. Matt showed his arm scar from his pets snake bite. Charlie volunteered to run Miner's Revenge trail. Club meeting is on November 28th, not the 21st as discussed. We had the wrong date for Thanksgiving.

Meeting adjourned at 7:36 p.m.

Calendar of Events

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

December 8 – Miner's Revenge run contact Charlie for info @ 480-231-4565

December 15 – club party call Charlie to RSVP @480-231-4565

No meeting in December.

January 1 – Club run at Florence Junction contact Charlie for info @ 480-231-4565

Trip Report

Log Corral camp out 10/14-16/2007

1973 K5 – Charlie, Becky, Shelby, Hailey, and Reilly Babcock

1976 K5 – Sean and Lynette Murphy, Hanna and Emma Lyman

1993 Toyota Pickup – Nick and Tara Sesma

Guests

1977 K10 – Fred Marko and Destiny

1977 K5 – Mike and ?

2007 Tacoma TRD – Jason, Son and daughter

We pulled off of SR87 onto the Log Corral trailhead next to Sycamore Creek. A half dozen Toyotas pulled right after and ran the trail ahead of us. Two horse trailers pulled in next and unloaded their horses. Another K5 and a Chevy truck pulled in guests that were joining us on the trail. Nick Sesma and then Sean Murphy pulled in to round out the group. I lead the group down the trail across Sycamore and through the barbed wire gate. I only made one wrong turn down an ATV path but joined back on to the trail. We were soon at the rocky canyon and I made my way through to the other side. Nick followed me through with out any trouble.

Next came Mike in his Blazer on 33” AT’s open diffs front and rear. With a lot of bashing rocks he made it through. Fred came next and got stuck a dozen times but we worked, yanked and stacked him through. One of his attempts was a high rpm launch that sent his 10 drawer tool chest flying into the air. Just before he was in the clear he hit his driveshaft on a lone rock in the middle of the trail. It tore the driveshaft in two and he had to remove it. Fred then continued on with one front tire pulling him along and we made it down to the Lake. Jason was in a Tacoma fully decked out with the latest hardcore Toyota parts and walked right through the canyon. He was trying to meet up with the group that had gone through ahead of us but was late. He decided to just wheel along with us.

There were a few boat people camped in the narrow cove that the road ends at. We drove up and over the ridge on the left following a “road” and we came to a wide open cove that was perfect for the three camping vehicles. Jason’s son cut his foot while walking around barefoot and screamed for at least an hour. Nick helped Jason to put a band aid on the boys toe and then got out of there to avoid the screaming. Fred and Mike headed back to the power line road that heads north and east to SR87.

The water level was at 50% according to a website. The shoreline was way out there. This made gathering drift wood difficult. The wood was hundreds of feet up the slope of the lake bed from us. Sean used his K5 for everyone to load wood into. The 4 11 year olds and the other 2 kids jumped right in and played in the water. When the sun got lower we built a large fire and had a great evening of Dutch oven cobbler by Lynette (I brought the ice cream on dry ice), S’mores, and played guess which movie this line came from.

The next day it turned out that Sean had a black visitor with a white stripe down its back. He was able to get rid of it with a flashlight without any altercation. Sean decided we should follow Nick out so I jumped in the Blazer with him. Nick couldn’t stay through to Monday so we made our way back up the trail and were sitting at the rocky canyon in an hour. We returned without any issues and enjoyed the beautiful sunny day. Sunday night was a repeat of the night before less a couple people. The kids built a substantial Teepee out for drift wood (we had to gather more) and had their own small campfire.

Sunday morning we packed up a little bit at a time, had lunch and then headed out. Sean and I were back up the trail and through the rocky canyon in one hour. I had never run this trail without people breaking down or getting stuck so I really had no idea how long it takes. Without hurrying I could drive from SR87 to the lake in about 1 hour and 15 minutes.

We headed back to town but stopped at the Shea gas station for refreshments as tradition dictated. Chastise.



The only picture I had with Nick's truck in it, I'll have to chastise my camera crew.



The camp early Monday morning.



The girls had a blast with there Teepee and private campfire.



Sean weaving through the underbrush up the tight trail.



The K5 coming down an optional section of trail.

Written by Charlie Babcock

Items of Interest

Remember the club meeting is the last Wednesday of every month, 7:00pm at TC Luigi's, 1805 E Elliot Rd, southeast corner of Elliot and McClintock in Tempe.

Letter I received from Linda Graham

Hi Charlie,

I just bought my last set of Michelin XL 1100r16s and found out they are no longer in production. I contacted Cabell Garbee, who has a website on military tires and asked him if he knew anything. This is his response.

Linda

Hi there,

The line that I have from Michelin, and from some buddies in the USMC, is that they swapped out all the LAV's to a wider sand tire and thus the 1100r16 is no longer in production. The new tire is a 14" wide tread and necessitated a new wheel as it would not fit onto the 6.5" wide rim that was being used (and that coincidentally was the same width as the Power Wagon rim...). USMC auctioned off all the existing stock including rims. With the exception of the

occasional "found in the back warehouse because we didn't look that hard" sale that might or might not occur in the future, the tires are "no more".

In a similar manner, the production of the 900r16 XZL's got moved from the South Carolina plant to one in Latin America in order to free up production capacity at the US plant for the new USMC tires and for other military production (such as the 1600r20 tires for the seven ton trucks). The 900r16's were used by the Commonwealth military Land Rovers (Canada, Great Britain, and Australia) and they changed the size description to the metric equivalent of the 900r16 size. Since the production got moved, and the sidewall designation changed, the tires require recertification for US sales (DOT certification) and the cost is high enough that with no official product line in the States to support such an effort, Michelin has not certified them and has no plans to import them (and the production is all going to military uses anyway...).

So: Someday somebody might import a container of new/blem/used 225/100r16 XZL's for US sale even though they will not be DOT certified and will sell the "for off road use only" but that will only help folks running the smaller tire and not the 1100r16 size.

Best advice: Aside from finding and hoarding any 1100r16's that you can find, rotate the ones that you have often to ensure even tire wear and investigate retreading. Michelin has an excellent retread program and the XL and XZL tires can be retreaded with a tread that is very similar to the original. Most folks say to not run retreads on the front axle, but considering the over design (load rating) of the tires compared to the typical Power Wagon loading, you'd likely be ok for a stock driveline and/or trail use.

It will be interesting to see what is available in a couple of years...

Good luck,
Cabell

December run
The Christmas party is on Saturday the 15th

Land Use Issues

Editors Stuff

Scott Nixon's done an excellent job of putting pictures up from our previous runs. Check out the webpage at: <http://www.azlorangers.org/images/index.htm>

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

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

[Robert Frost](#)

Created by Charlie Babcock