



# LEBC Newsletter – 2017 Number 2

## From the President – 3Q17



Wow! This summer sure went fast! My wife Kyle and I were able to spend most of it in Colorado. We were able to avoid the Texas heat and we just got back after Hurricane Harvey had passed through. We luckily did not get much damage in our area – for us an ornamental windmill was blown over

were lucky compared to what our Club members went through along the coast and especially in Houston. I hope everyone is recovering OK.

We got in quite a bit of wheeling this summer in Colorado – Alpine Loop and Mt. Blanca were especially nice with awesome views. Both Poughkeepsie Gulch and Blanca Road are pretty challenging. This newsletter features a group of Club members who were able to attend the All-4-Fun event in Leadville, Colorado in August. I was able to join them for one day and ride along with John Wright – Thanks John! Other members attending were Bill and Kathy Hudson, Bob and Theresa Massey, Glenn and Linda Schultz, Todd and Annette Woods and the entire Templeton crew! Leadville is a great area to wheel and everyone had a great time. All-4-Fun is a huge event! There are rumors of an LEBC group going back to Colorado next summer – who's interested??!!

I'm looking forward to our next Club event – Fall at the Falls on November 3-5 at Hidden Falls Adventure Park in Marble Falls. Be sure to get your reservations with the Park for RV or tent camping at Area B. This event features a free Saturday night meal for all Club members and attendees! Hope to see you there!

Thanks for supporting your Club!

Gary

## 2017 Events Remaining:

- **LEBC Fall at the Falls, Hidden Falls ORV Park, Marble Falls, TX, November 3 – 5**
- **Area meet and greet events – check with your local area director (contact info on the LEBC club website):**

Central Texas Area Director	<b>Bill Hudson</b>	Jonestown
North Texas Area Director	<b>Bill Smith</b>	Richardson
East Texas Area Director	<b>Dan Leonard</b>	Magnolia
South Texas Area Director	<b>John Wright</b>	San Antonio
West Texas Area Director	<b>Michael Strickland</b>	Abilene

*Please let the editor (Ken Laird) know if are additional Bronco oriented events to add. We can get them on the club website.*

## Colorado Bronco Invasion – written and submitted by Bill and Kathy Hudson



Leadville, CO was invaded by 7 Broncos from LEBC the first week of August, 2017. We were there to participate in the 51st All4Fun Jeep event. The event registered 350 vehicles plus another 60 from the Mile High Jeep club workers, for a total of 410 vehicles.

Before leaving, I needed to prepare my Bronco for the temps and altitude of Leadville. The small, quaint town of Leadville sits at an elevation of 10k and we would be wheeling above that, so changing the jets and metering rods for high altitudes was paramount in my Edelbrock. (Which, by the way, the carburetor functioned superbly for all you fans of fuel injection.) The next adjustment was fixing the heater and trading out the trail doors for original doors so my wife would be more comfortable as we were riding with just the bikini top on and temps in the mornings started at 40 degrees.





Our journey to Colorado Springs from outside Austin took 2 days. We quickly swung by the airport to pick up our friend Laurie who flew in from Louisiana to ride with us at the event all week. We continued westward to a cool, rainy Leadville, checked into the hotel anticipating the coming days and praying for sun. The next day we woke to more rain and a muddy registration day. Later that afternoon we met up at the campground with Todd Woods and family, Richard Templeton and family, Seth Templeton, Bob Massey and family, John Wright and Glenn Shultz drove his Bronco in from Breckinridge where he was staying. We lined those Broncos up-front and center on the main road into camp, drawing the attention of a lot of Jeeps. Texas had come to town!



*Broncos lead the way above the timber line. There's still snow late in July at this altitude.*





Bob and John had been to the event many times before, so we trusted their choices of the trails to sign up for. We decided on easy, light trails for the first couple of days just in case a breakdown caused us be out of commission early on. The trails are rated 1 thru 10, with 1 thru 6 or 7, having only a few, somewhat difficult obstacles. However, 8, 9 and 10 were carnage runs.





The trails were incredibly beautiful with many photo ops and we were thankful that they were not so difficult that both driver and passengers could enjoy the ride. One thing that our rider Laurie noticed and mentioned, in all the miles of vast forest we trailed in, there was not much siting of wildlife. We did however, happen upon 2 very large, dark brown moose at the edge of the forest; but that was about it.



Breakdowns were minimal until the last day. Todd had fuel problems which he fixed on Wednesday, which is a off day for wheeling. Seth lost a radiator on Friday the last day. In all, we wheeled 5 days, 5-8 hours a day.

Wednesday was Vendor day with probably a hundred vendors underneath a tent half as big as a football field. Siting lack of interest, Kathy and I took the time to drive over to Aspen. That evening we all gathered in camp and cooked steaks and told lies about Broncos.



Thursday we were joined by our LEBC President Gary Gibson. Gary summers in Colorado about 3 hrs south in the Spanish Peaks. He found a seat in John Wright's rig for the day. Doug Till (aka Barrel-Man), a former Bronco owner and Gary's friend, was our knowledgeable and capable trail leader.

In the 5 days of wheeling, we did 3 days with guided trails and 2 days exploring on our own. I enjoyed those days the most.

Again, wheeling through these mountains was spectacular and the pictures do not do it justice. When you stand at 13,000 feet on top of a mountain after driving up a very narrow trail with sometimes 6 inches to a foot from dropping off, it is exhilarating!!!! Then to sit and have lunch with your Bronco family and share that moment is something special.





*Broncos and Jeeps mixing it up. John Wright, S. Texas Area Director, in light blue Bronco.*



Next year I would like more LEBC members to join us as a Bronco event, rather than joining the All4Fun event. We don't need the Jeep club and not having the large registration cost would help with our overall cost. We could even invite Colorado Broncos to join us. There are trails for every level so even you Darksiders could come. I will be talking this up next year and hope to get commitments at K2.

In closing, I want to thank John Wright and Bob Massey for encouraging us to come to Colorado. It was a blast!

*Many thanks to Bill and Kathy for submitting this article! For many more fantastic photos, see the following link on the Lonestar Early Bronco Club Facebook page:*

[2017 All4Fun Bronco Invasion](#)

**The following article is used by permission from *American Rifleman Magazine*, a publication of the National Rifle Association (NRA). Comments welcome! Share with your Jeep friends. They need it!**



GETTING THERE



## Vehicle Self-Recovery: It's In Your Hands

**S**tuck: It's a feeling of helplessness that most anyone who drives a truck or SUV off the beaten path has come to know and will not soon forget. It's that sinking sensation, pun intended, when the wheels spin, the engine races, mud flies in all directions and you suddenly realize that there is absolutely no chance of regaining your forward momentum. In other words, it's the point at which you comprehend that your journey on wheels may be over and that getting back to civilization may require the use of your legs instead. You could call for help, of course—that is if you have the right communications gear and can get a signal—but why depend on someone else to get you out of a bind? Why not simply plan for such an eventuality beforehand and pack along one or more pieces of self-recovery gear?

Sure, it involves a bit more advance planning and no small expenditure of funds, but, frankly, it's the only way to confidently venture cross country.

Hunters and wilderness explorers have been driving off-road for decades, and in that time some of the more enterprising invented self-recovery devices that have since been refined and proven in nearly every conceivable circumstance. Today's rough-road travelers can simply purchase these tools off-the-shelf. In no particular order, and admittedly incorporating some redundancy, the following five products are widely considered the best of their respective types. All are absolutely devoid of gimmickry, built to last and require no more power to operate than your own two hands can provide.

### MOVE IT

One piece of gear that has become so commonly associated with vehicles at least *intended* to go off-road, enjoying nearly ornamental status on bumpers and hoods everywhere, is the Hi-Lift Jack ([hi-lift.com](http://hi-lift.com)). That's not at all to suggest that this incredibly versatile device, which is somewhat reminiscent of an old-fashioned bumper jack, is itself a *poseur*. In fact, quite the opposite is true, as the U.S.-made Hi-Lift is brutishly strong. Its solid cast steel construction makes it capable of lifting up the entire end of a vehicle, allowing the surface under it to be built up with traction-bearing rocks and branches. Oriented horizontally, it also serves as a manual winch—albeit with less efficiency than a true come-along. If that weren't enough, the Hi-Lift can be used as a clamp or spreader. With an upright of specially processed 80,000-p.s.i. tensile strength high-carbon steel, a rated capacity of 4,660 lbs. and a weight of around 30 lbs., it is efficient as well. Various lengths are available, but the feature-packed 60" X-Treme (\$128) shown here may be the best choice if space allows. Considering its incredible capabilities and relatively low cost, there is no good excuse to leave the Hi-Lift behind.





## GETTING THERE

### HOOK UP

Perhaps better known for its excellent replacement bumpers with integrated winch mounts and bull bars, ARB ([arbusa.com](http://arbusa.com)) also manufactures locking differentials, awnings, 12-volt fridge/freezers and air compressors, making it a mainstay of the overland vehicle community worldwide. Its Recovery Kit (\$280) includes: an Ultralight Snatch Block rated to 20,000 lbs. that can be disassembled for cleaning; two bow shackles rated to 10,640 lbs.; one 10-ft. nylon tree trunk protector rated to 26,500 lbs.; one 30-ft. elastic nylon snatch strap rated to 17,500 lbs.; and a stout 10"x12"x7" nylon bag in which to carry it all. The snatch block allows for double lining a metal or synthetic rope, thereby multiplying the force being applied to it, and it can be used to redirect the rope's angle of pull. The protector and bow shackles allow everything to be hooked together and the snatch strap allows a rescue vehicle to take a running start and jerk a stuck vehicle free without inflicting damage.



### GET TRACTION

What happens when incredibly high-strength, engineering-grade nylon is molded to form studded panels that can be wedged between a vehicle's tires and the gooey muck in which they're mired? The tires simply climb up the ramp-like structures, allowing the vehicle to drive across them to firmer ground. That's the idea behind Australian-made Maxtrax ([us.maxtrax.com.au](http://us.maxtrax.com.au)), which are so effective and durable they're used by their own country's military and by those of the United States and France—along with off-road racers, law enforcement, and aid and mining companies worldwide. The 45.25"x13"x2.75" tracks (\$300/pr.) weigh 7 lbs., 8 ozs. apiece and are engineered with longitudinal beams for strength, yet they nest to maximize storage space. Sloping ramps on each end allow them to be used as shovels to remove debris from under a vehicle. Maxtrax are available in a variety of colors, from Safety Orange to Olive Drab, and come with nylon leashes allowing their retrieval from the muck.

### RATCHET OUT

The term "come-along" conjures images of spindly gizmos suited only for light duty, but the More Power Puller, manufactured in Ohio by the Wyeth Scott Co. ([wyeth-scott.com](http://wyeth-scott.com)) since 1934, is a true hand-operated winch—possibly the most durably constructed such device in the consumer realm. The 26-lb. unit, which measures 17"x6.5"x8", comes in 2- and 3-ton ratings and relies on solid ductile iron and steel construction. The 3-ton model boasts a 12,000-lb. pulling capacity and 6,000-lb. dead-lift capability. Its coaxial-style frame makes it less prone to flopping around during use than other designs, and its simple controls are easy to manipulate. Models are available with wire rope and AmSteel Blue synthetic rope (\$258-\$378) in 20- or 35-ft. lengths. Not light and not inexpensive, the More Power Puller is, nonetheless, a faithful brute that you'll be glad is on your side when the chips are down.



### GRAB HOLD

What if there are no trees or boulders to serve as anchor points for your jack, come-along or winch? No problem, just select a spot in the desired direction of travel and set your own anchor. The U.S.-made Pull-Pal ([pullpal.com](http://pullpal.com)) leverages mechanical force by biting into the terrain with ever-greater tenacity as increasing load is applied to an attached line. With its large, plow-like blade and cantilevered, triangulated arm, the Pull-Pal works not only in solid ground but in sand, snow and mud, and a loop allows retrieval with a rope. The 11,000-lb.-rated model shown here (\$360) weighs 35 lbs., has a 10"x24" spade and folds to 47". It is designed for Jeeps through mid-size trucks, but one smaller and two larger models accommodate ATVs and heavier vehicles, respectively. Optional accessories include an exterior mounting kit and a padded soft case that also serves as a ground mat.

While it may not be necessary to carry all of the items listed above, doing so will set you back no more, cost- and weight-wise, than an electric winch outfit, which typically requires a specialty bumper and/or receiver mounts, the attendant wiring and an extra battery or heavy-duty alternator. And one big advantage of the devices reviewed here is that they can be easily transferred from one vehicle to another.

Another point worth mentioning is that using any self-recovery gear can be dangerous. So be careful, read and follow the manufacturers' instructions and warnings, and wear eye protection and gloves. In the end, self-recovery gear should help ensure that the next time you venture into terrain that becomes difficult to traverse, you'll be more likely to get back safely on your own. 🐾

—BRIAN C. SHEETZ, SENIOR EXECUTIVE EDITOR



## **Visit Our Facebook Page!**

By far, this is the most effective way we can share photos and information about events. Check it out!

<https://www.facebook.com/Lonestar-Early-Bronco-Club-135481709786/>

See the latest postings and post your own cool stuff!

Thanks to Kathy Hudson for getting this site revamped and fired up!

## **Newsletter Material Wanted!**

We need your feedback and ideas for future articles. If you write an article, I will help you get it in a future newsletter or in Bronco Driver Magazine. Have any how-to, DIY instructions or write ups that someone could benefit from? Please send them and share with the club.

For any of you who were recently at OCBR, a report or story from that event would be great.

Don't be shy – send me stuff and we'll get it written up.

*Thanks, Everybody!*

*Ken Laird*