

4x4 MAGAZINE

www.4x4i.com

Off-roading • Adventure • Events



CLEAN MACHINES

The world's first 4x4 Carbon Neutral trail across Utah & Arizona



Meet an off-roading legend: desert expert Tom Sheppard

PLUS:

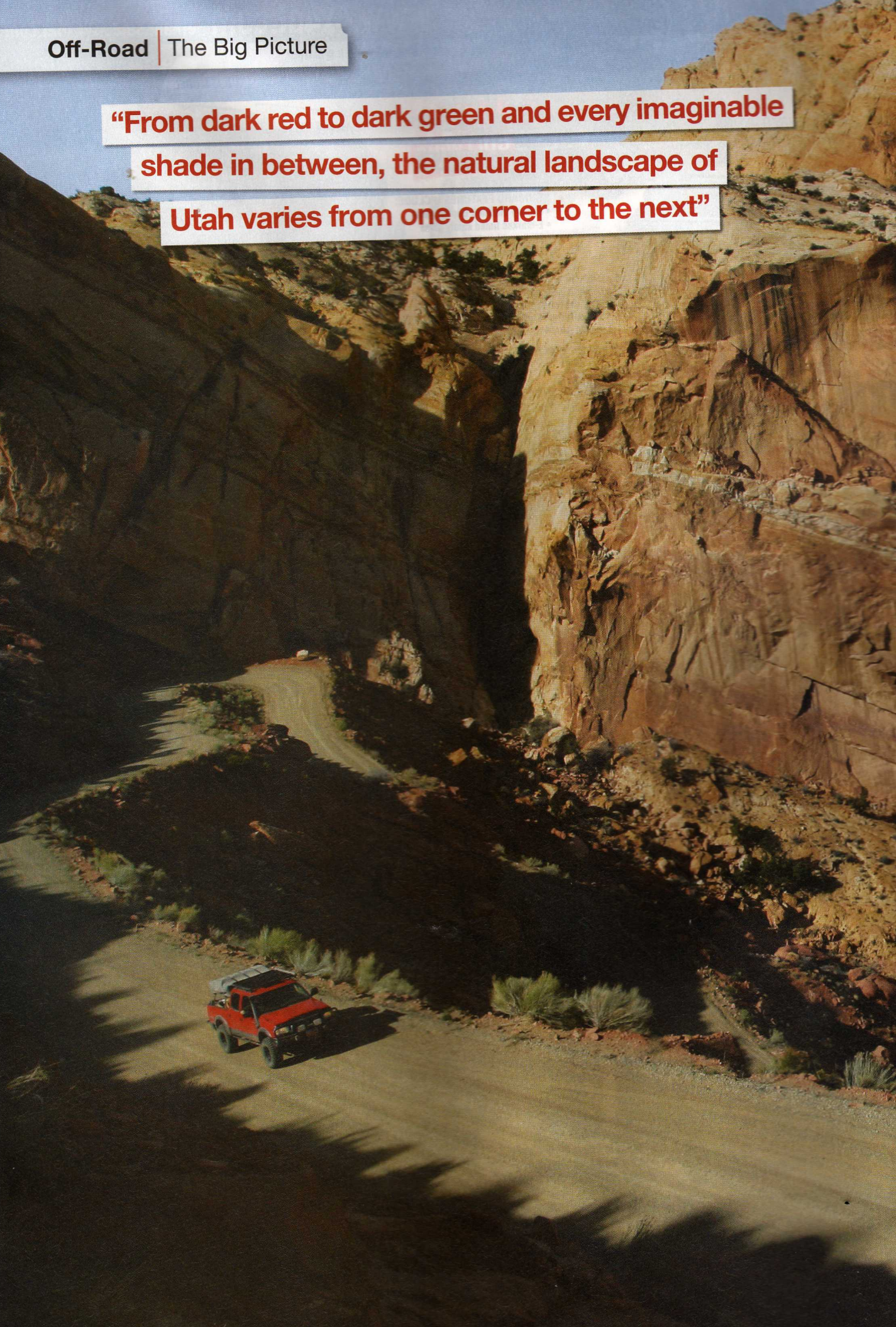
Top international action from the infamous Breslau Rally & Transilvania Trophy

Military Jeeps parade on Northumbrian greenlanes

Our star in an off-road



“From dark red to dark green and every imaginable shade in between, the natural landscape of Utah varies from one corner to the next”





Hils Everitt

Hils was lucky to be invited on a journey of a lifetime earlier this year when she joined the Carbon Neutral Expedition driving through Wild West country from Utah to southern Arizona



As you'll have seen from the front cover and our contents pages, our main feature this month is the amazing Carbon Neutral Expedition that set off from Heber, south of Salt Lake City in Utah and ended at the Overland Expo in Amado in southern Arizona.

I was extremely lucky to be invited to tag along on this event in regular contributor Ann Lockley's Range Rover Classic. To be part of an environmentally-sensitive global first was privilege enough, but to have driven through some of the world's most spectacular scenery while doing so was the true icing on the cake.

Anyone who has been to Utah and Arizona will appreciate what I am enthusing about. From cruising along the Buckhorn Wash Road where Butch Cassidy used to hang out, the spectacularly-coloured rock formations towering over us, to bouncing over roller-coaster tracks that looked like something out of a moonscape, against a backdrop of snow-capped mountains glistening in the distance, to camping beneath the most amazing rock structures imaginable was a breathtaking experience and something I will never forget.

The idea was to prove that overland travel could be carbon neutral and to raise awareness of how everyone, even we motorists, can help protect the planet. The majority of the vehicles were running on used veggie oil. Ann's Range Rover runs on petrol, of course, and there were other petrol-powered vehicles on the trip as well as a Ford F-250 pick-up that ran on a mixture of biodiesel and standard diesel. So how can you call it a carbon neutral expedition? Well, as Ann mentions in the feature, the expedition bought carbon credits to offset its emissions.



Top: Hils can't quite take it all in at the top of the incredible switchbacks of the Burr Trail in Utah. Above: Stunning scenery...

Organiser Andre Schoumatoff worked out an approximate level of carbon output that the non-veggie vehicles would produce on the five-day trip and bought a lot more carbon credits than was probably needed – via www.CarbonFund.org – at US\$50 a time, to offset the entire carbon footprint for the trip. We were, officially, carbon neutral.

Apart from the amazing scenery and the fact that we were doing something really positive for the planet, it was fantastic to meet such a great bunch of guys who were really into their 4x4s; but these were not the stereotypical huge SUVs that I expected. No, these were real off-roaders driven by fans who didn't automatically think that biggest is best – unlike many of those we saw on the highways, driving what amounted to large mobile bungalows, lavishly equipped with all mod cons. The carbon-neutral guys modified their vehicles themselves and loved classic European and Far Eastern 4x4s. Toyota and Land Rover were the preferred vehicles and I was amazed that there was not a Jeep in sight! So, enjoy part one of this feature – there's even more that blew the editorial mind next month.

Another place where you'll find modified SUVs in abundance (and not too many Jeeps) and that continues this month's international flavour is Australia. It's winter Down Under now but the summer approaches and, if you fancy some seriously challenging off-roading, Oz is the place. Our top guide explains what the 4x4 scene is about in Oz and how you can do it.

Our events also have an international theme this month, with two top hard-core competitions in the German Breslau Rally and Romanian Transilvania (sic) Trophy.

So sit back and enjoy what the rest of the world has to offer; then book those flights and hire those vehicles. **4x4**



...and plenty of it, plus there is much more to come next month in part two

4x4 MAGAZINE

Editorial

Editor

Hils Everitt
4x4.ed@kelsey.co.uk

Contributors

Kevin Baldwin, Ann Lockley, Bob Cooke, Mark Askew, Alan Coutts, Louise Limb, Tony Sinclair, Toby Savage, Shion Scudamore, Tim Gibson

Photographers

Wayne Mitchelson, Garry Stuart, Derek Goard, Gavin Lodge, Pete Robain

Website

Jason Ward
webmaster@kelsey.co.uk

Design

Panda Media
paul@panda-media.co.uk

Advertisement Sales

Adam Fergar
4x4.adsales@kelsey.co.uk
01959 543576

Lauren George
4x4.adsales@kelsey.co.uk
01959 543506

Ad production

Ian Muttucumaroe
adprod@kelsey.co.uk
Tel: 01959 543541

Management

Editorial Director

Phil Weeden
phil.weeden@kelsey.co.uk
01733 353372

Commercial Director

Matt Carson
matt.carson@kelsey.co.uk, 01733 353362

Retail Marketing

Arthur Heap

Newstrade Circulation

Eleanor Brown

Subscriptions manager

Karla Simpkin
4x4.mag@kelsey.co.uk, 01959 543530

Chairman

Gordon Wright

Free Ads:

Christine Badley, Angela Ducati, Robert Hotchin, Angela Barker, Sandi Rizzo

Email your ad to: cars@kelsey.co.uk

To place an ad via phone, call: 0906 802 0279 (calls cost 60p per minute, open 10am-4pm. Line operated by Kelsey Publishing Ltd)

Or via: www.4x4.co.uk

Ad queries only: Tel: 0906 8020279

Distribution:

Can't find 4x4 Magazine? Call Marketforce on 020 3148 3333 for details of your nearest stockist. Or you can guarantee your copy each month by subscribing – call 01959 541444 or visit www.4x4.co.uk

Printing:

William Gibbons, Willenhall, West Midlands

Kelsey Publishing Group 2010 © all rights reserved. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the Editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The Editor cannot guarantee a personal response to all letters and emails received.

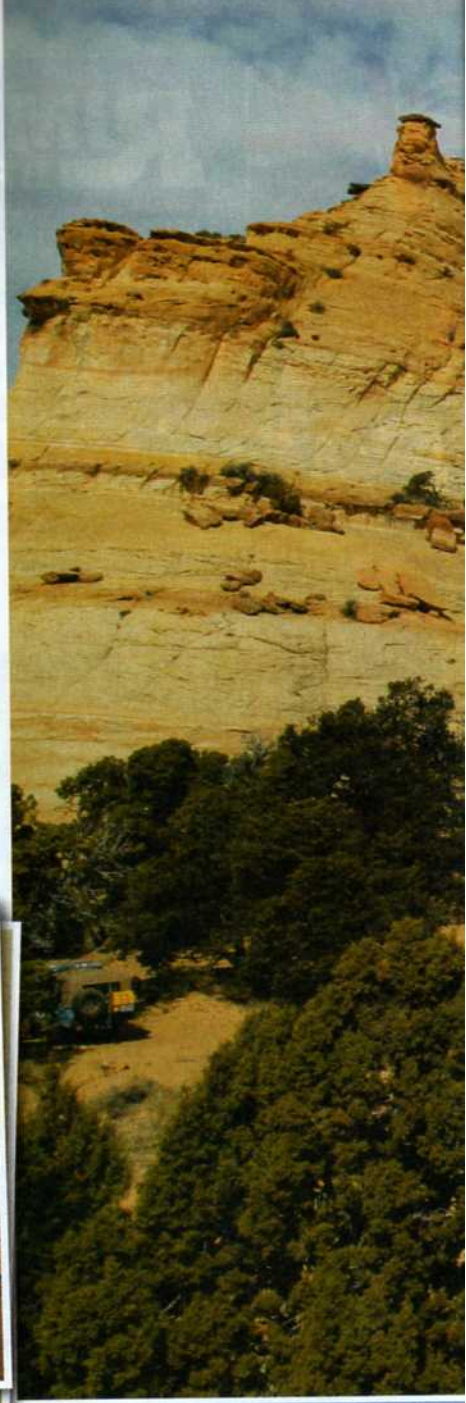
KELSEY PUBLISHING GROUP

Cudham Tithes Barn, Cudham, Kent, TN16 3AG.
Tel: +44 (0) 1959 541444 Fax: +44 (0) 1959 541400.
www.kelsey.co.uk

IT'S A BEAUTIFUL WORLD

The world's first overland Carbon Neutral Expedition from Heber in Utah to the Overland Expo event in Amado, Arizona invited 4x4 to tag along to witness some of the planet's most stunning scenery while making a positive stand for our precious environment

Words: Ann Lockley; photos: Hils Everitt, Ann Lockley



To environmentalists, off-road driving conjures up the image of giant, meaty tyres tearing up trails, empty beer cans spread like common weeds among the foliage, and, in many parts of the US, gun-wielding yahoos shooting anything they can put between their crosshairs.

On the flipside, environmental activists are often viewed as extremist tree-hugging, wannabe hippies who prefer wool socks with their Birkenstocks, and frown on anything with an engine.

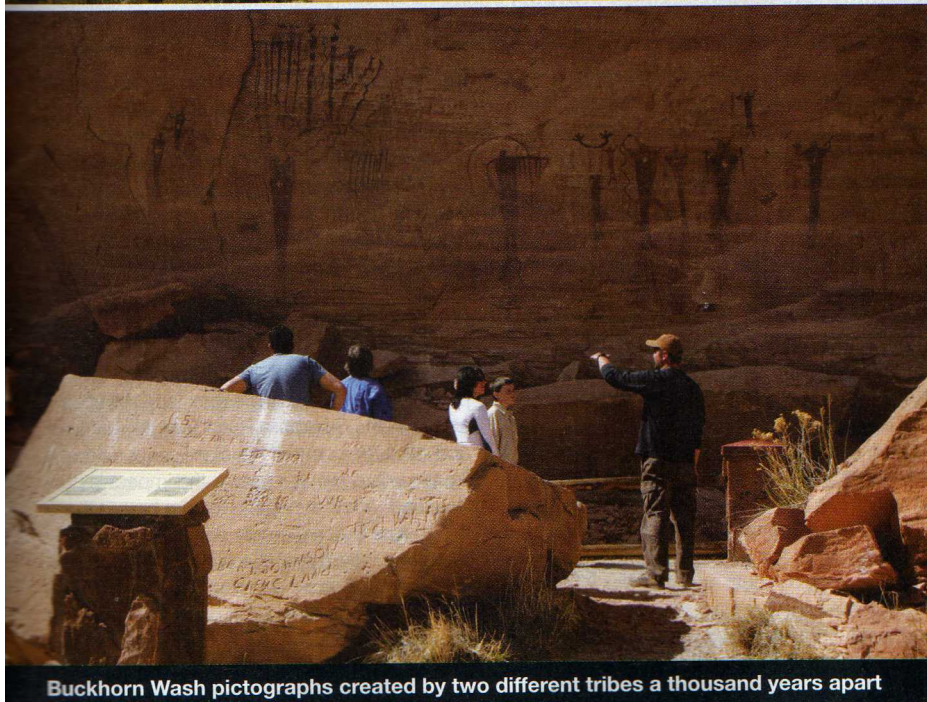
So what about a middle ground? Environmentally responsible off-highway travellers who respect the world they live in and do their utmost to minimize their impact? Not going to happen you say? Better hang onto your Merino socks then as they are about to be knocked clean off!

CLEAN MACHINES

Andre Shoumatoff, organiser of the Carbon Neutral Expedition (CNE) and a proponent of carbon neutrality, brought together a group of like-minded individuals with unique vehicles that leave no carbon footprint. Running on



John Braiser's Troopy, Holt Webb's Defender 90 and Andre's F-250 in Buckhorn Wash



Buckhorn Wash pictographs created by two different tribes a thousand years apart

biodiesel or veggie oil, or by offsetting their emissions with carbon credits, the idea behind CNE was to demonstrate how vehicle dependent off-highway travel can, and should, be environmentally friendly.

In contrast, Utah is a geologist's field day with a rich history of oil and mineral exploration, dating back prior to the 19th century. From antimony to zinc, nearly 30 types of rare metals are found in the soil, giving the State an active history of mine claims, mineral rushes and the infamous variety of shocking colours found in the cliffs. From dark red to dark green with every imaginable shade in between, the natural landscape of Utah offer a stunning variation.

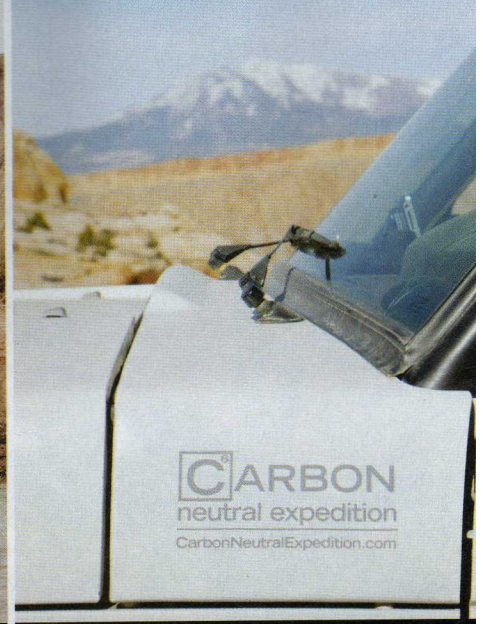
Along with the rock hounds, the State is also an off-roaders' paradise. Nearly 80 per cent of Utah is public land, meaning it is open for everyone to enjoy as long as they follow a handful of common sense rules and respect the natural resources.

For an expedition such as CNE, Utah was the perfect starting ground. Beautiful, wild, serene and covered in dirt roads left by Mormon settlers and hopeful miners; ►

Adventure | Carbon Neutral Expedition USA part 1



Hils driving Ann's Range Rover through Muddy Creek



The first of many USA CN Expeditions



Holt Webb's impressive Defender 90 running on used veggie oil



On the way to Muddy Creek the convoy took a break to admire the superb scenery. Holt's D90 and Scott's FJ45 infused the Utah air with an exotic aroma of Thai food and chips!

nowhere else on the continent can match Utah in unique and often unsettling landscape.

Editor of 4x4, Hils Everitt, riding co-pilot with me for the expedition in my 1991 Range Rover Classic Great Divide Edition arrived in Salt Lake City near midnight after a long but uneventful day of travel. Andre wanted us all in Heber City, an hour south east of SLC, the following afternoon, so after a leisurely morning at a hotel we had time to meander through the 2002 Winter Olympic Museum in Park City as well as stopping at a brew pub for lunch. Thank goodness Hils's first taste of an American microbrewery beer was a hit!

From Park City we continued south to Heber and met up with Holt Webb from the Vanishing America project while picking up supplies at the local grocery store and doing a last minute fill-up. I originally met Holt at Overland Expo '09 in Prescott, Arizona and he had contacted me regarding the CNE in January. It was great to see him again and the opportunity to learn more about his four-year long project.

Day one of CNE suffered a late start in Heber City as Andre did a last-minute oil change on his Ford F-250 Super Duty longbed truck. He had spent the last three months working relentlessly on his veggie oil-burning Toyota pick-up, but when the new transmission arrived only the week before, two months later than promised, he conceded defeat and switched to his alternate transport.

The first section of road that day was on pavement on the way to Wellington to meet up with John Braiser and Alex Forsythe from Colorado in John's beautifully-restored, veggie-oil burning 1965 FJ45 Toyota Land Cruiser Troop Carrier pulling a Chaser Adventure Trailer with roof tent. From there, we hit gravel road, continuing south into the San Rafael Swell along the Buckhorn Wash Road.

The swath of the San Rafael Swell runs 75 miles north to south and 40 miles wide through the centre of Utah with several rivers and creeks draining the area. Created 60 million years ago by a fault, the Swell moved upwards over the surrounding area, causing

sedimentary rock to fold into dome-like shapes. Most astounding are the multi-coloured layers of rock synonymous with south-eastern Utah and northern Arizona.

Unlike many parts of the continent, the evidence left behind by ancient people in the rocks of Utah is evident and easy to find. Two thousand years before our brief stopover, the people of the Barrier Canyon painted detailed pictographs onto the cliffs of Buckhorn Wash. Then, a mere millennia ago, the people of the Fremont culture etched or 'pecked' petroglyphs into the same rock face. Mystical and rare, the Buckhorn Panel is highly detailed and although some of the significance of the figures will remain a mystery, the impact is not lessened. Another notable feature here is that this is pure Butch Cassidy country, and Mat Warner, a member of Butch's infamous outlaw gang before Butch hotfooted it to Argentina with the Sundance Kid, left his indelible mark on a rock high above the petroglyphs.

We drove for miles along the dirt track through stunning rock formations that towered



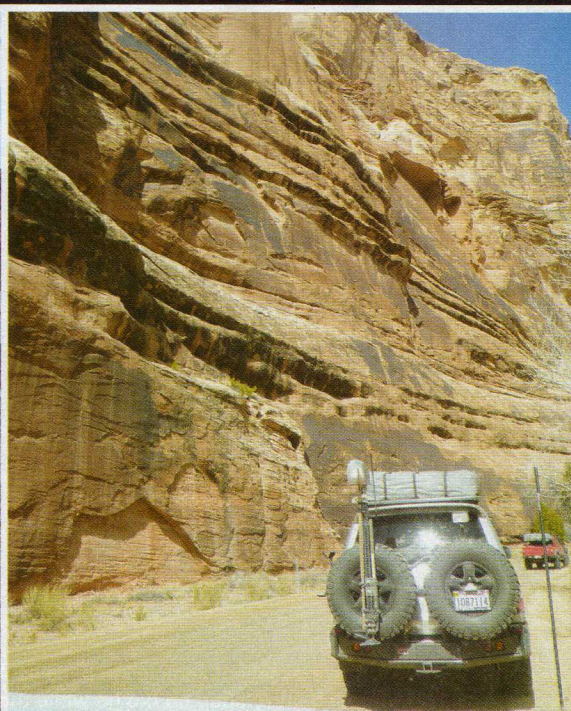
Tacoma reaches the top of the Burr Trail



John's 1965 FJ45 enjoys some real off-roading, pulling a Chaser, powered by veggie oil



Taking a stroll along the San Rafael Suspension Bridge – built 1935-37 – the last one of its kind still standing and listed on the US National Register of Historic Places



Just one example of the many stunning rock formations that dominate Utah

high above the trail until we reached the final stop before camp at the San Rafael Suspension Bridge, the last of these once common bridges still standing. Built between 1935 and 1937, the bridge was constructed by the Civilian Conservation Corp and listed on the National Register of Historic Places. The 167-foot long bridge allowed local ranchers to shift livestock safely from one side of the San Rafael River to the other.

That night we camped at Lone Warrior, reached after a winding cruise across the sand and named after a single rock art of an aboriginal warrior. The temperature started to drop as soon as the sun descended behind the red cliffs, giving us an indication of what to expect for the remainder of the trip. While we made camp Scott Oncken, who had to make running repairs to his lovingly restored FJ45 Toyota pick-up back at Heber, finally caught up with us. We enjoyed a dinner made by our resident chef, Alex Forsythe and fireside entertainment was provided by Alex Shoumatoff, Andre's dad and Holt Webb on

their guitars. And during the night Nathan Hindman and Bill Green snuck into camp in Bill's Bio Benatti 300Tdi Defender 110 to join us for the rest of the trip to OV Expo.

After the cold night, the sun shone bright, thawing us out and we were quickly on the road heading south.

The twisting road led us to the immaculate Swasey's Cabin, built out of Douglas fir from the area by John Swasey in 1921. The Swasey family had already worked the land for nearly a century by the time this cabin was built, astounding when you look around at the surrounding inhospitable desert surrounding.

The morning went smoothly with the terrain changing from red rocks to grey, moon-like rolling hills and fine dust until we hit our one water crossing of the trip at the bottom of the grey gully. Aptly named Muddy Creek, the crossing was barely over our axles, but at times can be impassable; it was a risk driving there as we had no idea what the water level would be.

Dropping onto paved Route 24 the two

petrol-powered vehicles hit the highway east to Hanksville to fill up for the next stage of the trip. The Hollow Mountain Gas & Grocery is just that – a hollowed out portion of a 40-foot rock hill. The most expensive fill of the trip at US\$3.24 a gallon – sorry! – our guide Kurt Williams in his Toyota Tacoma and Hills and I in the Range Rover, were quickly back on the road to meet up with the gang.

An hour behind the rest of the group, we headed along the excellent Notom-Bullfrog Road, a famous old postal route and haunt of Mr Cassidy, and entered the stunning Capitol Reef National Park. The road follows Waterpocket Fold and Muley Twist Canyon towards the Burr Trail, a stunning cattle road cut in numerous sweeping switchbacks and named after homesteader and cattleman, John Atlantic Burr.

Part of the group had stopped and were busy taking awesome pictures along the switchbacks of the Burr Trail, making catching up to them far easier and they were happy to have two more trucks in their shots. ►



After a long drive along exceptionally dusty trails the group arrived at Wolverine Canyon. Hils and Ann decided it wasn't a bad place to set up camp on Day Two...



Pick-ups prove excellent vehicle kitchens as Andre gets the Brazilian burritos and a coconut-based curry soup on the go while the rest of the team sets up for the night

By this time it was late afternoon so we caught up with the rest of the group and headed on to find a camp spot for the night. The Wolverine Canyon was not quite as picturesque as the previous night, but Andre and his passenger Rick Joss, produced an amazing dinner for the group of Brazilian burritos and a coconut-based curry soup.

Day two of the expedition was behind us after another cold, but entertaining evening huddling around the campfire. So far, both Utah and the Carbon Neutral Expedition had exceeded expectations and the following three days would only build on this extraordinary foundation of intensely spectacular scenery and fun times with new friends. **4x4**

KEEPING IT CLEAN

Although world oil usage dropped 2.6 per cent in 2009, our dependency on the black gold continues with the US leading the race by consuming 2.5 times that of China in second position. The country runs on fossil fuels and although the 2008 spike in crude prices taught many Americans a valuable lesson, few held on to their new environmentally-responsible habits learned during that difficult year. Instead, old habits have returned and greener public transportation and HOV lanes are void of users.

The problem lies with the average person's perception that the problem

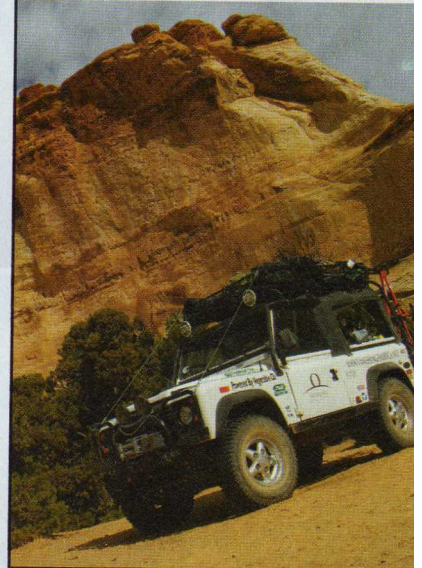
is far bigger than them and that their individual impact is not enough to either contribute to the problem or, by making changes and lowering their footprint, make enough of a difference to help the environment. Carbon, or climate, neutrality, however, is something each person can understand and be accountable for as it refers to having a net zero carbon footprint.

The premise is based on the fact that each person produces a specific amount of emissions depending on their lifestyle. For example, someone who commutes to work on a bicycle produces far fewer emissions

THE CARBON-FREE VEGGIE OIL VEHICLES

Holt Webb's (vanishingamerica.net) 1994 Land Rover Defender 90

Cummins 4btAA turbodiesel
Custom vegetable oil conversion by Rover Hybrids – oil supplied by various local food outlets



John Braiser's 1965 FJ45 Toyota Land Cruiser Troop Carrier

1HZ 6 cylinder diesel with aftermarket Turbo Glide turbo
waste veggie oil conversion – oil supplied by local Thai restaurant

Scott Oncken's FJ45 Toyota Pick Up

Cummins B3.3 install w/intercooler
waste veggie oil conversion – oil supplied by various local food outlets

THE BIODIESELS

Nathan Hindman's Bio Bonatti Land Rover Defender 110

300 Tdi turbodiesel with Plant Drive Vegtherm fuelline heater
Runs 100 per cent B100 biodiesel

Andre Shoumatoff's 2000 Ford F-250 Super Duty longbed

7.3-litre Intl Power Stroke turbodiesel
Running on mixture of B20 & B100 biodiesel

then someone commuting in an old, petrol-fuelled Ford F-150. The same premise works for businesses, organizations, cities, regions and countries.

The first step is to count and analyze your carbon footprint by using an online carbon calculator that compiles an inventory of your carbon-producing actions. How much carbon do you or your business produce in a day, week or year? Once you know how much you produce and why, you can find ways to either lower the amount (ie ride your bike to work) or purchase 'carbon credits' to offset your carbon footprint.