

Horsing Around

The Voice of the Early Bronco Registry

This issue of Horsing Around is dedicated to the Early Bronco Registry's 40th ANNIVERSARY, but before we start on the 40th we do have another very different and unique Early Bronco event to pass on – perhaps the largest Early Bronco yard sale you will ever see. Changing zoning laws – even in the wild wild west – are forcing this sale. All the details are posted at www.earlybronco.com, but if you head to Fallon NV from July 8th through the 16th, here is a glimpse of what you may find: Complete Bronco's: 68 half cab (6 cyl, 3 speed), 69 (302, 3 speed). Parts Bronco's: 70 (302, 3speed), 73 (302, 3 speed), 66 roadster (Rolling chassis), 68 half cab (289, 3speed), 72 (blasted and painted frame), 75 (302, 3speed), 73 (rolled), 70 (rolling chassis), 76 frame and run-

ning gear, 70 rolling chassis, 73 rear end in frame and body tub. Parts: Hoods, grills, fenders, tailgates, full tops, half cabs, doors and door parts, rear axles and much, much more. See the web site.

For more current information, email to famlee@phonewave.net or just find Glenn Lee at 5505 Sheckler Road, Fallon, NV 89406. This is one hour east of Reno NV or seven to 12 hours from anywhere in the west from San Diego to Salt Lake City. Bring your truck or trailer and carry away some Bronco "gold" from Nevada. Oh, sorry, Nevada is the "silver" state. 🐾

EDITOR'S "BS" (Bronco Stuff)

Steve Sampson, Editor

40th Anniversary Report

Photos by Roger Albert, Jason Atkinson, Bruce Bolander, Karl Bradley, Otto Burch, Erik Christensen, Luke Clark, Mike Cross, Gary Gayda, Terry Gutknecht, Norman Harris, Kris Hoffmeister, Terry Marvel, Scott Merrill, Ted Nicholas, Andrew Norton, Afonso Pierik, Steve Sampson, Sharon Sullivan, John Watson and Greg Weirick

Beginning with the 20th ANNIVERSARY in 1986, every five years the Early Bronco Registry has held a celebration of the creation of the first Ford Bronco. Quickly counting on my fingers confirms that in 2006 we needed to hold the 40th ANNIVERSARY, which we did during early May. Since these five year events have been attracting the largest number of Broncos at any events (304 registrations at the 35th – an all time record so far) we began 40th preparations a year in advance. We were prepared to host well over 300 Broncos, but gas prices at over \$3 per gallon held us at 264 total Bronco registrations. None the less, the 27 acres we leased at the Mojave Narrows Regional Park in Victorville provided wonderful flat grass areas, lakeside camping and generous room for all that attended. Most reported it our best ANNIVERSARY location yet. We are delighted to report that the attendees were all very helpful in making it easy for us to clean up at the end of the event. Park officials told us the 40th was the best behaved group that has leased the park for large events and the facilities were spotless before we left. Thanks to all of you for helping create a very



positive Bronco image all during - and after - the 40th!

So what were the 40th highlights? All Bronco gatherings are great fun, but I'll focus here on four 40th ANNIVERSARY activities that I believe were absolutely wonderful and record setting; the runs, the raffle, merchandise selection and "An Evening with the Legends". Finally, you have plenty of photos to view here and on-line at www.earlybronco.com.



EBR MEMBER BUSINESSES:

BC Broncos
Bronco Parts
James Duff Enterprises
Jeff's Bronco Graveyard
Kentrol
Tom's Bronco Parts
Wild Child
Wild Horses, Inc

EBR Member Clubs:

Arizona Classic Broncos
Deep South Early Bronco Club
Early Broncos Ltd
Mid-Atlantic Early Broncos
Midwest Vintage Broncos



Early Bronco Registry
Dedicated to the
preservation and
enjoyment of the 1966-77
"Early" Ford Bronco

www.earlyBronco.com
editor@earlyBronco.com
phone/fax: 858-530-2471

40TH RUNS:

There is a lot of open multiple use land still available where we held the 40th ANNIVERSARY, but it is spread out over a lot of country and we needed many different runs to support 100's of Broncos. This meant that our run Chairman Rob Smithson, #2 Bob Arthur and a dedicated crew needed to provide well managed runs from easy to extreme and from the mud to the desert to the mountains. As a result, volunteers from as far away as Bishop CA came to pre-run trails over about a 50 by 50 mile box, or 2,500 square miles from the desert to over 6,000 feet. This was an amazing effort, and I suspect the results set a record for any Bronco event. Here are some statistics:

1. Trail runs were held in six different geographic areas within the 2,500 sq miles
2. Number of trail crew volunteer to prepare and manage the runs — 13
3. Total number of runs during the 40th — 33, including four self-guiding GPS runs
4. Typical number of vehicles on trails each day — 60 to 150
5. Total trail miles — 105 (excluding GPS runs)
6. Total number of hours spent on trail planning and pre-runs — 680
7. Total vehicle miles traveled for planning and pre-runs — 11,400
8. Total vehicle miles during the 40th activities — 27,900
9. Total vehicle miles for 40th ANNIVERSARY preparation and runs — 39,300

It hardly needs to be mentioned that at \$3/gallon gas prices this is well over \$100,000 in fuel costs, and

none of this captures the cost of all the participants to get to the 40th. One Bronco was shipped all the way from Hawaii and others came from the east coast of the USA and both the east and west coast of Canada. Wow!!

40TH RAFFLE:

Raffle Chairman Jim Covey with the team of Glennrose Covey and Karen Gray created a Saturday night raffle that may well be the largest Bronco specific raffle ever held. 55 vendors (please see the full list of vendors that supported us at www.earlybronco.com) contributed 171 prizes worth \$40,357 at retail value, and this doesn't include giveaways like catalogs, over 100 hats





and shirts thrown out during the raffle, or the value of the two Stroppe books autographed by all the Legends. Some would rate those as priceless.

40TH MERCHANDISE:

Never before have we created as much Bronco merchandise for an ANNIVERSARY event! The Merchandise Chairs of Linda and Gary Gayda worked to develop three custom 40th graphics used on the following list of special order items:

Cake T-Shirts - M, L, XL, 2X, 3X
 Oval T-Shirts - M, L, XL, 2X, 3X
 Long Sleeve Shirts - M, L, XL, 2X, 3X
 Women's Tan Tops - S, M, L, XL
 Youth T-Shirts - XS, S, M, L, XL
 Sweatshirts - M, L, XL, 2X, 3X
 Baseball Caps
 Coffee Mugs

Stainless Steel Travel Mugs
 Lapel/Hat Pins
 Tote Bags
 40th Dash Plaques

40th Co-Chairs Joe and Betty Monroe worked to have very special 3D vinyl stickers made for the 40th, rather than the usual flat stock.

Oval Window/Bumper Vinyl Decal

Cake Window/Bumper Vinyl Decal

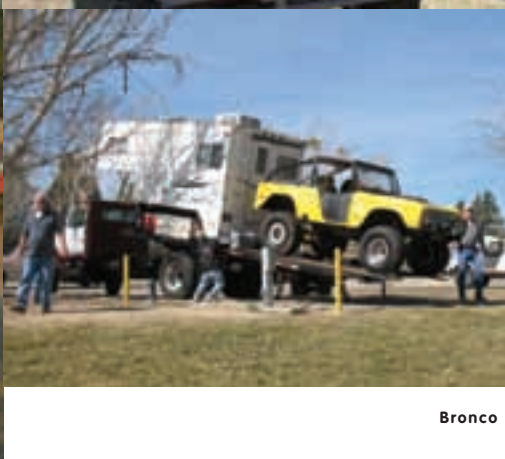
"I Carried the Flag"
 Window/Bumper Vinyl Decal

If I have added all this up correctly, that is a total of 15 different 40th ANNIVERSARY line items that were created and 29 different shirt sizes to be ordered and inventoried. If

you have never done this before, you have no idea how much storage space this requires, set aside the problems of transportation and management. It took crews of folks to get all this in your hands. We must have done a decent job, however, since much of this special event one-time-only merchandise was sold out during Fabulous Fords Forever and the 40th ANNIVERSARY. Any remaining inventory is available until gone at the www.earlybronco.com eStore. There is a plan to have a different item on sale each month during the rest of 2006, so keep checking for your favorite. (This does not include the "I Carried the Flag" vinyl decal which is only available to folks that been documented as carrying the Coast-to-Coast flag.) 🚗







40th "An Evening with the Legends"

By Todd Zuercher, Arizona Classic Broncos & EBR History Chairman

The fourth and most historically significant event during the 40th ANNIVERSARY was the unprecedented gathering of 13 Bronco racing legends on Friday night. Work is underway to produce a video of this evening, and it will be announced in *Bronco Driver* and at www.early-bronco.com as soon as available. We also want to give special thanks to *Bronco Driver Magazine* for additional support for "An Evening with the Legends". Todd Zuercher - the spark plug and Chairman for this wonderful evening - documents the evening here.)

Friday, May 5th, 2006, was a special day for Bronco enthusiasts attending the Early Bronco Registry's 40th Anniversary Celebration in Victorville, California. Somehow even the forces in charge of the weather cooperated that day; Friday dawned with warm sunshine and hardly a breeze in the air, in marked contrast to the high winds and cold temperatures of the two preceding days.

The thoughts of such an event started with an idea almost a year earlier and with much work and preparation by several people, resulted in a special event on Friday evening that had never happened before and will likely never happen again. With a great deal of assistance from the Off Road Motorsports Hall of Fame (ORMHOF), thirteen influential figures from the early days of racing Broncos off road agreed to attend and share their memories and stories with the attendees at the 40th Anniversary celebration.

As part of the day's festivities, the Legends began arriving in the early afternoon on Friday and spent the afternoon reminiscing with each other, becoming reacquainted after many years and posing for photos and signing autographs for Bronco owner's eager to get a signature from their favorite Bronco celebrity.

Along with the Legends in attendance, several special Broncos with racing history were prominently featured in the grassy "Bronco Central" area near the main stage. Andrew Norton's "Travel Trailer Baja" - raced by Carl Jackson and Jim Fricker in the 1971 Baja 500,

Gale Pike's "Half Cab Racer" and Parnelli Jones' infamous "Big Oly" added a special aura to the camp on Friday evening.

As the sun was setting in the western sky, EBR History Chairman Todd Zuercher introduced each of the Legends and invited them on stage. Todd then introduced Bob Bower, master of ceremonies for the evening, who eloquently painted a picture of the topics of discussion that would ensue. Bower, vice-chairman of the Off Road Motorsports Hall of Fame, has been involved with off road racing for many years and his keen knowledge of the sport and unquenchable enthusiasm were a key to the success of the evening's activities.

Bob started by asking Dick Landfield, a prominent southern California Ford dealer, about the early days of selling Broncos. Dick shared memories of modifying Broncos with race-proven parts and how that helped Bronco sales take off in the early years. Another Bronco racer work-

ing at a Ford dealership in those early days was prominent Bronco vendor James Duff, who told how he worked on Broncos after work each evening and eventually decided he wanted to go racing. Duff related one hilarious story in which he borrowed a friend's Bronco to go pre-running prior to one race and ended up losing a piston in the

engine of his friend's truck. He ended up having to paint his friend's truck in exchange for blowing the engine!

Don Barlow was another racer who came to off road racing via a Ford dealership. Having raced stock cars prior to venturing off road, Barlow was asked by Fillmore Ford owner Coco Corral if he would like to race a

Bronco off road. Barlow went on to race nearly fifty races in Broncos, his favorite one was affectionately named 'Crazy Horse'. Barlow fondly recalled his days of racing for Coco and how he always had to try and keep him from falling asleep in the co-driver's seat.



Bob Bower kept the evening racing along.





The Pike Family's weapon of choice for racing.

A different remembrance of Barlow came from Gale Pike, a longtime Bronco racer who is still racing today at age 75. Pike recounted how at one of the early Riverside races he decided to go around some of the jumps on the track because he saw Parnelli Jones driving around them, and since he thought Parnelli was a pretty smart guy, he did the same thing. While driving around one of these jumps, he happened to look above his truck and saw the undercarriage of Barlow's Bronco above him!

Racing brought out the different personalities of the racers as well. Parnelli Jones told how Bill Stroppe, outside of a race truck, was the kindest man in the world. But once he got into Big Oly, he would yell and swear at PJ to slow down and save the equipment. Myron Croel, who raced the Barstow Bronco, recalled how racers could "be huggin' and kissin' one instant and "throwing punches" the next.



Don Barlow



Myron Croel



James Duff



Jim Fricker



Rod Hall



Ray Harvick



Parnelli Jones



Carl Jackson



Dick Landfield



Jim Loomis



Gale Pike



Bud Wright



Many of the stories told during the evening centered around some of the basic entities and necessities of off road racing.

You have to have enough fuel: not having fuel at the right place and the right time caused more than one funny incident that was shared by the participants. Rod Hall shared how he once had to drive to a nearby town and buy fuel at a gas station for his race truck and then head back out on the course. Carl Jackson relayed a hilarious story about when their Bronco quit while prerunning – the co-driver quickly discovered the problem – their gas tank had fallen out! And Jim Fricker told how race officials didn't want to give fuel for the race Bronco in the 1971 Baja 500. Officials thought they were spectators, not racers, since they were towing a travel trailer behind their Bronco.

You have to have enough food and drink: more than one racer told how their food and water didn't last long in an ice chest in Baja. According to Rod Hall, a wine bottle sure helped he and Jim Fricker limp a broken Bronco back to the U.S. one late night many years ago. Sometimes you used food for other purposes as well; Parnelli Jones shared how he didn't particularly care for fig newtons and once used a pack of them for traction under his rear wheel when he was stuck.

You had to carry supplies and know how to use them; Rod Hall shared a story how he discarded all but a few of his tools during one Baja race and later needed one of the screwdrivers he had thrown out. Thankfully Ray Harvick and Bill Stroppe came along with the needed tools. And apparently Hall wasn't real familiar with how a compass functioned in those days either! Jim

Loomis brought a very important piece of history along to share with the group; one of the original Baja maps originally drawn by his co-driver, Bud Wright. Functioning as a sort of prehistoric GPS, Wright's well-illustrated scrolls served as valuable guides for the drivers winding their way through the primitive regions of Baja in the late 1960s and 1970s. Wright shared that along with the rolling maps, he would also thump Loomis on the back of his helmet if he wanted to get his attention for something.

And of course if you eat and drink during a race, sooner or later, you're going to have to go to the bathroom. Ray Harvick, in a story that brought down the house, described Bill Stroppe's ingenious setup that allowed the drivers to relieve themselves without leaving the vehicles during a race. The tubes proved to be quite handy, except for the one time when a Bronco rolled and battery acid from the nearby batteries dripped into the tubes. It doesn't take much imagination to know

what happened the next time the drivers tried to use the tubes!

Parnelli Jones took some time to share some special memories of the legendary Bill Stroppe; the gentle, kind man who made it possible for many of these men to race off road in the early days of the sport. Bill's son, Willie, shared some special memories of his father as well, and how he began racing a Bronco when he was still a high school student. Willie had the unique opportunity to ride and drive with nearly all the men who attended the Legends event.

As the Legends event was co-sponsored by the Off Road Motorsports Hall of Fame, it was only fitting that the evening concluded with a short presentation on the Hall of Fame by Bob Bower. Bower gave the crowd information on the Hall of Fame and what its needs are going into the future. A portion of each registration for the 40th Anniversary event was donated to the Hall of Fame.

"An Evening with the Legends" was truly a once-in-a-lifetime event for both the Legends and the Bronco enthusiasts in attendance and will not quickly be forgotten. Myron Croel said it best when he stated, "This is the greatest group of guys in the world."

Future issues of Bronco Driver magazine will feature additional biographical information on the Legends.

Special thanks to Bruce Bolander, Bob Bower, Andrew Norton, Steve Sampson, and Rob Wilson for their invaluable assistance and encouragement in producing this event. 🍷



Willie Stroppe reminisces with Don Barlow