

JPFreek

LIFESTYLES OFF THE BEATEN PATH



August/September 2006 • Issue 3 • Vol.1

**BIOFUEL
EDUCATION
COALITION'S
O+WP
PROJECT**

**READER STORY:
Post Grad Get-Away**

**Good Friends
& Bad Roads**



**ROCKY
RESCUE**

**AMERICA
BY BICYCLE**

**Texas' Laziest
Adventure**

**JPFREEK
ADVENTURE
PHOTO CONTEST!**



Howdy fellow 'Freaks'! The third issue of JPFreek is finally upon us and it is truly a busy one with stories about traveling east to west, west to east, and north to south! It's a safe bet that JPFreek is definitely not for the compass-impaired! In all seriousness though, this issue is truly a unique publication for JPFreek as we are celebrating a number of firsts including: Our first reader submission from a fellow 'JPFreek' who couldn't wait to tell us about a trip to Colorado after high school graduation; our first story from an international reader, Ash Hayward, about a mountaineering experience gone awry; and our first vendor advertisement from 4x4rockshop.com. Issue #3 is an exciting one and we hope that you are as excited about JPFreek's growth as we are!

Issue #3 also features an important story about the future of energy consumption. A very special project, called the Oil + Water Project, is making waves on the international scene regarding the education of the world's youth in alternative energy. This is certainly an important topic for all of us, especially fellow 'JPFreaks' who understand how costly it can be to fuel our Jeeps before heading out on an adventure.

Also, please note that beginning with our next issue, JPFreek will be sponsoring a photo contest for all of our readers. The rules are explained in more detail on the last page of this current issue but as an overview, the contest will focus on reader photos that include the JPFreek decal while on an adventure. Prizes will include decals, t-shirts, gift cards from vendors, and publication of the winning photos in future issues of JPFreek. With that said, be sure to load up on JPFreek decals by visiting our 'JPFreek Gear' tab on the main website. Who knows, your photo could pay dividends in an upcoming issue!

Lastly, JPFreek is continuing to experience phenomenal growth. As we continue that growth and build this publication into what we hope is the premier online Jeep adventure publication, we anticipate the continuation of quality content and as such, we would like to continue to urge any and all readers who have a story to tell to please send your contributions. Our growth and success is

dependent on our great readers and we would like to share in that growth and success with you.

Thanks again to all of you for all your words of praise and support. Please be sure to check out our reader survey, posted on the main website, and also be sure to visit us at our sister websites at www.myspace.com/jpfreek and www.myjeepspace.com/jpfreek1 for updates, bulletins, and new content. Also, please be sure to visit www.4x4rockshop.com for all your Jeep-gear needs. A special 'JPFreek' discount coupon can be found in the current issue of JPFreek, so be sure to take advantage of the savings. Till next issue!

Happy Adventuring!



Frank Ledwell
Editor-in-Chief
JPFreek Publications



Art Director Richard Tinnell with daughter Mazi and Editor-in-Chief Frank Ledwell atop 'The Rock' at Enchanted Rock State Park in Fredericksburg, Texas.



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GOOD FRIENDS



BAD ROADS

Expedition Buddies Gather for a Short Run

Editorial & Photography by Mark D. Stephens



The icing on the cake for this fun trip was this: The boys brought their guitars – KP and Brian “Scorpion Sting”. They started with their favorites, like Mellencamp, Petty, and Joel. Halfway through the seventh song, Buffet’s *Why Don’t We Get Drunk*, Brian stopped playing, then said, “To hell with it. Sorry for taking the train down a dirt road, guys. What do you want to hear?” He uses that phrase “dirt road” like it’s such a bad thing. Another friend of mine, Allen, likes to say, “Okay! Now that we’ve found the good people, let’s find some bad roads!”

Here’s the thing about bad roads: you’ve got to take them slow. Bad roads are a good guide for the other stuff that makes up life. We’re going to take it slow tonight at Saguaro Lake. Drive some hard lines. Find a

quiet beach. Cook some kabobs. Drink some light beer and smooth tequila (slowly!). Listen to some acoustic guitar songs over the fire. Watch the sun descend beyond the lake in front of the mountains, and light it up with gold, orange, red. All of this from a vantage point only accessed by dirt road, a “bad” one, too. Thick sand, steep hills, deep ruts in those steep hills – the stuff that makes up Brian’s metaphor when he doesn’t play a song well.

Like good desert rats, we didn’t come out until it started to get dark. Years ago I concocted this idea, and I thought it was original: Drive the “bad roads” near Saguaro Lake in the late afternoon, build a contained fire on the beach at a secluded cove, have all the fun we can until well after dark, the girls will go swimming,

we'll talk about the longer trips we want to do, and then we'll drive out after dark. I learned that other guys just call it "night wheeling."

This part was original: We found an isolated beach, grilled some food, listened to the boys play songs, and talked until 11:00 pm. This part was not original: night wheeling. Three groups of shirtless guys in pick-up trucks had the same idea of coming to Saguaro Lake this night – and perhaps it was luck that put them there well beyond twilight.



When we drove out, several of The Shirtless stood around in the dark watching a friend dig holes in a hill. I could hear one say, "Nah, man, yer all screwed up. You gotta be locked to do this hill."

My dad, who drives an old Land Rover modified for comfort and trail prowess at once, asked one of The Shirtless if he needed help. Shirtless's response? "Range Rover, huh. You go on safari much?" He's proud that his Rover gets that kind of notice. It might be silly that this guy's question made me say to myself, "Damn! I'd love to go on safari."

Ah! But safari! As long as we've got a music theme going, and similar to what James Taylor sings: I've never really been, but I'd sure like to go. He meant Mexico, but I mean safari. With these friends of mine, we plan out expedition-style adventures out in the pave-less areas of the Southwest and Mexico. They are safari at heart: we're looking for encounters with wilderness. And when we can't quite afford 3 weeks or

3 days, we'll use up a Saturday night – like this one at Saguaro Lake – to take on a mini version of what we like best. I can't call it 'wheeling because there is more going on. I'll borrow from my friend, Allen, and call it that scrumptious mixture of good people and bad roads.

Ah! But bad roads! These at Saguaro Lake might be bad on the surface, but look up. The Superstition Mountains, Four Peaks, mighty Weavers Needle stretching a thousand feet into the air. To see these things from Phoenix, you've got to look between power lines, over warehouse buildings, and try hard to forget you're sitting in traffic. Millions of years in preparation, these metamorphic teeth on the horizon are a good reason to drive the roads. The earth took her time – she went slow – making those mountains and spires. An old joke goes like this: A young boy had a school assignment to write a letter. He wrote each word painstakingly slow. When his teacher saw this, she asked, "Why are you writing so slowly?" The boy answered, "Because it's for my little brother, and he can't read very fast."

How is it that live music, good people, and bad roads are connected? No connection at all. Just a good mixture.

Visit Mark's website for more Jeep Expedition editorials and photography:
www.markdstephens.com



Text by Richard Tinnell
Photography by Frank Ledwell &
Eric Johnson, D.D.S..

Holy \$#@+!!

This is often what you're thinking (most likely out loud) as your butt drops through the center of an over-inflated automotive inner tube into the balmy, crisp waters of one of Texas' vast and beautiful rivers. The water isn't cold but it's no hot tub either, and it's a shocking contrast to the blistering heat of a Texas summer. The rivers of the Texas hill country draw thousands of lively tourists into their lazy waterways throughout the summer months for one of the most relaxing adventures the state has to offer. Imagine lounging, as if in your favorite chair, traveling down a refreshing river with your flip-flopped feet propped up and an ice cold beverage in hand.



There are three main hill country rivers that attract tubers each year; the Guadalupe, Comal, and San Marcos Rivers. The largest attraction is the Guadalupe River, which packs tubers bank to bank in a monotonous crawl downstream. The over-crowded river, with its frolicsome and often dissolute visitors, often resembles a college keg party with almost two coolers for every tube on the river and plenty of nice scenery to cool your mind off while your body basks in the sun.

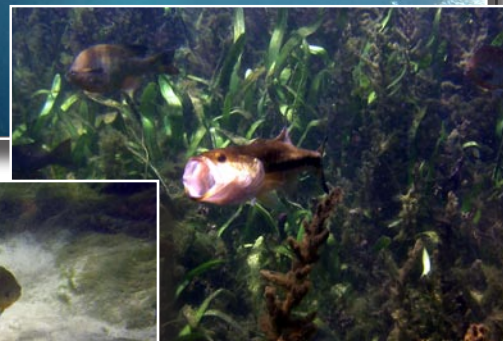
On the neighboring and similarly sized Comal River, alcohol consumption is prohibited but its banks are nonetheless packed with plenty of tubers. The Comal runs past another great Texas attraction, Schlitterbahn, a full scale water park resort fed entirely by the waters of the Comal River. Both the Comal and Guadalupe Rivers offer many interests along their banks,

including the Historic German settled cities of Gruene & New Braunfels, with shopping and restaurants for the water weary. You will find an abundant selection of RV parks, campsites and motels to accommodate the summer tourist surge.

Of the three main Texas hill country rivers to tube, the San Marcos River is probably the least crowded but just as lively. Compared to its neighboring recreational rivers, the San Marcos is spring fed and maintains its 72 degree temperature year-round, emitting a constant cloud of steam on the cooler days of winter. And for the brave and/or daring adventurer, this means year-round water sport activities such as canoeing, kayaking, and of course...tubing! Be sure to bring a snorkel mask and drop in to meet the locals as the bottom is typically six to eight feet deep the whole way, and the clear waters offer wondrous visibility.

The river banks of all three rivers are fraught with jungle-like vegetation, and the majority of your tubing trip will be shaded by enormous cedars and oaks growing along both banks. Risk is minimal as long as you know how to swim, don't fall asleep, and are sure to apply plenty of sun block before hand. The rivers are also home to your usual assortment of water creatures (including snakes), as well as several endangered species.

Whether enjoying the white sand beaches of its southeastern coast, paddling algae-plagued swamps, trekking dry and arid deserts, or floating its brisk and lively rivers, Texas offers the adventure seeker anything and everything under the sun. Tubing Texas' rivers is a truly unique experience, and is one of those things that almost always makes one forget his or her yelps of 'holy \$@*!!!!' for more relaxing feelings of enjoyment and camaraderie.



Underwater photography is courtesy of Eric Johnson, D.D.S. of San Antonio, TX. The photos were taken in the San Marcos River in San Marcos, Texas.



Text and Photos by JPFreek
readers Jon & Nate

Graduation from high school is one of those life experiences that conjure up feelings of excitement with the reality that a chapter of life has come and gone. For Jon Mendel and his friend Nate, graduation from high school was an opportunity to enjoy adventure, and afterwards the experience would become something that they would never forget. As such, JPFreek Publications celebrates its first reader submission with the journal tale of two fellow 'freaks' whose passion for adventure, and the excitement of continuing along life's path, is a testament to the spirit of the true adventure seeker.



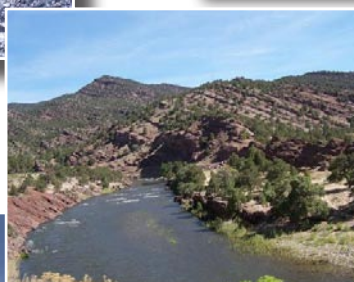
Tuesday, May 30:

The first day of driving was completed after a long anticipated trip to Colorado. Today, in short, was a day chalk-full of problems. After many hours of driving, my Jeep started having electrical issues. We couldn't believe that we were just getting started on our trip and we were already having problems. Thus, we decided to stop in Pensacola at an Auto Zone to try and tackle

was excellent and the scenery was wonderful; bayous, rolling hills topped off with a rain shower towards the end. We managed to make it about one hundred and thirty miles past Dallas to a city called Wichita Falls.

Thursday, June 1:

We decided to sleep in this morning to prepare for our last leg to Colorado. After driving through the arid and expansive deserts of Texas and New Mexico,



the problem. As luck would have it, they found the problem faster than I had expected; a fried battery! So we picked up a new Optima Yellow Top and headed back to our hotel. Once there, I sat out in the parking lot, wrenching away, and replaced the battery and fired her up. She ran perfect, and sounded quite healthy. After having conquered our first problem, we turned in for the night to get some rest from the five hundred plus miles we had driven earlier in the day.

Wednesday, May 31:

The day started off looking great and it stayed that way for most of the drive. We drove for about thirteen and a half hours today without any problems. The drive

we finally made it into Colorado around lunch time. We then decided to pull off to the side of the road to call our hotel in Ouray to confirm our reservations, only to find out that our hotel room wouldn't be ready until the next day. So we decided to go north to Colorado Springs and hang there for the remainder of the day to get supplies as well as some much needed sleep.

Friday, June 2:

We woke up late Friday morning because Ouray was only about two hundred miles away and we weren't particularly concerned about getting there early. After a nice breakfast and relaxing stroll through town, we left for Ouray and got there at about 11:00 AM. Once there, we sat back in awe as the view of the Rockies



**Just like
Highschool
these two grads
came, saw,
and conquered
every challenge
Colorado had
for them.**

was breathtaking. After traveling over two thousand miles through bayous, hills, deserts and mountains, we had finally made it and couldn't stop thinking about how wonderful a site it truly was. After taking in the town's immediate sites, we dropped off all of our gear at the hotel and decided to go find a trail.

The first trail we took was Yankee Boy Basin; a fun, easy, and breathtaking trail full of mountain scenery and tons of sharp, mountain edges as well as a cliff that was passed under. We explored several mines and the old buildings that surrounded them. We then took some pictures and decided to head out. Of course, once we decided to leave we thought that we should hit the trail once more, for enjoyments sake, and saw a few marmots. After finishing the trail for a second time, we turned around and headed back for dinner.

Saturday, June 3:

We set off on the Red Mountain Mine Trail over to Silverton and here's how it worked out. We were following a trail book, as recommended by a buddy of mine, and the book was full of great maps, trail descriptions, trail time lengths, etc. Our trail book even told us which way to go upon reaching different forks in the road...all of course except for one fork in particular. As it turns out, this particular fork in the road had five different ways to go and the book had no explanation. So we sat around and checked the map.... it didn't give any help. At that point, we randomly picked a trail, headed forward, and man what a trail it was! We knew off hand that we had picked the wrong trail though, considering that this was supposed to be "easy". Nonetheless, we pressed on and came across our first obstacle; a rock slide that didn't appear to be all that difficult. So, I dropped it into four low and after some pretty sick crawling, it seemed like I could make my Jeep climb over anything that dared try to stop us!

The next obstacle was a little trickier. Something that, being a Florida boy, I have never driven through: Snow. The snow was about two feet thick and covered the entire trail! So I put it in 4 low once more and slowly started churning through the snow. The back end of my Jeep started sliding out towards the edge of a very sharp and steep cliff with a drop of about 80 feet! I pointed the front of my Jeep towards the mountain, gave her a little gas, and managed to pull us away from the edge and then out of the snow embankment. We then decided, since we were there, that we should go ahead and check out Black Bear Pass. Unfortunately for us, we only got about ¼ of the way up before we found a snow embankment too thick to traverse. So we turned around and headed to the bottom half of the Red Mountain Mine Trail and what did we find? More snow! So we then decided to check our trail book and we found another trailhead nearby called Corkscrew Gulch. It was by far the most scenic trail of the day, and it brought us to the top of the Red Mountains where we found two crystal blue ponds made completely from snow runoff.

**Threading
two giant
walls of
snow on a
mountain
road is a big
change in
scenery for
Nate & Jon.**



Sunday, June 4:

Due to a certain persons narcolepsy, we headed out late and grabbed some breakfast at one of the coolest little places in Ouray called Aunt Maggie's. After a huge pancake breakfast, we then headed to the Ophir Pass trailhead. Ophir Pass was a wonderful trail with nice, easy terrain and plenty of scenery. Once we had reached the top of Ophir Pass, we got out and walked around for awhile and were completely enthralled by the scenery. Valleys to one side filled with ponds made from snow runoff.

While we were at the summit, we found a very large and deep snow embankment that went about two hundred feet up the side of the mountain. Sloping at least fifty degrees, we hit about twenty miles per hour and then started sliding down. What a thrill! After playing around for a little while and talking to some other passing Jeeps, we headed down the rocky trail to the town of Ophir. We had never seen such a small town before. It had a population of maybe one hundred people and there wasn't anywhere in town to buy supplies, etc. Leaving the town, we saw a dog walking around (probably enjoying the scenery as well), and then we took off to go find another adventure.



**Like a couple of lost elk,
Jon and Nate stop to chill
in the middle of a mountain
road in Ouray, Colorado**

Monday, June 5:

For today's adventure, we chose the Alpine Loop from the Mineral Creek trailhead. The Alpine Loop is a series of trails that 'loop' around for about ten hours. The start is at Mineral Creek and it's a rocky, steep, and extremely fun trail. It leads you up to Engineer Pass, which takes you across the mountains to Lake City. Along Engineer Pass is a fun mine tour, which brings you about three hundred yards into the mountains.



There are re-creations set up to show you how the miners operated, and it even shows what it was like to actually be in the mine while it was being mined out. It's about fifty degrees inside the mine so it's a nice, cool tour but well worth the \$10 you'll pay.

When we made it to Lake City, we were pretty hungry and decided to eat at the Southern Cookhouse. Great food, excellent prices. We then hit the road for the second half of the Alpine loop, along Cinnamon Pass, which leads you back to Engineer Pass. If you're ever

up there, we left a jar inside the cave towards the end of Cinnamon Pass. Be sure to check it out.

Along the way back to the hotel, I noticed something. I had a fluid leak and instantly thought that I had overheated and purged the coolant. So as I started to add more coolant, I noticed that there was more leakage! I thought to myself, "What the heck", so I looked at my coolant bottle under the hood and saw that it had a hole. The fan shroud I failed to replace before the trip had finally decided to kill itself, and I fell over throwing my coolant bottle into the fan, causing it to rip open. So we then decided to go hang out in the hot springs and wait until the next day to search the surrounding area for a new bottle.

Tuesday, June 6:

We headed to Montrose to find some kind of junkyard to get a coolant bottle to fix the Jeep. Well, let me tell you, it's not that easy to find a Jeep in a junkyard. The first junkyard we found had nothing so we made our way to the next one and the shop was supposed to be open but the owner was M.I.A. From there we went to the next yard but we were told by the owner that his junkyard only had import cars. We then decided to head back into Montrose and once we arrived, we found McPherson Off-Road Customs. The main reason I wanted to stop there was that there were so many cool Jeeps and trucks sitting out front. As it turns out, the owner told us that he could get a new coolant bottle for my Jeep in 2 days, so I ordered the bottle and headed back to Ouray to relax, buy some goodies, and check out the local scene.

Wednesday, June 7- Sunday, June 11:

After getting the new coolant bottle for the Jeep, we spent the next several days in Ouray, checking out the local shops, hanging out with the locals, and sharing stories with passersby.

Monday, June 12:

Because it was our last full day in Ouray, we decided to go and check out Governors Basin. We headed up the trail and found a snow embankment. Disappointed and looking for a last thrill, we went to Imogene Pass. Imogene Pass is a wonderful trail, full of river crossings (deep ones), and many rock obstacles and hills. It was definitely one of our favorites. We got through most of the trail, right on up the main mountain crossover, which we then found to be closed due to trail work. So we turned around and headed to the Ouray hot springs to meet and greet for one last time before leaving.

Tuesday, June 13:

We woke up that morning and packed up all of our goods, then said our goodbyes to the staff before leaving for Roswell, New Mexico. We drove till about 9:00 PM, found a hotel, and slept in till late the next morning.

On Wednesday morning, we decided to check out the town but decided that it wasn't quite as 'mysterious' as TV had made it seem. So we left for Carlsbad Caverns,

one of the coolest things that I have ever seen. The walk was about two miles into the cave and once there, the depth is about seven hundred and eighty feet with a restaurant at the bottom! After we completed our tour, we took the elevator back up, leaving what both Nate and I felt was a truly magnificent feature behind us.

With the urge of getting home finally starting to kick in, I drove the remaining thirty-six hours to Florida non-stop. With the co-pilot sleeping and the music and the CB running, it was a fun drive back to Florida.

We had completed our trip and arrived home to a much awaiting family. Reflecting on our trip, Nate and I both agreed that we had seen a lot of interesting people and enjoyed some of the most beautiful scenery that we had ever seen. Our excitement and adventure had come to an end, but we knew that our memories would last forever. 🤖





What is the FUTURE of FUEL?

Text by Frank Ledwell – Executive Editor
Photography courtesy of Jon Mendel, O+WP & Seth Warren

THE FUTURE: For most people, the future is a distant and far off idea that while relevant and important, rarely takes precedence over the past and the present. Case in point: As recently as a year and a half ago, the problems facing the world's energy needs were 'concerns' but not particularly at the forefront of most peoples' minds. Then came Hurricane Katrina, the sixth-strongest Atlantic hurricane and the third-strongest hurricane to fall onto land in recorded history. Its effects, as ravishing and destructive as they were along the gulf coast of the United States, have also impacted our nation's economy and supply of domestic crude oil, and have continued to play a significant role in the price per gallon we pay at the pump today.

Of course, the resources we use to fuel our enormous need for energy (the United States is the largest consumer of energy in the world) can first be attributed to the first oil wells ever drilled, which were located in China around the fourth century. At that time, oil was extracted through antiquated means, most notably through the use of bamboo pipes that penetrated the earth's surface. Once extracted, the oil was used to burn brine and produce salt. Oil was also used for medicinal purposes and, in the case of those who were in the upper levels of society, oil was also used as a source for lighting, thus beginning the first documented case of oil use as a means for providing a source of energy. Fast forward some nearly fifteen hundred years to 1846 when the discovery of the process of refining kerosene from coal occurred in Canada, and several years later in Poland through the use of petroleum. Then, in 1859 when Edwin Drake discovered oil in Pennsylvania, the American petroleum industry officially began. From that point forward, the value of fossil fuels as a viable source of energy helped create a whole new era of thinking, and the industrial revolution as we know it began.

Today, studies show that nearly 90% of all vehicular fuel needs are met through the use of petroleum products. At the same time, reserves of crude oil continue to dwindle with

consumption at an all-time high.

As such, the reality of petroleum products and their long-term inability to sustain the high demands of energy consumption have become a significant source of controversy on the world stage. In the meantime, fellow 'JPFreeks' and outdoor adventurers are feeling the pinch at the gas station with no discernable end in site.

Efforts to spurn the use of alternative energies have built up an enormous amount of momentum lately. Consumer advocacy groups, environmental organizations, automobile manufacturers, and everyday citizens have verbalized the necessity to move towards more renewable and sustainable alternative sources of energy. Ford Motor Company recently announced that it has begun production of a V-10, 6.8-liter hydrogen-fueled engine whose purpose is to provide maximum power and efficiency through a renewable and environmentally-friendly source. Other companies, including Shell Oil, also recently announced its equity stake in an Ottawa-based company named Iogen, a world-leading bioethanol company. Other numerous efforts are underway to strengthen the biofuel industry, an industry first created over a century ago in the early days of Henry Ford and his 'Model T'.

Learn more about bioethanol:
www.iogen.ca



Of those efforts, one very notable endeavor was formed through the Biofuels Education Coalition (BEC). The BEC was created as a voice to promote the use of biofuels and alternative energy. Biofuels, in essence, are renewable fuels that are produced from vegetable derivatives such as corn, sugar, or vegetable oil and provide an environmentally-friendly alternative to more pollutant forms of fuel such as gasoline and diesel. Under the auspice of the BEC, a unique and exciting six leg world-wide tour called the Oil + Water Project was established by two brotherly kayakers whose passion for life on the water was combined with a strong desire to motivate and educate youth about the future of alternative sources of energy. The project features a demonstration vehicle that is completely self-sustaining, fueled entirely by vegetables and non-petroleum products with all the necessary equipment on-board to process locally grown crops into vegetable oil and biodiesel fuel.

The Oil + Water Project was undertaken with a goal of 'grass roots' bio-fuel education. The traveling team for the project is comprised of Seth Warren and Tyler Bradt, whose efforts began via a National Awareness Tour in Steamboat, Colorado in late March 2006, then spanned northeast to New Hampshire before turning back and completing in Seattle, Washington. Both



The current O+WP "Americas" tour is underway. Find out more and follow the phenomena on O+WP, the BEC, and the adventures of Seth & Tyler on the web @ oilandwaterproject.org

Seth and Tyler's excitement about the future of biofuels and alternative energy, as well as their life-long passion for kayaking, have become complimentary assets for them as they then began the first leg of their sixteen thousand mile, sixteen country journey across North and South America in their 'veggie mobile'. Along their journey, Seth and Tyler will focus on exhibiting how the use of biofuels can reduce reliance on international sources of oil, as well as assist local environmental and conservation efforts. In addition, presentations



directed towards youth in garnering interest in biofuel issues such as crop production, technological ability, and the economic

and environmental advantages of using said forms of energy, are a mainstay in helping to develop and inform the decision makers of tomorrow with the issues of today.

Of course, the journey itself will also afford Seth and Tyler the opportunity to enjoy their passion for white-water kayaking. With the support of numerous sponsors and generous philanthropists who share their passion for advocacy and adventure, Seth



(Above) Masters of the Universe: Tyler and Seth face the adventure before them with enthusiasm, passion, and determination.

(Left) Preliminary illustration & final product of the O+WP transport, a modified & veggie-fied 1958 Toyota firetruck complete with sleeping quarters.

and Tyler will embark on adventures at a whole new level, and these adventures will be subject for future issues of JPFreek.

With notable efforts such as the Oil + Water Project and the larger 'biofuels' revolution steaming forward, what can one do now to alleviate the headache of high gas prices in a vastly skewed petroleum market? The options are out there, either through the use of biofuels such as biodiesel fuel or ethanol, and while these alternatives to the status-quo are still early in their infrastructure and development, they may be key solutions to the immediate issues facing this and future generations.

An Interview with Seth Warren, President of the Biofuels Education Coalition and World-Class Kayaker

JPF: What is/has been the response for biofuels during the tour thus far?

Seth: It has been a snowball. More and more people have started hearing about our project from the media, and the emails are literally pouring in from fans and supporters around the world. We attract mobs of people everywhere we go because biofuels are on the forefront of alternative energy, and everyone wants to see how it works. It seems like the general public in the U.S. isn't as concerned with the environmental benefits as they are the economic benefits that biofuels offer. The price of diesel is starting to exceed the price of biodiesel in some places, and that is where we are really going to see a spike in biofuel sales. As well, more and more people are being persuaded to use biofuel because it stimulates local economies and lessens our need for foreign oil. However, already the demand for biofuels in the U.S. is exceeding the supply, and we will see more of that in the near future.

JPF: Have any of the major auto manufacturers taken notice to the project as of yet?

Seth: If they have, they haven't called us.



JPF: As debate over alternative fuels has entered the public scope, particularly due to the increase in gasoline costs, where do the two of you (Seth & Tyler) foresee alternative sources of fuel such as biofuel, etc over the next 10-15 years?

Seth: Biofuel will definitely play its role in the next few years but will never be able to come close to matching the world's addiction/dependency on oil. Our goal is to inspire people to think outside the box, to help create what does not yet exist, and to sculpt the future in a sustainable way.

JPF: My career, aside from JPFreek, has been as an Operations Accountant for an independent Oil/Gas Exploration & Production company so I have a unique perspective on the topic of alternative sources of energy. With that said, do you see the 'rhetoric' that major

Oil/Gas companies have given regarding research & development of alternative sources of energy to be adequate considering our current energy problems, or do you see these as more of a public relations attempt to ease consumer confidence?

Seth: One problem that I see is that no one thinks about where the money goes when they buy petroleum. The oil companies are making billions of dollars, and the money that goes back to production goes mainly to find more oil, coal and non-renewable resources. BP has changed their name to Beyond Petroleum and adopted the sunflower as a logo instead of the shield. They are incorporating solar energy into their program. This is all great, but yes, they are trying to cover the fact that their profits on oil were at an all time high last year. There isn't enough money going into the scientific research necessary to help create sustainable alternatives

to the world's energy problems that we are facing. We just finished a national tour of the U.S. talking to kids about alternative energy. At the very first school, one kid came to me and said "I'm going to make a car that runs on CO2 and produces oxygen." Now that's what I'm talking about.

JPF: During the course of your travels, has the question of whether a regular gasoline engine being converted to a type of biofuel been discussed? Being a Jeep outdoor adventure electronic magazine, our readers are sensitive to the fact that Jeeps don't have the best gas mileage on the road and as such, it is a concern. Are you aware of the feasibility of converting a regular gasoline engine into a biofuel running vehicle, and is this possible?



Seth: Yeah, in Brazil 85% of all gasoline has been replaced by ethanol. They are making it with their abundant supply of sugar cane there, and have minimized their dependency on foreign oil. To make your Jeep run on ethanol, all you have to do is change out your rubber hoses and seals because ethanol is highly corrosive. In the U.S., ethanol is being made with corn. Beyond that you can buy E85 at the pump. Sequential Biofuels

in Portland and Eugene, Oregon just opened fueling stations that sell both biodiesel and ethanol. JPF: Aside from biofuels, detail some of the areas you and Tyler plan to kayak during this excursion. What have been some of the highlights up to this point?

Seth: We've just paddled the Devil's Canyon of the Susitna River in Alaska, which is much like the kayak equivalent to Mt. Everest! We will be working with



a guy writing a book on kayaking in Northern Mexico, he has all the hardest first descents in the region mapped out for us, and we just show up. We are in Terrace, British Columbia right now, and the locals have set up some of the local rivers that they have always wanted to see run but don't have the experience to make it happen, which is our specialty. The highlights are actually Alaska and Chile. In Chile, we will run the two biggest rivers that drain the North and South Patagonia ice caps. We have been to many of these places, so mostly we will just be visiting and paddling with old friends.

JPF: JPFreek ran a story in its premier issue about the AEV Iceland Expedition (recreation of the National Geographic Iceland Expedition in the early

1980s). Was there any direct or indirect involvement on your part with this expedition? Do you plan to undertake something similar at some point, and if so, when/where?

Seth: The AEV Iceland Expedition has not happened yet. Fortunately for me, it was postponed until next year, and I will now be on it. Both Tyler and I have been highly involved with Arris, the boys responsible for putting that together. I have been on two kayak expeditions to Iceland with those boys in the past, and that place hasn't let us down yet. Yes, we plan to undertake something similar on our final leg of our world tour when we drive across Siberia without roads.

JPF: If you have anything else you'd like to add regarding the Oil + Water Project, any personal stories, and/or anything related to white-water kayaking (which is of special interest to us since we are an outdoor adventure publication), please feel free to include this. Again, thanks for all your time and best of luck to you!

Seth: I have been kayaking for sixteen years in Siberia, Kyrgyzstan, New Zealand, Norway, Iceland, Uganda, Ethiopia, Chile, Ecuador, Venezuela, Croatia, Newfoundland, and Madagascar.....about 40 countries in all. This trip will be networking all the crazy characters that I've met into one long World Tour. The O+WP will travel each part of the world continuously in 6 legs. The reason we are doing

this is two fold: Through our travels we have had the opportunity to see some of the most pristine bits of wilderness in the world, uninhibited by man. Through our third world experience we have seen so many under privileged people that we realize how lucky we are. Here in lies the responsibility that we have.....we know too much, we now have a responsibility to do something with that knowledge, and the best way we can address these world issues is through what we already do: kayaking. We have now found a way to minimize the energy needed to get to the river, and we do that with recycled waste vegetable oil. We are both very out-spoken, so it comes natural to want to show people just what we are up to.

To learn more about the Oil + Water Project and the Biofuel Education Coalition, visit:

<http://oilandwaterproject.org>

Follow the journey through audio updates via podcasts by visting:

<http://podoilandwater.com>

To learn more about Biofuels, visit:

<http://journeytoforever.org/biofuel.html>

To learn more about converting a gasoline engine to ethanol, visit:

<http://www.gatago.com/misc/survivalism/11884418.html>





AMERICA the BEAUTIFUL

Text by Frank Ledwell /
Photography courtesy of
Bamacyclist and Doug Keithly

Twenty-nine hundred miles in twenty-five days. The distance and time are staggering in their own right but throw in elements such as heat, wind, and rain and one might be lead to believe that this sounds more like a form of grueling punishment than camaraderie and adventure. As it turns out, trekking from Costa Mesa, California across the United States to Savannah, Georgia by way of bicycle was all of this and then some.

The prevailing question to most folks is 'Why would anyone in their right mind attempt such a thing'?! Simply stated, cycling across the vast expanse of the U.S. is a once-in-a-lifetime experience that challenges ones mind, body, and

spirit as well as affording those with a passion for cycling, or obsession if you will, the opportunity to see the U.S. from the unique perspective of a bicycle saddle.

Training for such an endeavor requires discipline and for Doug Keithly, a drilling engineer from Humble, Texas and fellow teammate in the annual MS 150 Bike Tour from Houston to Austin, the training began nearly two years before the ride actually commenced. Doug is not the physically prototypical rider you would expect to see in comparison to cyclists such as George Hincapie or Tyler Hamilton. He's a BIG guy whose cycling style is likened to a steady freight train treading along without fear of headwinds. The 'Doug Train', as he would later be known as during his cross-country trip, spent nearly every day, every weekend preparing for the ride either by pedaling on his bicycle or on a stationary at the gym. By the time the ride was ready to kick off in April, the time and preparation was well worth it as Doug was plenty 'geared' for his cross-country challenge.

The ride kicked off on April 23 with all thirty-seven riders dipping their bicycle wheels in the Pacific Ocean before finally heading off for Thousand Palms, their intraday finale. As Doug so eloquently stated after completing his first and second days in the saddle, "Training looks to have been about right at this point. YES, my butt is sore by the time I get to the motel and my feet hurt, but no more than any other ride. What has been extremely satisfying so far is that

my legs are not tired – Got to have those two big pistons or the show is over." This sentiment would continue throughout the ride, and by the time 11,000' climbs began in the mountains, the riders were tired but thirsting for more.

The ride then continued on through Arizona and into New Mexico where ninety-plus degree days complimented thirty-two degree starts in Albuquerque, making the weather as diverse as the terrain the cyclists traversed. A rest stop along the way, as the cyclists approached the one thousand mile mark for the ride, allowed cyclists



the opportunity to build up their reserves before continuing on through Texas and Oklahoma. The ride then progressed into green, rolling terrain before the rain and threat of tornadoes in Arkansas added an element of alertness to the team.

From that point forward, tailwinds and perfect weather provided a nice relief from the days before, and after crossing the Mississippi River, the riders could sense their

journey's end approaching. A second rest day provided much needed downtime for the group before heading into Mississippi, then Alabama, and finally Georgia before reaching Savannah, Georgia and once again dipping their bicycle wheels in the water, this time into the Atlantic Ocean.

The end had finally arrived. Twenty-nine hundred miles in twenty-five riding days. The group was tired, mentally and physically, but also energized by the experience they had just endured. Cycling the U.S. is a monumental feat, one of those achievements that any cyclist can be proud of. The opportunity to enjoy rural America provided a humbling and peaceful feeling that, as any cyclist can attest, is what makes cycling such a unique sport.

So, the next time you feel the urge to challenge your mind and your body, consider cycling cross-country. The idea may sound grueling but don't worry, the experience and camaraderie make the physical punishment that much sweeter.



Middle-left: Cross-Country Crazies! The team takes a group photo before leaving Costa Mesa:

Top-right: Doug chronicling his 1000th mile across America

Middle-right: Striking a pose on the border of the Land of Enchantment

Bottom: Team members celebrate their achievement by dipping their wheels into the Atlantic Ocean

ROCKY RESCUE

by Ash Hayward

A FREAK TURN OF EVENTS NEAR THE END OF A LONG, HIGH ALTITUDE HIKE LEAVES A FOREIGN TRAVELER STRANDED IN THE DARK, WAITING AND WONDERING WHAT WOULD COME NEXT. FOR ASH HAYWARD, ORIGINALLY FROM NEW ZEALAND, HIS EXPERIENCE IN THE COLORADO ROCKIES IS ONE HE WILL NEVER FORGET.

Hiking in the Colorado Rockies is one of my most favorite things to do. Many of my favorite hikes and climbs have been in Rocky Mountain National Park, located forty-five minutes northwest of Boulder. Last summer, June 2005 I was getting ready for the first big hike of the season; Flattop, Taylor and Powell Peaks. While I didn't expect this to be a very technical hike, I knew that it was certainly going to be long one. To be safe, my friend Jenna and I decided to bring ice axes and crampons as there was a little glacier work involved. Jenna is a top class mountaineer who has climbed many mountains and has a lot of experience, so I was excited about the prospect of us hiking together. I had also recently overcome a serious kidney condition so I was even more excited because it was the first big hike I was going to attempt in quite some time. Little did I know what I was soon to be in for.

My usual preparation for big hikes normally includes drinking a ton of water before hitting the trailhead, reading over maps, checking the weather, talking to people who have completed the hike, and most importantly getting a good night sleep. Everything was going as planned and early on the morning of Saturday, June 18th, we headed out to the Bear Lake parking lot to begin our Rocky Mountain adventure. The first peak we would ascend was Flattop, standing at 12,324 feet. The hike up Flattop

is 4.4 miles from Bear Lake and non-technical, making Flattop extremely popular with tourists. We reached the summit of Flattop in excellent time, inspiring Jenna to crank it up a gear and forcing me to struggle to keep up with the pace. This was ok though, especially since I knew I was never going to be the athlete I was prior to the kidney setback I had dealt with only months before. Still, it felt amazing to be back in the mountains and I remember thinking to myself, "This is what it's all about"!



Goal achieved! Ash enjoys the view from Flattop Peak's pinnacle with nearby Taylor Peak looming in the background.

After Flattop, our next goal was an ascent of Taylor Peak followed by Powell Peak. I had attempted a summit bid of Taylor several years before but had to turn around due to inclement weather. The bitterness of my failed summit bid of Taylor loomed in my mind and was motivation in itself to summit this time around. Feeling tired but highly motivated, we reached the summit of Taylor Peak and enjoyed the majestic views of

Upper Beaver Meadows and the adjoining vistas along the Continental Divide. I could see Powell Peak just to the north of us and in the distance, the towering diamond of Longs Peak, the only 14,000 foot mountain in the region. Neither Jenna nor I had attempted Powell before and as we stood looking at it along the ridge from Taylor Peak, it didn't look that far or even that difficult. So, off we went in pursuit of our last goal. As we trekked along, I struggled up what seemed like a vertical



ascent of the mountain. I kept thinking to myself how it seemed much further than I had anticipated, and by the time we made it to the top I was exhausted and ready for a rest.

While resting on the summit, I wolfed down some food and afterwards felt much better. Enjoying the views and the beautiful weather on top, we reflected on our achievements of the day and even allowed for a little pride. Of course, once we started to make our way down, things got a little interesting.

After getting off Powell and heading down Taylor, I suddenly felt an excruciating pain in my left knee and nearly collapsed. I hadn't done anything different, nor had I fallen. I made it down Taylor very slowly and stared down at the next step, Andrews Glacier. I knew that there was no way that I was going to be able to get down with the pain I was feeling in my knee so we made the decision to hike back over Flattop. After attempting this route for approximately thirty minutes, it was obvious that I was going nowhere so I made the decision for Jenna to head down the glacier and find help.

The time was about 4:00 in the afternoon and I was sitting on top of a glacier at a high altitude with a knee injury. I laughed and thought to myself, "You idiot"! Despite this, my mental attitude was fine. I even let my eyes close for a few minutes, thinking about the joy of being back in the mountains. Once it got dark though, I felt panic and uncertainty. It had been several hours since Jenna had gone down and I was wondering why nobody had come up yet. Planes kept flying over my head and I would shout out, "Help, help"! After a few minutes of exasperating my fears, I sat back down feeling quite foolish and embarrassed. That's when I shouted at myself, "Get yourself together man". So, I just sat and waited...and waited...and waited. Finally, I decided that nobody was coming and that I

had to get out of there, otherwise I was going to catch Hypothermia. Once again I attempted to hike myself out of trouble and just like the first time, I only made it about twenty minutes or so before having to return to my spot on top of the glacier. I was now extremely dehydrated and I started to think that I was seeing people on the glacier even though they weren't really there. I then decided to prepare myself for the night. I took off my wet boots and put my feet in my backpack to keep them warm. I then put on all the warm clothes that I had, even though it wasn't very cold. After this, I tried to sleep but it was an impossible task so I lied there, staring up at the stars.

Finally, after who knows how long I had been waiting, I saw a light and then I heard a voice ask "Are you Ash?" I was so relieved to be found that I collapsed! I had started to think that they were never going to make it, especially not this late at night. The rescue team then put me into a sleeping bag and gave me food and water. After checking my vitals and confirming that everything was in order, I was then told that there would be a helicopter flying up the glacier in the morning. The rest of the night I could not sleep, I just lied there with my mind running all over the place. At 5.00 A.M., the helicopter landed and I was placed on a stretcher. I was then carried onto the chopper, and as we took off, I looked out of the window at the mountains and grinned at the gorgeous view.

Later that day, I was released from the hospital on crutches and I stayed on them for several weeks with some minor ligament damage. Luckily for me, the doctors didn't believe the injuries to be permanent, however they never gave me an explanation for what actually caused my knee to go haywire.

Getting back to the mountains I love was certainly an experience, but one that has not changed my outlook on hiking and climbing. Injuries are prone to happen when mountaineering, yet I love it too much to ever give it up. One day I'll return to complete that hike, and hopefully my next excursion will be rewarded with the memories of a successful ascent...without any helicopters involved!

PHOTO CONTEST

So you think you've got what it takes to show your true 'JPFreek' colors and take exciting photographs? JPFreek is challenging it's readers to submit a completely original, ultra-adventure photograph of their Jeep showing off their JPFreek decal for the upcoming issue of JPFreek Magazine. Each new issue of JPFreek, beginning with issue # 4, will feature at least one photograph selected from a number of reader submissions for publication in the magazine. As a reward, the winning photographer will receive some really cool JPFreek gear including: decals, a JPFreek t-shirt, discounts on Jeep and adventure gear through our featured vendors, and honorable mention on our main webpage and on our myjeepspace.com and myspace.com sites. Photos must feature a JPFreek decal to be considered in the contest. Photo submissions can be submitted in two formats: digital or slide film. Digital files should be submitted to JPFreek's Art Director at rtinnell@jpfreek.com. Slide film must be submitted, along with a SASE, to:

JPFreek Publications
602 W 21st St #2
Houston, TX 77008



PLACE DECAL HERE

COMING UP IN ISSUE No.4:

- JPFreek Expedition to the Colorado Rockies
- Mountain biking @ Rocky Hill Ranch, Austin, TX
- Rock Climbing 101
- Kayaking follow-up with the guys from O+WP
- Expedition How-to's: Expedition Planning Part 1
- Photo contest results
- plus much more...

FREAKY UTILITY IDEAS:

If you've never cooked a meal on the engine of your Jeep®, then you have seriously under-estimated the utility potentials of your vehicle. Be prepared to WOW your friends when you pull up to camp, pop open the hood, and sit down to eat while everyone else is trying to light coals or prime the camp stove.

TACOS IN RUBICON

Ingredients & Supplies

1.5 lbs. Flank steak
3 tbsp. olive oil
salt & pepper to taste
bit of 12 gauge wire

.5 c. lime juice
1 tbsp. garlic powder
heavy duty foil
6" corn tortillas

Mix lime juice, oil, garlic powder, salt & pepper. Marinate steak in mixture for 4 hrs. at room temp.

Before leaving for your journey, wrap the steak with foil making a tight, well sealed pocket. Securely strap the foil pocket onto a flat surface of your engine with 12 gauge wire away from any moving parts. Cooking time will vary with your engine type and depending on city or highway travel. It should take about 30-40 minutes to cook on your engine when running hot. When completed, coarsely chop the steak and toss into a hot corn tortilla. No plates necessary, no dishes or stove to clean. Enjoy.

