

# THE MT LEMMON ECHOES

Volume 25 Issue 9

Mt. Lemmon Home Owner's Publication

November 1998

## A NOTE FROM OUR PRESIDENT

by John Mulay

What great colors on the mountain this last weekend. It sure is nice to see fall colors in this area of the country. Sunday it blew very hard. I wonder if there are any leaves left on the trees.

I would like to thank Suzanne Hensel for the great job she did on the Halloween party, at the fire station. The potluck was great, the food was really good. It was a lot of fun seeing children of all ages having such a great time. There were so many costumes to see. I would also like to thank all the businesses and individuals that donated gifts for the prizes that

were raffled. I would estimate that there were between 75 and 100 people in attendance and everyone had a great time. Again, thank you Suzanne for a great party.

With the cold weather on the mountain be sure and get those pipes drained so that you don't have that unexpected plumbing to do in the spring.

The October Bunko was held at the Alpine and a good time was had by all. There will be one more Bunko party this year and it will be held at the new Summerhaven Coffee House. Be sure and call in if you can attend.

## HALLOWEEN AT THE FIRE HOUSE

by Suzanne Hensel

This year's Halloween party, sponsored by the MLFD was a success. I am proud to say that I was not alone on this project. Thank you to Malisa Grantham and Janelle Miranda for their help in setting up. Thanks also goes to Pam Harmon, for collecting the money for the raffle, to Bill Windsor for playing the music and being the MC, and to the many people who ran the games.



The evening started with a potluck dinner provided by those in attendance. After dinner the children played games such as Ghost Bowling, Mushroom Ring Toss, and the ever popular Bean Bag Toss.

The adults had their opportunity to play a few fun games too. After the games the children went upstairs to hear spooky stories while the adults tried their luck

on the many raffle prizes.

The evening wound up with the children playing tag with their glow sticks just outside the fire house. For once the weather was cooperative!

This year we had lots of raffle prizes. They were donated primarily by the businesses:

SUMMIT REALTY  
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ALPINE RESTAURANT  
SKI VALLEY  
MT. LEMMON CAFE  
MT. LEMMON REALTY  
LIVING RAINBOW GIFTSHOP  
ASPEN TRAILS BED AND BREAKFAST  
SUMMERHAVEN COFFEE HOUSE  
THE WINDSOR FAMILY  
MT. LEMMON HOMEOWNERS ASSOCIATION

Also thanks to the Homeowners Association for supplying the decorations and the paperware! The Mount Lemmon Fire Department sponsors this party every year. Be sure and tell John Roads thanks for lending us the fire house.

# SLOWER TRAFFIC MUST USE TURNOUTS

Ramblings by Bill Windsor

The morning started well with a quick meal at the Summerhaven Coffee House. I was not in a rush to start my work day and I took time to savor my morning coffee. Congratulations to the families that joined together to establish the new Summerhaven Coffee House. It is a fine addition to our mountain social and business environment and a wonderful place for a relaxed meal, some reading and/or to chat with locals and visitors alike.

After the meal, I began my daily commute to my office on my motorcycle. I like to ride my motorcycle as often as possible since it transforms a long commute into a joyful experience. I soon found myself behind an automobile driven by one of the many visitors who stay overnight. The driver would accelerate on the straight sections of the road and then brake hard through the turns. This pattern of driving directly opposes safe motorcycle cornering and also makes it difficult to execute a safe pass along the straight sections of the road. Since I had a late start to my business day, when I had a long enough straight section of road, clear of other vehicles, I accelerated hard and passed the offending vehicle.

Unlike an automobile, a motorcycle does not "steer" through a corner. Instead, a motorcycle is 'pulled' through a corner by the traction patch on the side of the tire that comes into contact with the road after the motorcycle is leaned over. The steeper the lean angle, the greater the 'pull' towards the direction of the turn. The front wheel, handlebars and forks of the motorcycle are designed to establish the lean angle while the rear wheel pulls the motorcycle through the curve. This is why the rear tires of modern motorcycles are so much wider than the front tires. The most stable and safe method to go around a curve in the road on a motorcycle is to accelerate through the entire curve while the bike is leaned over. Acceleration forces the weight of the motorcycle to transfer to the rear wheel and increases its stability.

The opposite is true regarding braking. Braking transfers the weight of the motorcycle to the front tire, so the front brakes account for the majority of a motorcycle's braking power, which by the way, is considerable as long as the motorcycle is upright and not leaning over.

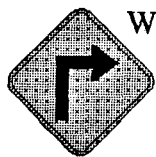
Therefore, the design engineering of a motorcycle is such that cornering and braking do not mix at all. Congratulations! You now understand the two most important concepts in motorcycle handling. For ultimate safety and stability a motorcycle should be accelerating through a corner and never braking while leaned over. As such, Driving techniques for automobiles and for motorcycles are not really compatible. In fact, the proper driving technique for any two different vehicles are not the same. Front wheel drive and rear wheel drive automobiles, by their design engineering, handle curves in very different ways.

After passing the erratic driver, I decided to focus on polishing my riding skills, carefully choosing my line through the curves and aggressively pushing the motorcycle over into steep lean angles. Every corner requires a coordinated dance of shifting your body weight onto the appropriate foot peg, stabilizing your body by bracing your knee against the fuel tank, braking, and if necessary, down shifting before the corner, pushing the bike into its lean angle, yet not over controlling the hand grips, and applying throttle, but not too much, to smoothly transfer the weight of the bike to the rear wheel. If done correctly, the motorcycle is pulled through the corner in one smooth motion and no corrections are needed until you exit the curve. I have been motorcycling for over twenty five years now, and every curve is still a test of skill.

Roadway engineers and planners are well aware that every driver and every machine will drive a road in a slightly different manner. Our Mount Lemmon Highway has a variety of corners and straights that demand different driving techniques from every machine and driver. As such, there is no real ideal speed or method to navigate the road. Enter into this mix various degrees of driver ability and psychological makeup and the potential for chaos is increased. The engineers for the Mount Lemmon Highway addressed this great driving variance with two simple roadside markings, the posted speed limit and "Slower traffic use pullouts" (and its sister sign "Slower traffic must use turnouts").

The posted speed limit is set to the lowest common denominator. It is a safe speed for almost any vehicle and almost any driver. The posted speed limit is set well below the safe handling limits of modern passenger vehicles and somewhat below the driving ability of the average driver.





While the posted speed limit addresses the rate of travel, it is the "Slower traffic use pullouts" sign that establishes the desired driving attitude.

This is truly a magnificent posting for our mountain road. The message is so simple, yet its logic provides the key to smooth passageway for all users. Let's take a closer look at the terminology. *"Slower"*, as in when any two vehicles meet while traveling in the same direction, one is faster, the other is slower. Many people interpret this to mean any traffic moving slower than themselves. In so doing they fail to comprehend that when other traffic catches up to them, they are the "slower" being referred to. *"Traffic"*, if you are on the road and not walking or lying down, you are traffic. This applies to cars, trucks, motorcycles, motorhomes, bicycles skateboards and Joggers (since many Joggers actually move faster than tourist automobiles). *"Must"* means absolutely with no exception. It does not mean "please" or "if you feel like it". *"Use"*, as in to utilize and to make use of. Looking at a pullout as you drive by it is not making "use" of it. *"Pullouts"* and *"Turnouts"*, are those wide areas along side the road that slow drivers must use to allow those who actually have a life to pass. They are also excellent places to relax and take in the splendid views while the reckless fast drivers race past you to their eventual demise in a fiery crash. This is a good place to pause and contemplate just how much of our lives we allow to be based on perception rather than the occurrence of simple physical events.

The manner in which people comply (or fail to comply) to the highway signs is quite telling about the driver. I have found that the residents and regulars on the mountain are very good at adhering to the principal of the signs. Those who prefer to drive slower will pull over to clear the way for those who may wish to make better time. It's really all about traffic flow and respect of your fellow traveler. I am pleased to report that our mountain brethren are good neighbors.

There are those who simply do not notice the signs, nor the traffic piling up behind them. They may be unaware of anyone else on the road, or perhaps they are already driving at their maximum capacity and unable to navigate a turnoff, either way, these drivers are a potential hazard to our travelers. Unaware and overwhelmed drivers cause as many accidents as the reckless.

Some cannot tolerate anyone driving faster than themselves. They always speed up as you try to pass them. Are their egos so fragile that they perceive some form of per-

sonal affront or challenge to their character whenever someone wishes to pass them? OK, I admit it, I just don't get it.

To me, the worst offenders are those who drive at, or about the speed limit and deliberately refuse to let another pass. In their narrowly focused self-righteous universe they view all others as being offenders. The cars that pile up behind them are tail-gaters, the drivers they overtake are slow jerks, and those that dare attempt to make a pass are reckless idiots. Depending on which vehicle I am driving, I fall into all three categories. The steam engine in my old scout truck can barely muster enough rpm to break 35 - 40 mph uphill, besides the beast handles like a brick wall so I end up pulling over quite often. The Subaru, with its good handling, can make reasonable progress, but its oxygen starved hamster that they call an engine cannot pass anything but the slowest vehicles. The motorcycle can accelerate from 30 mph to 70 mph in just over 3 seconds so fast safe passes are not a problem and its well engineered frame and suspension carves corners safely at speeds that would send my old scout into a terminal dive off the side of the road.

Several weeks ago my daughter broke her arm playing soccer at school. The cast that was put on her arm was a little too tight and she woke up the following morning with her hand swelling and losing color. I checked with Mount Lemmon Fire Rescue, and since it was not an emergency, proceeded to drive her down to Tucson where her cast could be cut with a cast saw. Although it was not an emergency, I still did not wish my daughter's discomfort to last any longer than necessary. On two occasions while driving down the mountain I came upon 'slower traffic' and rather than sit back and accept the slower pace, I flashed my lights requesting passage. In both cases this was stubbornly refused and I was forced to wait for passing zones to make my way around these inconsiderate drivers. Shame on you for failing to give up such a simple courtesy.

Although I tend to be a faster driver, I do not begrudge slower drivers and slower vehicles such as motorhomes. Mount Lemmon is a beautiful environment that deserves to be appreciated by all types of people. Sight seeing is as valid a use of the highway as base transportation from point 'A' to point 'B'. Neither do I mind those who drive faster than me, and I willingly yield to let them safely pass. I ask

*CONTINUED ON PAGE 5*

# WOMEN'S CLUB MAKING PLANS FOR THE WINTER

by Helen Quigley

Fall is in the air and winter is knocking at the door. How time is passing quickly. For all our new members that have joined our club, I'd like to welcome you and let you know what has been going on and what we will be doing in the next few months.

First of all I would like to thank Thompson Hughes and her husband John, for their hospitality at their cabin for the October potluck. The decor was lovely and the food was wonderful. We didn't have a meeting because time was limited. Olga Pace arranged a wonderful program for us at the Steward Observatory, at the top of the mountain. Because of the popularity of the program, we will try to set up a date for the spring or summer for those members who couldn't make it. This program was both educational and enjoyable.

Dani Hayhurst has completed the Membership Directory and is passing them out. She will be giving them out at our Christmas Brunch. Each member will receive one directory and it is suggested that you make a copy for your cabin. Thank you Co-President Luann Waldron, for the beautiful picture that is on the cover of the directory. Dani, thank you for the work of gathering the information and putting it together.

The new directory has our club calendar for the year, so please try to get your copy very soon. We left a few dates open. If you would like to host a meeting at your home or cabin let Olga Pace or Franny Crowe know. You can also let them know if you have a program that would be of interest to the membership. They are the ones that set up the programs with the dates.

We have changed our meetings to the evenings. This started with our last meeting on November 4th. We are trying to reach the members who couldn't make the 12:30 afternoon meetings. This was a member's request and we will try this throughout the winter. Meetings in the winter are held in Tucson. From June to October our meetings are on the mountain.

Thanks to Suzanne Hensel and her family for hosting the September potluck at their home. Everyone had a good time.

Thank you Linda Mulay for arranging the Bunko social gatherings. They were a good social mixer for the community. If you can make it attend the last **Bunko** of the year, being held **November 14th at the Summerhaven Coffee House**.

The **Christmas Brunch** will be hosted by Olga Pace. It will be held on **Saturday, December 12th at 10 AM**. We will have an ornament exchange also. More information will be sent to you.

Thank you to the many members who, with their spouses, helped make the Chili Cook-off a big success. Hats off to Patty Thomas and Ragie Garcia for all of their help. Our members do a great job at making the Mt. Lemmon community a great place to be.

HAPPY THANKSGIVING  
&  
HAPPY HOLIDAYS



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only that all drivers be aware that they are not the sole user of the highway, and to accept that all drivers and all machines have different needs and requirements. It is up to each of us to individually monitor ourselves and drive within the safe limits of our ability and machines. Since it is impossible to know the needs and ability of others, it is selfish arrogance to deliberately block the passage of those who may wish to pass us.


Riding down the mountain, I pass the Seven Cataracts pullout and enjoy the next few sweeping downhill curves. Since I am accelerating through the curves in good technique, I am also exceeding the speed limit as I exit each curve. As I exit the curves I ease off the throttle so as to not get too fast before entering the next curve. In front of me is the long easy sweeping turn leading past the "Prison Camp" turnoff. After exiting the curve leading to this section I do not back off the throttle, instead I continue to accelerate through the gentle curve. There are few "fast" sections on our highway and on this day, I took advantage of this one to build a little speed. Approaching the turn-off I spot the police cruiser tucked into the service road, the radar gun trained directly on me. Now, I have sufficient skill that I could have



braked hard to bring down my speed, but somehow this seems like cheating to me and instead I simply ease off the throttle, passing the cruiser well above the posted speed limit. Although I was well within my personal driving abili-

ties and the capabilities of my machine, I was definitely outside of the envelope defined by law.

It is arrogance too, to travel the highway at a rate of speed that endangers yourself and others. On the Mount Lemmon Highway, it is a common occurrence to find a boulder, another vehicle at a dead stop or an animal standing in the middle of a curve. Safe driving technique requires that you never drive faster than your ability to deal with what you see ahead of you. You must always be able to come to a full stop in your lane within the limits of what you can immediately see. These limits are defined by driver awareness, reaction time, reflexes, driver skill, road conditions, weather conditions and vehicle capabilities. Too many times I have observed other motorcyclists passing automobiles around blind corners, car and truck drivers drifting outside of their lanes and impaired drivers barely in control of their vehicles. This behavior can result in the destruction of another's life, the worst of all outcomes.

The police cruiser turns on its flashing lights and pulls out behind me. I slow down and turn on my turn indicator and continue down the mountain until I come to a pullout large enough for both the motorcycle and the cruiser. The officer is very courteous and professional and after checking my license and registration, I am free to proceed with a written warning to slow down. Thank you sir for that, the fear of higher insurance rates provides sufficient motivation to curb my throttle and I also learn another lesson. Sometimes, faster traffic must use pullouts too. 

## NEW SUPPLY LINE FOR Co-Op

by Ross Quigley



This month we will begin our new six inch supply line to the Loma Linda Tank. The pipe will be arriving shortly and we will try not to inconvenience anyone while we transport it to upper Loma Linda. The project will run into the spring, and by early summer the east side of Summerhaven should have greatly improved water pressure.

The Co-op has purchased a new four wheel drive backhoe to do this project as well as aid in other projects in the future. This will also enable us to bid on water related projects in the community once we have completed our mainline to Loma Linda.

In the spring, as the last phase of this project, we will construct a new 200,000 gallon tank at the old Rugg cabin site in upper Sabino Canyon.

These projects were made possible because, you, our customers supported us through the lengthy process of a rate hike followed by two years of obtaining a government loan. We all want to keep costs as low as possible, but this loan was essential to the well being of our Cooperative. The entire board wishes to thank the community for its support and patience while we try to improve your water system!

# Mt. LEMMON FIRE AIDS TEXAS DURING DROUGHT

By John Roads

Last time I wrote, I explained why MLFD went to Texas. This time I want to explain what we did. Texas was suffering from severe long term drought. Cattle were dying, ponds were drying up, and fires were burning fiercely, consuming extremely valuable grasslands needed for cattle. Texas could not afford to let the grass fires burn. Texas also lost 64 homes in one recent fire. Texas has close to 3000 fire departments, mostly small, under-funded volunteer. Since Texas has very little public lands, the fire departments are not familiar with the large incident command situations. And volunteers generally cannot sustain long fire fights. Texas requested help through the Federal Governemnt. Since Arizona was wet, and suffeirng no fire problems, Arizona units went to Texas to back up the volunteer departments.

The Mount Lemmon Engine was assigned to a strike team of 5 engines and 3 small trucks (mechanic, strike team leader, and strike team leader trainee). **The photo shown here is the strike team. Mt. Lemmon Engine 314 sits first in line behind the Strike Team Leader.**

The strike team works as a single unit, all trucks and manpower traveling and working together. The Arizona team was assigned to back up the local volunteers and bring in a level of expertise in wildland structure protection.

The Arizona Strike Team was first stationed in Bowie, Texas, northwest of Ft. Worth for a week. The team then moved further south to Springtown.

The work days were 14 - 19 hours long and consisted of apparatus readiness checks, daily public training and station maintenance projects for the local volunteer departments. In Springtown, the team saved the department approximately \$5000 in construction preparation costs by removing several old trees and remodeling a storage shed. Public training consisted of meeting with the local departments as well as conducting basic fire prevention talks for community church groups (for which we were fed handsomely). The Mt. Lemmon Engine conducted 3 training programs on compressed air foam applications.



The Mt. Lemmon Engine saw 3 fires on its tour. One was a 50 acre lightning strike fire, the other two were

smaller, accidental fires contained to horse corrals.

During the 21 day assignment, the days were long and the routine sometimes became mudane, however, the benefits for Texas, as well as our District (financial, prestige, and experience) were well worth the efforts.

## Back Home Activites

The local fire crew changes as often as the seasons. MLFD welcomes Mitch Avelar and Steve Schwartz as the two new full-time firefighters. Mitch has been a local for some time and joined just as his summer season at Palisades was ending. Steve is from the Tucson area and comes to us from Rural Metro. Steve Hathaway was hired as a part-time fire fighter trainee. Steve was recruited from the Arizona Strike team in Texas.

On October 19th, the Mt. Lemmon Fire Fighters, including some new wildland recruits assisted the USFS in finishing up the Spencer Canyon prescribed burn. The burn was successful in reducing the fuel loading. The Loma Linda prescribed burn may occur soon. It will involve approximately 300 acres, and in addition to improving the forest health, will aid in developing a fire buffer on the north side of the village. This fire will begin at the fire station and will move northeast to the Crystal Springs trail area.

Fire locals are currently finishing their initial training in wildland fire fighting: Gabby Anderson, Mike Simpson (the Water Dude), Bob Zavoda, Mike Searle, and Mike Watson. All are preparing for next year's fire season.

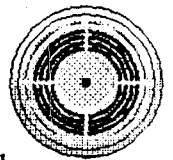
### Fire Prevention Warning

Winter is upon us. This is the time of year when furnaces are fired up and fire boxes are lit up. Mt. Lemmon has a long history of fires caused by improperly disposed fire place and fire box ashes. Let's be extremely careful this year.

If you have a furnace, please make sure it is serviced by a qualified person and that filters are changed regularly. Insure that NO combustibles are stored anywhere near the furnace.

If you have a fire box or fire place, put ashes in a proper metal container and let them cool for days. Never put ashes in a cardboard box or plastic or paper bag. Never set the ash container on or near any combustible material, such as a porch, deck, or on pine needles. Also keep all combustibles away from the fire box or fire place. Make sure chimneys are cleaned of ash build-up, and insure that there is a spark arrestor screen on all chimneys.

And last, but not least, insure that your cabin is equipped with a proper, working SMOKE DETECTOR. Check it regularly. Last year, three people could have succumbed to smoke in a smoldering fire. The cabin was not equipped with a detector.



BE SAFE THIS SEASON!!!!!!!!!!!!

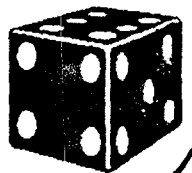
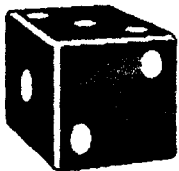
## Last But Not Least

Don't miss our last Bunko party, on **Saturday, November 14th, 6:00 PM, at the new Summerhaven Coffee House.** Dinner will be your choice of meatloaf with garlic potatoe roll, salad, coffee or tea **OR** chicken primavera on pasta with ceasar salad, roll, coffee or tea. Cost will be \$11.75 including tax and gratuity.

Please call **Linda Mulay at 327-4615 or 576-1417** and indicate which meal you would like so Jim Bredice, the manager, will know what to fix for us.

Thank you to the Mt. Lemmon Women's Club for their support by donating money for the prizes.

## Bunko



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HOMEOWNER'S NAME: \_\_\_\_\_

MT. LEMMON TELEPHONE: \_\_\_\_\_

PERMANENT ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PERMANENT TELEPHONE: \_\_\_\_\_ PAGER: \_\_\_\_\_

IS YOUR CABIN WINTERIZED? YES \_\_\_\_\_ NO \_\_\_\_\_

IF NO, WHEN DO YOU CLOSE? \_\_\_\_\_ REOPEN? \_\_\_\_\_

DO YOU HAVE AN ALARM SYSTEM? YES \_\_\_\_\_ NO \_\_\_\_\_

IF YES, DESCRIPTION OF SYSTEM: \_\_\_\_\_

NAME & PHONE NUMBER OF ALARM COMPANY \_\_\_\_\_

DO YOU HAVE A NEIGHBORHOOD WATCH? YES \_\_\_\_\_ NO \_\_\_\_\_

IF YES, WHO WATCHES YOUR HOME? \_\_\_\_\_

PLEASE LIST NAMES, ADDRESSES AND PHONE NUMBERS OF INDIVIDUALS OR  
FAMILIES WHO HAVE AUTHORIZED ACCESS TO YOUR CABIN:

NAME	ADDRESS	PHONE
_____	_____	_____
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The Echoes is brought to your home courtesy of the Mt. Lemmon Homeowner's Association. It is one of the benefits of being a member. Your board members are: Carolyn Autrey, Red Greth, Pete Krauss, Olga Pace, Carrie Reitz, Kathy Shields, Larry Waldron. The Officers are: John Muley, President; Franny Crowe, Vice President; Dani Hayhurst, Secretary; Florence Willhoite, Treasurer; Fran Zimmerman, Membership; Suzanne Hensel is the Publisher and Editor of this newsletter.