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THE MOUNTAINERS



June Club trip

Moody Hill & Crystal Mountain

We had a good mix of club members and guests gather at the King Soopers parking lot for a work trip on our adopt-a-road, Moody Hill. At the bottom of Moody Hill we stopped to air down and lock in our hubs. At the trail head we installed two new signs that were provided by the State Association. We spread out along the trail and picked up trash. We were all wondering why our fellow 4 wheelers would trash a trail so badly especially at the whoop-ti-dos. We leap-frogged up the trail installing Carsonites and filling up our bags with more trash. By the time we reached the big meadow, it was raining lightly.

When our work was done on Moody Hill, we went to the quartz quarry for lunch and to play at the "wall". A lot of hooting and hollering was heard as each person tried their luck on the wall. Every one that tried the wall made it up with the exception of Dan Venrick who tried and tried and tried until he took out the spider gears in the front diff in his "POS" Toyota. Heck, even Chris in "DILLIGAF" made the challenge look easy.

The day only being half done, it was time to tackle the Crystal Mountain via the Outlaw Trail. Most people on this trip had never been up the Outlaw before. We stopped at Pollywog Rock to take in the view and wait for a guest who had battery problems to catch up. When we got to the meadow with the log cabin in it, we had to call on Brian Hawf to cut aspen trees (with his sharp chain saw) out of the trail. Near the top we split into two groups with one going to the top of the mountain and the other over to the salad bowl to explore the old mine.

On the way down it started raining again but that didn't deter us from stopping to look at the airliner crash site from the 1950s. On the trail clean-up we had 39 people for a total of 117 hours of work for the Forest Service. Every one seemed to have a lot of fun on this trip. Just another great day of wheeling with the Mountaineers.

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Garfield

Moab 2000 Trip

Mountaineers started arriving in Moab on Friday afternoon, June 9th. The trip was uneventful for all except Elaine. She toasted the engine on her tow vehicle/camper just as she came through the Eisenhower Tunnel. She wound up leaving her Ford in Silverthorn and had to drive her Jeep the rest of the way to Moab.

On the first day it was decided to do an easy trail, Metal Masher. Just before the Rock Chucker Challenge, we saw a newly developed challenge that Ben and Darren couldn't resist. It took several tries but Ben was able to put it over the top. Darren made several attempts, as did Elaine. Ben was the only one to make it but during one of Elaine's valiant efforts a bag of Cheetos spilled out of the back of her Jeep and now the rock will be known to the Mountaineers as the "Cheetos Challenge". Those that wanted to try the Rock Chucker did so with no breakage. We had lunch after Mirror Gulch at the top of the rim. After the short break we headed to the Widow Maker. Just before the Widow Maker, there is a steep hill that had been washed out and then fixed with fence posts and rock.. Bill and Clifton each ruined a new tire by slicing a hole in the side wall when they hit the metal posts. We piled more rocks over the posts so that the next group that happened by would not make the same mistake. We changed the two flats and assembled at the base of Widow Maker. Everyone who had never seen the challenge before kind of gulped and Elaine said that if the Muffin made it up under its own power, Craig would be her idol for life. Well, now you can call Craig an icon and Elaine was reminded of it for the rest of the week.. Jerry Tacoronte led Diana and Tammy on their ATVs around the challenge on the bypass. We also took in the Gemini Bridges trail to finish off the day.

Day two: Poison Spider, Golden Spike and Gold Bar Rim trails. We were joined by Bob & Ty Schleppey and the newlyweds from England Helen and Andy Clayford. At the beginning of the trail we had to try the steep hill going to nowhere. Jerry Tac watched everyone else go

up the hill and return safely. He just had to see how his newly built up TJ would do. Jerry made the round trip and when he got to the bottom he had a smile so wide you could count his wisdom teeth. As the day progressed and as he made every challenge, you could see the confidence in his TJ and himself grow by leaps and bounds. At the Wedgy, Donna Kinnison wanted to drive it while Kenny took pictures. By the time she got over the Wedgy, her two boys, Cory and Cody were screaming at Donna, "breathe mom, breathe". We had lunch in the shade of Skyline Drive Rock. Back on the Golden Spike, we were held up for awhile when the fuel pump quit on the Muffin. It turned out to be a broken ground wire on the in tank pump and within a half an hour we were back on the trail. The Golden Crack is always an attention getter as well as a Kodak moment. Just before the Golden Stairs, Darren reported that he had some drive line problems. Repairs just had to be made as no one wanted to pull the Pickle the rest of the way. A careful mating of some GMC and Ford parts worked and after three and a half hours we were under way again. Ty had a great day as Bob was riding shotgun and Ty drove most of the trail. It was a very long day as the last people did not get back to camp until 11:30 that evening.

On Monday, it was decided that we would have new club associate member Gene Day lead us on the Steel Bender trail. Ben, Darren and Clifton made an early trip up the Moab Rim and managed to catch the group at the City Market. This trail is fairly easy and the most fun was cooling off in Mill Creek and seeing all the different colored lizards along side the road.

Hells Revenge trail is always a must when we are in Moab. On the way to the trail, we stopped at Potato Salad Hill. Several made it up OK. Then it was Darren's turn. He got to bouncing the Pickle and messed up his transfer case. The Pickle was history and Darren had to ride with Ben for the rest of the day. Darren's GMC is now called "Pickle Relish". It was a treat to be in sand and on smooth slick rock after the rock trails we had been on. We only made one mistake, we let Craig lead, and as normal, he made a wrong turn. He got us lost and we had to backtrack at one point. We had lunch overlooking the Colorado River and then lined up for the Gates of Hell (we can't wait to see how Brett's video came out). The Hot Tubs were next & everyone went through the Big Tub. Ben was the only one that went into Mickeys Hot Tub. He made it out OK but tore off the tail light lens that he had replaced just a week before. Ben also had to try the Escalator Challenge but got off line and had to winch himself out.

Wednesday is normally reserved as a day of rest, relaxation, repair and shopping. All the kids went to the water park for the day. We had four vehicles that went on the White Rim Trail which is about 120 miles long and winds through Canyonlands National Park. The views from the trail are spectacular and worth the trip. On Thursday, we had Bob Wildman, a member of the Red Rockers (and now an associate

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Mountaineer Member) lead us on a trail that none of us had ever been on before called Fins & Things. It was a lot of up and down the steep slickrock and was a lot of fun.. This trail is sometimes referred to as little Hells Revenge and comes complete with a baby Lions Back. New club member, Evan in his almost stock 4-runner had a blast and learned that he had a capable 4 wheeler. On Friday, we only had four left in camp that wanted to wheel. Craig led them over Metal Masher, Gemini Bridges and Bull Canyon as none had been there for the first trip.

Camp life was also a lot of fun. We had a fire almost every night and there were several bottles of adult beverages passed around. We even had a wedding cake for Helen and Andy one evening. The kids caught lizards and bugs and had a lot of fun climbing on the rocks. Bill even took them for a swim in the Colorado River. And then there was the Pee Patrol but that is a story for another time. Brandon Kapperman paid dearly for his fun in the sun at the Water Park . He wound up with big blisters on his shoulders and could barely move the next day. Dave and Patty Oden brought over the newsletters and gave them to all that were there. If you weren't there, the last news letter you got was post marked "Moab Utah" Yes, we all had a great time and all the stories can't be told in this newsletter article. Can't wait for Moab 2001 !!!!



Garfield

Teenage Mutant Ninja Squirrels

While in Moab, our faithful club vice president Ben Crue, had a heck of a time with the Ninja Squirrels. Almost every morning he would get out of his tent and ask everyone if they heard animals in the middle of the night. He swore that they were scratching on his tent and all Ben had to protect himself was a big flashlight. One morning he asked if we had heard the Ninja motorcycles roaring through camp about 1:00 AM. Nobody had and we were wondering how much Ben had to drink or what drugs he was taking. Well, on Thursday morning Ben and Darren were breaking camp and Ben's Ford Power Stroke wouldn't

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start. They worked on it for a couple of hours and couldn't find any thing wrong with it and Darren had to tow Ben into Moab to the Ford dealer. That afternoon, a mechanic found a hidden wire that had been chewed in half. The dealer said that it was the fifth one to come in that week with the wiring chewed up. Ford must use yummy tasting wiring. The dealer had the nerve to tell Ben that it wasn't covered under warranty. With Ben's Power Stroke back on the road, plans were made to leave the next morning. When they got back to camp, they found that one of those pesky varmints sliced a hole in Ben's tent and tried to steal his food. Good thing that they left the next morning as we didn't think that Ben could take another night of those squirrels riding their Ninjas through camp. Ben, if it makes you feel any better, after you left Evan had one of the critters claw a hole in his tent and try to open a cup-o-soup. At least Evan didn't hear them riding their Ninjas!!!!

The Bobcat Gulch Fire

While many of the Mountaineers were 4 wheeling in Moab, several of us at home were involved in assisting the Forest Service, Salvation Army, and the Red Cross in their efforts with the Bobcat Gulch Fire by Storm Mountain that started early June 12, 2000.

Knowing the fire was gaining momentum, Jeff and Sheila Mueller contacted Lenora and the Forest Service to see if the Mountaineers could provide any assistance. Initially, Lenora requested we continue our involvement in our local area with the education of immediate fire danger with campers and fellow 4 wheelers in the back country.

In reviewing other needs, the Forest Service contacted the Mountaineers for vehicle drivers. Jeff Mueller and Teresa Shively made many calls that night searching for volunteers. Sixteen drivers including, Teresa Shively, Mike Golly, Mike Braskich, and Darold Klein met with the forest service, some basic instruction, and were transported to Denver to drive vehicles for use in the fire area to the fire camp set up at one of the Loveland schools.

The Salvation Army had been providing the firefighters, sheriff department, and other agencies with food and beverages (3000 calorie meals). On June 13th when the federal government brought in FEMA to take over the job of feeding all involved and the Salvation Army closed down the site they had set up above Drake in the fire area. The Salvation Army contacted Greg and Mindy Lenderink for assistance with cleanup at the site since it was within the control area. Greg and Mindy Lenderink and Darwin and Colleen Stengaard drove their pickups into the area and hauled the trash out of the canyon for disposal.

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With many Mountaineers in Moab and other contacts which were not going to be available; I Colleen Stengaard agreed to be listed on the Fire Volunteer site for the Mountaineers during the remainder of the fire. Greg Lenderink also posted on our club website for volunteers to contact me if they would be available to assist. We did get good response from several because of our website request and we thank them for offering their services if needed.

Due to the listing the Red Cross called us twice. Each time only needing one vehicle immediately I Colleen Stengaard, offered my assistance and vehicle. On June 14th for a meal pickup and delivery to the Red Cross unit at Drake. Then on June 19th with the Bobcat Gulch Fire settling down and residents being allowed back in, the Red Cross called for a 4 wheel drive vehicle to transport two of their staff into the fire area for posting of further support services available for the property owners who had suffered fire losses. This involved a few hours of driving on roads looking for fire sites by address number when available or search for the site by plat lot maps many times posting was made simply by us finding sites of structural damage.

Our thanks goes out to those who assisted in varied aspects of fighting a fire and providing support to those in need.

Colleen

Guests at June Meeting

Mitch Elkins
Mark Stechman
Kipp Lesh
Jason Troutt
Cody Bays

New Members

96 James Gurevitch
97 Kipp Lesh
98 Clint Novak
99 Evan Schaibly

4X4 CLASSIFIEDS

New Associate Members

Bob Wildman
Gene Day

4x4 classifieds

'75 AMC 360, Long Block (Needs Valve work), '82 AMC 360 w/ 200K+ miles, ran when removed from vehicle. Burns oil. '82 Chrysler 727 automatic transmission w/ part-time transfer case. Lock stock and barrel for \$150 Please call Jeff 970 663-4391

AMC 304 V-8 engine approx 80,000 miles will sell complete meaning everything ALL bolt on parts brackets etc ...with headers 250.00 or will sell engine with intake manifold and carb for 175.00 engine ran excellent before replaced (it used to go to Denver on a daily basis) for more info contact Joe 970-204-4894

1984 Honda Goldwing Aspencade Completely gone through last year. New Rubber, Battery, Timing Belts, Wheel Bearings, Fluid in forks and Final Drive. Runs like new. 22K Miles, \$4,250, willing to talk, have any 36" Swampers, winch, Dana 44 Detroit and 4.88 R&Ps (Dana44/Ford 9") for a trade???) Call Larry @ W. 970-207-5547, H 970-834-2379 email lars915@yahoo.com

1971 CJ5 new supertop with half doors, V6 w/3 speed/overdrive 80,000 actual miles rebuilt at 45,000 always garaged, all paperwork, new tires, shocks 2 1/2" rancho lift, gas can rack, full roll cage, aux heater, ARB air lockers front and rear, warn winch, heavy bumper, power steering, rear seat, never wrecked, body in good shape, 2 gas tanks, 11' drum brakes front and rear Dana 30 in front will accept disc brakes, bikini top, white spoke wheels 4.88 ring and pinion 18 mpg serious climber. \$7000 Call Rich at 970-587-2508

258 6 cylinder engine Yuell Brothers built, 4 bbl carb, cam, split headers, Mallory Ign, runs strong. Please call Rich at 970-635-0393 or 970-416-0245 Priced to sell.

1983 Toyota 4x4 Pickup SR5 new blue paint job (1 1/2 yrs old), engine - 2.4 L 22R rebuilt, high performance TRD midrange cam, 5 1/2 inch lift, 33-12.50 Centennial Canyon Climber tires, 15" DenDel aluminum wheels, 5.29 gears, dual Rancho RS5000 shocks, spray-in Rhino linings bedliner, lock-rite locker in rear, chrome rollbar w/ 3 lights, chrome grill guard w/ 2 lights, asking \$5000 Contact Todd McCurry if interested.

Pick Axe Pulaskis Pick Axe combo (Rare Govt. Issue) \$39.99 shipping included. Call (970) 221-5895

YJ Stuff Wrangler Hardtop w/ rear wiper (Tan) - \$900, Rear Seat - \$100, Stock Springs - \$50. Call Curtis (970) 217-7226 or pager (970) 416-4238

Teddy Bears Hand made jointed musical Teddy Bears, four sizes \$35 to \$55 - you choose color, type of fur, color of eyes and music box. Great for baby gifts, birthdays, Christmas or just for hugs. Please call Donna for more information 970-229-0119 or 970-222-0885.

MEMBERS RIDES

MEMBER NAME: Elaine Allbrandt
MEMBER NUMBER: 78
RIDE MAKE & MODEL: Jeep Wrangler "TJ"
YEAR: 1997
ENGINE: 4.0 L
TRANSMISSION: Auto 3-speed (stock)
TRANSFER CASE: 231 (stock)
FRONT END: Dana 30 (stock) 4.10 ARB
REAR END: Dana 35c (stock) 4.10 ARB
WHEELS & TIRES: 35" BFG Mud on 589 Am Eagle
SPRINGS & SHOCKS: 4" Teraflex Rancho 5000
MISCELLANEOUS: 1" body lift, Curry 1" motor
mounts, Curry short shaft w/cv drive shaft,
ARB air compressor w/2.5 gal sun tank in series
with rear 4 gal air bumper w/tire carrier & safari
rack, Custom 3/8" alm. front bumper w/ XD9000i
Warn winch, Tomken gas tank skid plate, Tomken
engine skid plate

