



www.mountaineers1914.org

# THE MOUNTAINEERS



## May Club trip & Work Detail

### Kelly Flats & Seven Mile

Late Friday afternoon and into the evening, Mountaineers started gathering at the Kelly Flats Campground. After the tents, pop ups and motor homes were set up, dinner was cooked on the campfires. It was a calm, clear, starry, starry night. The full moon was just about peek over the mountain top into the peaceful valley and the adults were having hot sex around the campfire. WHOOPS, it wasn't exactly as it sounds, a bottle of liqueur called "hot sex" (donated by Jolene and Ross) was being passed around the campfire. The kids had fun cooking marshmallows and eating peanuts.

Saturday morning came pretty early for some, but we all had gathered to meet Lenora at 8:30 to map out the days plan. We broke into two groups, the first consisting of Mike B., Ben, Clifton, Scott and a guest headed to Heart Attack Hill to pour a new section of cement near the top. That group was also assigned the task of closing off the newly developed go-arounds on the hill in an attempt to keep the scar on the mountain from expanding any further. Mikes' group could have used three times the cement but had to make do with what they had. They winched boulders and large trees to close off the illegal go-arounds.

The rest of us leap-frogged up the bypass to pick up trash and clean out the water bars. We also had to close off areas that uneducated four wheelers had started new trails at the end of last year. At one point we needed to cut down a dead tree and called on Darwin to break out his chain saw. It only took him twenty minutes to cut down a 12 inch diameter tree. Darwin should get a prize for having the dulllest chain saw in the state (maybe Colleen planned it that way as she doesn't want Darwin to have anything sharp or he could hurt himself). The two groups met up at the fork where the two trails come together and had a leisurely lunch.

We trekked on until we arrived at the good road. We were all wondering what the road ahead would look like as a developer has been working on the road this past winter.

It didn't take long to see that we had lost the squeeze rock and another good area just past the metal trail sign. We met up with the road contractor at the chutes where he was working on the bypass. Those that wanted to take the challenge did, while the rest took the newly graded bypass. The rest of the day was anticlimactic.

After another fun night around the campfire, we met Lenora again and made plans for the work day on the Seven Mile Trail. Our main problem on Seven Mile was the spur roads that had been opened. We set about closing the illegal spurs and cleaning up the trail. Lenora also kept busy talking to the motorcycle and ATV riders along the trail and selling them the required permits. We had lunch at the meadow and had to drag logs to close some hill climb areas. Back by Stump Hill, Lenora had us close off an ATV trail that was illegal by placing logs across the entrance. In doing so, she called on Brian Hawf to use his sharp chain saw to cut a couple of dead trees. Lenora showed Brian how to cut the trees so that they would fall in the direction that she wanted (chain saw 101, if you will). We all got a good laugh when one of the trees fell in exactly the opposite direction than intended.

Our work done, we headed back to the Kelly Flats campground to turn in the tools and head down the hill. Lenora had one more stop to make at the Kelly Flats

trailhead. She caught an ATV and two motorcycles going under the locked gate and just had to write a few tickets. All in all, we had a great weekend on our adopt-a-road projects and had some fun to boot. All totaled, we turned in 540 man hours for the weekend..

PS: Lenora came up missing one Polaski tool and Mike Golly is missing a snatching strap and a D-ring. If you have either one of these items, please bring them to the next meeting or make arrangements to get them back to their rightful owner.



Garfield

## Mountaineers in the Magazines

The latest issue of JP Magazine has an article and pictures by Rick Pewe' about the Rock Crawling Championship Series which was held in Arizona. Low and behold, there is a picture of Mike Braskich and Dan "Jenrick" guiding the stretch CJ-5 over some nasty rocks and it even has a good description of the vehicle. Mike and Dan were contacted while in route to the next series event in Cedar City, Utah and told about the article. Mike was really excited about it and commented that he was no longer a magazine virgin. You see, this was the first time he and his Jeep have been in a nationally published magazine. Congratulations on losing your virginity Mike.

## Update

Last month we told you about having to retrieve a vehicle from the top of Crystal mountain and how the two fellows received three tickets each. We have learned that they both went to court, pleaded guilty, and were fined a total of \$615.00 each. It's darn expensive to cut the lock and wheel on a closed road !!!

## June 24 Hwy 14 Cleanup

The Hwy cleanup will start at 9:00am at mile marker 119 on Hwy 14 in Powder Canyon

## June 25 Club Trip

# MOUNTAIN-EARS



At the request of the Forest Service, this months trip will be up Moody Hill to clean up trash and do some sign work. After our work detail, we will go to the Quartz Quarry for lunch. The "Wall" challenge will be there for all that want to try their luck. After lunch, we will go up Crystal Mountain via the Outlaw Trail. And on the way down we will stop at the old airplane crash site.

## Guests at last meeting

James Bonner

Evan Schaibly

Justin Schleppey

Matt Jones

Leah Mansfield

Paul Longstreath

## New Members

Justin Schleppey

Matt Jones

Paul Longstreath

Kelley Mathers

Dan and I headed to Cedar City, Utah to compete in the third event of five of the Goodyear Extreme Rock Crawling Championship series. Cedar City is located in the southwest corner of the state. The people couldn't of been more friendly or the terrain for four wheeling more intense.

The first day was a disaster for team Fort Collins 4x4. on obstacle #1 a fuel filler line got tore by the right rear tire. Not being able to complete the obstacle we were given maximum penalty points. On obstacle #2 the jeep refused to crawl over a couple of nasty rocks and we ran out of time, again a 40 point penalty. What else could go wrong? On obstacle #3 we were three quarters of the way through when the front right u-joint decided to go to mars. For company it took along the lower ball joint, leaving us with three wheels attached to the jeep. It was ugly as they winched us off the course dragging the front axle through the Utah desert. We weren't able to complete the repairs in time (45 minutes allowed) even with the gallant efforts of mountaineers Bret and Brenda who ran into town to fetch parts. Another 40 point penalty and we were disqualified for obstacles # 4, 5 and 6.

Back at the hotel the moral support of the other competitors was overwhelming. Steve "Jeepman" Jones put it simply "it could happen to anybody". We completed day two obstacles with only having to repair a front right u-joint. The obstacles were the worst (best), toughest, most treacherous. Dan and I have seen anywhere. Vertical climbs, incredible side hills, huge jeep eating cracks were par for the course. Blown motors, rollovers, massive carnage left and right ... we were in our element. The day ended with a gunny sack of points (a bad thing) but we had a great time. We finished in 42nd place out of 60.

Check out the event coverage at [4x4wire.com](http://4x4wire.com) , [4x4play.com](http://4x4play.com) or [extreme.com](http://extreme.com). There are some great photos online. The [bigrockvideo.com](http://bigrockvideo.com) film will be out in six weeks and should be one you wont want to miss. Our next event is in Vernal, Utah over July 20-21, we'd love to have you join us. Vernal is about a six hour drive. Many thanks to our sponsors: Fort Collins 4x4, Carquest auto parts, Mobiweld and Ramsey winch. New sponsors are always welcomed, see Mike if interested.

# ROCK CRAWLING CHAMPIONSHIP

Why is it called tourist season if we can't shoot at them?

Why do you need a driver's license to buy liquor when you can't drink and drive?

Why isn't phonetic spelled the way it sounds?

Why are there Interstates in Hawaii?

Why are there flotation devices in the seats of planes instead of parachutes?

Why are cigarettes sold at gas stations where smoking is prohibited?

Have you ever imagined a world without hypothetical situations?

How does the guy who drives the snowplow get to work?

If the 7-11 is open 24 hours a day, 365 days a year, why does it have locks on the door?

Why is a bra singular and panties plural?

You know that indestructible black box that is used on airplanes?

# THINGS TO PONDER

Why don't they make the whole plane out of that stuff?

If a firefighter fights fire and a crime fighter fights crime, what does a freedom fighter fight?

If they squeeze olives to get olive oil, how do they get baby oil?

If a cow laughs, does milk come out of her nose?

If you are driving at the speed of light and you turn your headlights on, what happens?

Why do they put Braille dots on the keypad of a drive-up ATM?

Why is it that when you transport something by car it is called a shipment, but when you transport something by ship it's called cargo?

Why don't sheep shrink when it rains?

What would Geronimo say if he jumped out of an airplane?

Why are they called apartments when they are all stuck together?

If con is the opposite of pro, is Congress the opposite of progress?

If flying is so safe, why do they call the airport the terminal?

## 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 milesrebuilt at 45,000 always garaged, all paperwork, new tires, shocks2 ½" 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.

### Advertising Memorabilia

Bill & Jerre Vos

2835 W. 4th St.

Greeley, Co 80631

P:(970) 336-9821

Email: bandjvos@aol.com

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MEMBER NAME: \_\_ Scott Ellinger \_\_\_\_\_

MEMBER NUMBER: \_25\_\_\_\_\_

RIDE MAKE & MODEL: \_\_ Toyota Truck\_\_\_\_\_

YEAR: \_\_ 1986 \_\_\_\_\_

ENGINE: \_\_ 302 V8\_\_\_\_\_

# 4X4 CLASSIFIEDS

TRANSMISSION: \_\_GM NV 4500\_\_

TRANSFER CASE: \_\_Twin Stick 4.7 Marlin\_\_

FRONT END: \_\_Ford 9" Independent ARB Locker

REAR END: \_\_Ford 9" Detroit locker\_\_

WHEELS & TIRES: \_\_36" 12.5\_\_ Swampers\_\_

SPRINGS & SHOCKS: \_\_5" Lift Rancho 9000\_\_

MISCELLANEOUS: \_\_12,500 winch\_onboard\_\_ Air\_8 point roll cage



# MEMBERS RIDES