



May Adopt-A-Road

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Mountaineers started gathering at the Kelly Flats Campground late Friday afternoon for our annual Kelly Flats and Seven Mile Trail clean ups. After swapping stories around the campfires that night, Saturday morning came pretty early for some. By the time Lenora got there, we had 27 people ready to do some work. We split into two groups, with half going in at the top to put up fencing around the meadow to try and keep the yahoos out.

The group that went in from the bottom were disheartened when they discovered that the trail had been bulldozed from the gate to the first water crossing. We later found out that the shoddy work was done by the people that have a mining claim at the first water crossing and that the Forest Service wasn't even aware of the work. Lenora later went down to take pictures and try to get them to stop the work as they didn't follow the proper procedures and channels. Lenora was kept busy giving out tickets to illegal motorcyclists and she even caught a high school student in a CJ-7 doing an illegal hill climb. Dave and Julie Fuller's Scout broke a transmission mount and Ross lost a steering box. We will just have to wait and see how long people will respect the new fence we installed to protect the trashed meadow. Judging from the large amount of trash that we picked up from the camp sites and along the side of the road, Seven Mile was heavily used



M O U N T A I N E R S

this past winter. After another night around the camp fire, Sunday morning saw 17 people in 10 vehicles ready to get Kelly Flats open for another season. We sent five vehicles up Heart Attack Hill to do another cement pour while the second group started picking up trash and cleaning water bars. Dan and Tara volunteered to haul the cement and water to the top and they managed to break one of their rear leaf springs. On the way up, Lenora stopped two motorcycles and presented them each with two tickets for being on a closed road. By the time we got to the chutes, it was time for lunch and it was also time to play. Scott in the green “Mantis” was the first through and picked some new creative lines, a real Kodak moment. On Darwin’s try, he managed to split a break line and break a spring bolt. Scott wanted a second shot at the chutes to try a different line. Right at the entrance, the “Mantis” decided to play dead and rolled over on its side. We got Mats winch on it and got it righted and Scott continued the challenge. On Scott's third attempt he came very close to putting it on the other side. Maybe he just wanted matching dents in the doors. Pictures will be at the next meeting.

After all of the excitement at the chutes, the rest of the day was anticlimactic. Just another great weekend of wheeling with the “Mountaineer Family”. Thanks to all who participated, we got some good work done and the trails ready for another season.

Garfield



Moab Diary

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Saturday, Day 1. -- We started out on something fairly easy, the Fins n' Things trail. One of our guests had the dubious honor of being the first to break just five minutes into the trail. Levi in his YJ broke both rear axles in the first sand pit. He went back to camp, replaced them and returned later in the day to complete the whole trail. Associate member, Gene Day had a noise in the rear end and later found that he had some teeth missing in the ring gear. A small contingent broke off half way through to go and do Pritchett canyon. Everything was going smooth for them until Darwin opened his mouth to comment about no breakage. Darwin broke a front axle and then Ben broke a hub. The carnage continued when Chris had a flat tire and his battery went dead. Then Ben punched a hole in his gas tank. Another one of our guests also broke. Needless to say they were late getting back to camp. On top of that, the temperature was over 100 degrees.

Sunday, Day 2. -- Poison Spider, Golden Spike and Gold Bar Rim. Guest Larry D. cooked his transfer case but was still able to finish the trail. The only other problem we had was Ron K. in his CJ with fuel delivery. He changed out the fuel pump but still had a few problems on the steep up hill portions of the trail and spent the rest of the trip tweaking the carb. Dan made Double Whammy look so easy. He went up and then backed down, not only once, but three times. Brandon K. drove his grandpas TJ for about half of the trail.

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Monday, Day 3. -- Hells Revenge and Potato Salad Hill. Good day, no breakage at all. Ron was still tinkering with that pesky carburetor. Kevin came away from the Gates of Hell with the prize for the most air. Good thing that his seats are washable. Dan, Mike and Kenny gave us a good show when they completed Mickeys Hot Tub successfully. Dan & Tara tried a new tub and had to admit defeat, but not before he ran over their lunch that had bounced out of the cooler. Dan even made the Escalator challenge look easy. At Potato Salad Hill, we held our collective breath when Ross made his valiant effort at the hill. Gas was spewing out of the Suburbans' tank. When we drove away, we saw a huge cloud of smoke coming from the hill and thought that Ross had tried it again. We rushed back only to find that Ross had lit off the spilled gas just for fun.

Tuesday, Day 4. -- Easy planned day of rest and just a short trip to Rainbow Terrace and a big pile of sand. At the dunes it seemed that everyone got in a good stuck. It was a perfect time for the small ones to get driving lessons. Travis G., Cory and Cody K. all spent some time in the front left seat. After the Dunes, a few went to Tuesher Tunnel and to race the dry washes. There was a group that went to the water park where the most fun was watching the “adults”, especially Gene K, Ken and Mike.

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Wednesday, Day 5 -- Metal Masher, Widow Maker and Gemini Bridges. Metal Masher was fun except for Colleen. Her CJ decided to do a piroette on the rocks and Darwin couldn't bail out fast enough. We got 5 or 6 up and back down Rock Chucker unscathed. The only ones to make it up the Widow Maker was Craig, Mike, Ken and Dan, the rest took a strap or took the bypass. Gene D. broke a motor mount on his borrowed Jeep some where along the way. At Gemini Bridges, Shane was having so much fun, he had to take his TJ for a second spin on the bridges. That night we had the go-cart races in town with Tyler Schleppy being declared the winner.

Thursday, Day 6 -- The entrance to the Behind the Rocks trail was fun and challenging. Tim S. had his fan disintegrate and had to go back to town for a new one. He and the Schleppys came back later to finish off the trail. At High Dive, we all lined up, picked our line and slid down to Up Chuck. Ron broke a rear axle on this challenge (later we heard that Ross did the same). We ate our lunch at Picture Frame Arch while Dan caught up to us after having some welding done on his Toyota in town. We all had fun on Hummer Hill and then it was on to White Knuckle Hill. We all made it down safely and Dan turned around and went back up to play some more. In Hunter Canyon, Craig was stopped by a loud explosion under the hood. It turned out to be a ruptured A/C hose. He got no sympathy from the rest of the group for having to do the rest of the trail without his crotch cooler.

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Friday, Day 7. -- The day started off with Ron doing his daily carburetor tweaking up on Poison Spider just a few blocks from camp. Ron was out of the CJ and reached in to shut off the engine and accidentally hit the shifter which went into neutral. The driverless Jeep rolled down the hill and rolled over on to its side. Mike and Gene K. went up to recover it with their winches. When they got it back upright, it then rolled into Genes' TJ crumpling the front fender. The recovery did more damage than the original roll. Ron's only comment was "Stupid, just plain stupid". After all the excitement, the group headed up the Moab Rim Trail for an otherwise uneventful trip.

It was a fun week. As there was a fire ban in effect, the nightly campfire was around the Gollys propane fire. During the week, we had 29 vehicles at one time or another out on the trails. We wish to thank Gene Day for providing his garage so that we could fix our vehicles. We heard a rumor that next year, the spot that we camp at will be turned into a pay area. Plans are already in the works to change our camping spot for next year. See you then.



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2002 Ras Y Dafftodil

Five Mountaineers made the trek across the Atlantic to participate in the Ras Y Dafftodil off road challenge event in Wales. Bob, Kim and Tyler Schleppey, Bill Marquardt and Craig Stumbough arrived in England and only had one day to get over our jet lag before driving to the coastal city of Aberporth, West Wales. Upon our arrival we met old and new friends (a group of four wheelers from the English Midlands) at the Y Ddol Guest House. The guest house is a B&B that was completely taken over by our group of wheelers and is about a half a block from the Irish Sea. The first night was a huge steak & potatoes dinner along with all the pints of beer that we could drink.

The next morning we all sat down to a proper English breakfast of potato cakes, bangers (yuck), bacon (nothing like our good ol' American bacon), hot tomatoes, eggs and toast. It was a five mile drive to the starting line where we met all the other participants. There was an assortment of Land Rovers (mostly Defender 90s) and even three Jeeps. Craig was co-diver with Al in a Defender 90, Tyler was with the "Dickster" in his Bowler, Bob was with Andy in his left hand drive Jeep and Bill was in a Defender with a Welsh farmer named Jumbo. We were issued our section books and had to sit down with a map to plot out our route to the GPS coordinates given. There were a possible eight sections that we could drive. The approximately forty vehicles were split up, with a few going to each section so that there

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would not be a traffic jam. At the starting line, two girls in old Welsh costumes flagged us off with the Welsh national flag. When we Americans got up to the line, one of the girls produced a Colorado state flag to start us. How they came up with our flag in Wales is any ones guess, we all thought that is was a real class act.

On the way to our first section, we traveled on the back roads which sometimes were only wide enough for one vehicle and had hedge rows that were over ten feet tall. We were the first ones to our section and soon discovered that the course set out was through the thick woods that no one had ever driven on. In places we were supposed to go between trees that wasn't wide enough for our vehicle to fit between. We were allowed to deviate from the prescribed course. We were also allowed to run over or cut down (no chain saws allowed) trees, bushes, stumps or what ever was in our way. This was literally foreign to us as it is ingrained in us American four wheelers not to change the environment or harm a tree. We were on sidelings where if we gave it a little gas, you would slide down the hill into the trees (ouch). We were soon into creative winching 101, for every five feet we drove we would have to winch ten. The second section was about the same, more winching and sliding into trees. We had been out about five hours and completed only two of the eight sections. We burned out a couple of solenoids on Al & Craig's vehicle and Andy & Bob's steering box was broken. It was back to Aberporth to lick our wounds and

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make repairs. That evening was another feast and the pints of beer were flowing as everyone swapped stories about the days adventure.. We introduced the Englanders to a Mountaineers tradition by bringing out a bottle of Hot Sex to be passed around which was a big hit.

The next morning, the sun shone brightly and we all were back at the starting point, eager to abuse our machines and bodies for a second day in a row. We were given our section books with six sections listed and were promised that the day would be easier. They lived up to the promise. There was even one section in a quarry that none of us had to winch at all. There was a deep water pond to go through and some deep mud along with some shale. An old Welsh farmer whose land we were using came up to Craig, looked him in the eye, and asked if he was a Yank. When Craig said yes, the farmer put out his hand and said that he had never met a Yank before. We guessed that he hadn't ever been out of his village. At the end of the event we all met at the starting point where all the contestants were given a Welsh slate plaque with the event emblem hand engraved into it. They also presented a Welsh Flag to us Mountaineers. The event organizers from The West Wales Off Road Club, Iwan, Huw and Geoff were great hosts and they do know how to put on an event and make their American cousins feel welcome. Do we want to go back? You bet, plans are already in the making for next year.

All of us came away with impressions of what we

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saw, heard or did during our stay in Wales. The four wheelers are just like us, family. Their vehicles are built a little different than ours. Not one vehicle in the event came away without new body damage. We figure that's why they load their vehicles with all sorts of stickers to cover the dents and scratches. We now understand why most of their vehicles have outside roll cages, they need them to minimize damage done by sliding into the trees. Almost all the vehicles sported snorkels as they do some deep water stuff. They are not as concerned about articulation as we are, they don't need it for their type of wheeling. You will not find a vehicle without a winch. We saw a few hydraulic winches and even a couple had front and back winches. We noticed that most had open diffs but those that had lockers did pretty well. Most of the 4 wheelers are four cylinder turbo diesels due to price of gas which is over \$4.00 per gallon. They don't wheel as often as we do, but when they do, it is with gusto. All the farmers, whose land we were using, said that the land wasn't good for any other use and seemed glad that someone was having a good time on it. We all wished we could have had our own vehicle to drive in the event instead of a borrowed one. Bob said that Craig would have to change the name on his CJ-7 to the "English Muffin" instead of the "Meadow Muffin".

As it said in the front of our section book "Have a mud sucking , chassi cracking, winch smokin' wild Welsh weekend." WE DID, AMEN.

4X4 CLASSIFIEDS

67-72 Chevy Blazer/Truck parts.
72 front clip, blazer drs, 4 row radiator, tilt steering, blazer top, A/C components, TH350 trans. misc...Darren. 613-8298

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

1985 Toyota 4 Runner Chevy 305 engine, 700R4 automatic, 4 wheel disc brakes, full floater rear axle, lockers, cross-over steering, winch, lift, good body & paint. 226-0203

Toyota 4 Runner, 125,000 miles 1991, white, 6 cyl., 5 speed, 3" susp. lift, 3" body lift, Pro comp 35", 12.5 tires CD player, recent front brakes, discs & bearing pack Power moon roof, locks & windows asking \$8900, OBO. call 663-6814, Don

Ford 9" rearend complete, full width, 3.50 gears, 31 spline shafts. \$100, call Ben (970)495-0801

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

Jeep Overdrive for sale. It is for the older Jeep. I am asking \$300.00 O.B.O. It is a Husky that was built in Longmont, Co. in the early 1970's Jim Maxwell 970-482-0412

For Sale: Front Axle: Dana 44 disc brakes 410 ratio with lockright side drive shaft. Rear Axle: 9" heavy housing 31 spline Currie axles, nodgular carrier 410 ratio, Detroit locker, heavy 9 3/8" ring gear, Timpken roller bearings, 11" brakes, Bolt pattern 5x5 1/2. Call Brad anytime on weekends & after 5 on weekdays at: 520-887-9104

For Sale: Detroit locker for a Dana #30 (front) 3.54-1 ratio \$250.00 E-Mail Richard Marolf at: mrmarolf@aol.com

Cobra HH28 40 channel Hand-held CB radios. 4 watt output. Use batteries (not included) for portable use, or a 6 foot DC power cord for in vehicle use. \$29.00 each, or \$55.00 for two, while supply lasts. Bill Marquardt 970-472-0002. e-mail: wcmamdjmh@aol.com

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Club Trip

Green Ridge if open

Meet at Albertson's at 9AM
Sunday June 23rd



Guest's at last Meeting

William Marvin
Jimmy Long
Duane Rhoades



New Member

Duane Rhoades #80



HWY Clean-up

It's that time of year again. We will be cleaning our section of Highway 14 in the Poudre Canyon on Saturday morning, June 22nd. We will meet at mile marker 119 (which is only a couple of miles west of Ted's Place) at 9:00 am. This duty takes approximately one hour.



M E M B E R S R I D E S

Member Name: Darrel Frank

Member Number: 31

Make and Model: Ford Bronco

Year: 1974

Engine: 302

Tranny: NP435

Transfer Case: NP205

Front Axle: Dana 44 open

Rear Axle: 9" Lock-Right

Suspension: 2" Spring Lift, Black Diamond XTS

Tires and Wheels: 33" BFG Mud, 15" Steel spoke

Brakes: Chevy Disc converted front, Drum rear

Misc: 2" Body Lift, SuperWinch Hubs, Warn M-8000 Multi-Mount Winch, Optima Battery, Trailer is 1968 M-101A1 ¾ ton Army

Current and Future: 351, On Board Air, Front Locker, More Spring Lift, 35" Tires



☞ June 2002 ☞						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2 Jeremy Schnaidt	3	4 J & L Paben	5	6 Ross Early	7	8
9	10 BOARD MEETING Jesse Schnaidt	11	12 G & S Kapperman	13 Scott Dalldorf	14 D & B Klein	15 Aaron Paben
16 Andy Shively Dan Venrick	17	18	19 CLUB MEETING	20	21 Chris McCurry B & L Graves	22
23 CLUB TRIP 30	24	25	26 Candice Paben	27 Laurie Paben	28	29

☞ July 2002 ☞						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 Brigette Bustos	2	3	4	5	6 Kevin Maher
7	8 BOARD MEETING	9 Curtis Smelker	10	11	12	13 Ken Kinnison
14 Ricky Miller	15	16	17 CLUB MEETING	18	19	20
21 CLUB TRIP Michael Maher	22	23	24 Donna Kinnison	25	26	27 George Kinnison
28 Shane Payton	29 B & C Stevens	30	31 Ben Crue Karina Early			

Board Meeting: July 8 7:30pm Dave Oden
 Aug. 12 7:30pm Colleen Stengaard
 Membership Meeting: June 19 7:30pm Knights of Columbus, 121 N. Meldrum, Ft. Collins
 July 17 7:30pm Knights of Columbus, 121 N. Meldrum, Ft. Collins
 Club Trip: June 23 9:00am **Albertson's Parking Lot N. College & Willox**



Larimer County 4WD Club, Inc.
The Mountaineers
PO Box 1225
Fort Collins, CO 80522-1225

JUNE NEWSLETTER

treadlightly![®]
 LEAVING A GOOD IMPRESSION



The following businesses give Mountaineer Members special discounts on parts or specific services. In other words, they save us money... and we are grateful.

Ft. Collins 4X4 Center 1101 North College Ft. Collins, Colorado 970-482-5500	IKON Office Solutions 2531 South Shields Street #2A Ft. Collins, Colorado 970-482-8830	CarQuest Auto Parts 2716 South College Avenue Ft. Collins, Colorado 970-226-5050
RockHard 4x4 Parts Lewis Barth 401 Jackie Ann St. Ault, Co 80610 970-834-0767	Fantasy's 4x4 4311 Service Road Evans, Colorado 303-330-3833	R & S Auto Body 1912 Terry Lake Rd Fort Collins, Colorado
Mark Turner Off-Road 2649 E. Mulberry St. #2 Ft. Collins Colorado 970-416-1234		RockStomper 650 Weaver Park Road, Unit G Longmont Colorado 720-652-0700
Front Range Off-Road Fabrication www.frii.com/~frorfab cel (970) 481-6508 (970) 472-1846		Vanworks 900 East Lincoln Avenue Ft. Collins, Colorado 970-484-5344
Loveland Powder Coating 225 SW 42nd Street Loveland, Colorado 970-679-7500	4X4 Used Parts Bob Schleppey Bob@4x4usedparts.com 970-224-4294 www.4x4usedparts.com	Colorado Iron & Metal 1400 E MulberrySt Ft. Collins, Colorado 970-482-7707