
MOUNTAIN-EARS

LARIMER COUNTY FOUR-WHEEL DRIVE CLUB

March Club Trip

March's Club Trip will be to Cherokee Park. Trip Date Sunday March 20. Meet at the North King Soopers and leave at 9:00 AM



February Trip Report

Sixteen Mountaineers and guests met at the King Soopers parking lot for our annual ice racing trip up to the Lost Lake area outside of Red Feather Lakes. We convoyed our way up to County Road 80C (Cherokee Park Road) where we stopped to unload a trailer and air down. We weren't sure what we would find on the Prairie Divide Road as Mr.

Guests at Last Meeting

Randall & Sharon
Snider

Nathan Haywood

David Moore

New Members

Nathan Haywood #85

Dixon had been on a trip with the Big T club two weeks prior and they didn't get very far because of the large snow drifts. We figured that two weeks of warmer than usual weather had melted out a lot of the snow and we had a good shot making it all the way through to Lost Lake.

All of County Road 80C was dry and dusty. The picture completely changed when we turned off onto the Prairie Divide Road, that's when we got into the mud. As soon as we hit the little canyon, it was packed snow all the way up to the top. We then ran into patches of dry road, mud and then long snow drifts. Even with the vehicles best equipped for snow bashing up front, the going was slow.

As soon as one would get through the drift, the next one would get



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stuck and require a tug with a strap. Sometimes that wouldn't work because we did break three two inch straps trying to snatch people through some of the long drifts. It was fun watching drivers going through some of their rituals when it

was their turn to blast the drift. None were more animated than Eric in his Toyota



pickup. He would begin by talking to the truck, you know, trying to get the truck up for the task at hand. Then Eric would pump his fist in the air and then reach out the window and slap the side of the truck several times as if he was saying giddy up, let's go. Off he would go with the pedal to the metal, throwing snow a couple of feet in the air. At times Eric's ritual would work and he would make that particular drift look easy, others were not so easy. It

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was a long haul but we eventually made it to the ponds near Lost Lake.

As soon as we got to the ponds, Darren was out front trying to break open the final drifts and got stuck in the drift. Jim Dixon went in after him and was snatching him out. Meanwhile, in typical Mountaineer fashion, Dan Venrick and Allen Burch couldn't wait for the rest of the group to get out on the ice. They were doing the doughnut thing on the first pond. They were having a great time on the ice when all of a sudden the rear tires of Allen's 4-Runner broke



through the ice and started to sink like the Titanic. The front end stayed on the ice but the rear end did sink a couple of feet. It's a good thing his seat covers are washable as this was truly a pucker moment. It took two winches

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backed up by two other deadman vehicles to get him out of his perilous situation. Even that wasn't easy as Jim's winch rope broke during the recovery mission. We got Allen's 4-Runner back on dry land and inspected for damage (there was none).

Needless to say, the plans for our ice races were scrapped but the campfire for cooking our dogs wasn't. A fire was built with the firewood we had brought, the dogs were cooked and our bellies were filled. We milled around the fire

and re-hashed the stories about our day of snow bashing. It was a fun filled day even though



most of us didn't get to play on the ice. The Mountaineer family will never forget the day that Allen sunk his 4-Runner'

El Guapo



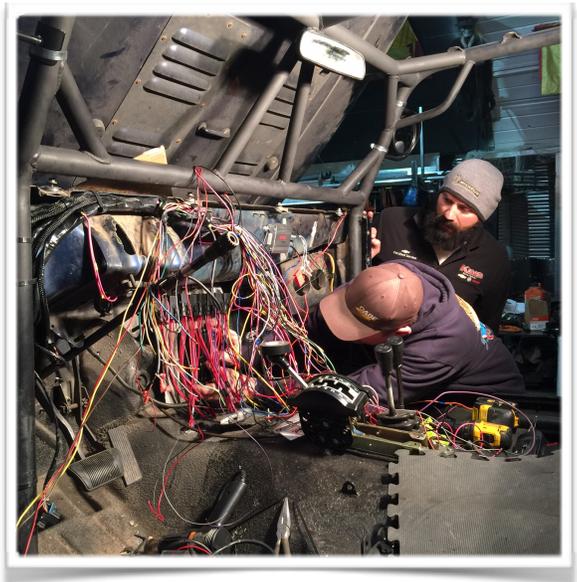
King of the Hammers, the full story.

Most seasoned mountaineer members will remember that Dan Venrick and I participated in the Goodyear extreme rock crawling championship in 1999. This was the first ever organized rock crawling race that existed. Now 16 years later The sport has evolved into to the toughest One day off-road race in the world, King of the Hammers. Held in southern California the race is basically 70 miles of desert racing and 50 miles of extreme rock crawling. I raced in the legends class which is one step below the professional class. I was fortunate enough to be invited into the rock addicts racing team which would provide pitt support for me at the race. My co-driver Matt Lee is an experienced ultra4 racer and turns out to be my neighbor up by mount Ethel.



My jeep is set up well for rock crawling but it is far from a desert racer. In order to prepare the jeep for the race I needed to get the following accomplished, either for better performance or to pass the stringent safety inspection: new driveshafts, replaced front and rear ring and pinion's, installed a spool in the rear axle and new grizzly locker in front axle, new atlas 3.8 t case, front axle

drive flanges, 37 inch Nitto trail grapplers on KMC bead lock wheels, all brake lines were redone and a line lock added, new 22 gallon fuel cell with two intank fuel pumps and manual shut off valves on the fuel lines, installed firewall between fuel-cell and seating area, PRP racing seats with new five point Mastercraft harnesses, Hans device neck braces were required as well as helmets with provisions for race air. The dashboard was completely rebuilt to provide easy access for all gauges and electronics. A race intercom and race radio were installed for communications. Nick at Extreme Engineering did fabrication work which included new shock mounts for the 2.5 inch ADS coil over shocks, limit straps and bump stops, roll cage reinforcements were added, two LED light bars were added with rollover protection.



Nick also redesigned the transmission cooler and fabricated the spare tire holder. A rear light bar was installed per safety specs. The jeep was completely rewired back to the computer and a master Killswitch was installed. Two optima batteries were fit under the hood. New LED headlights and race siren were installed. Window nets were installed and the tube doors received exterior aluminum skins. New rearview mirror's and a

fresh synthetic winch line were installed. New aluminum roof panel and plastic skid panel added. All of the above was done in a 12 week period Just to get us ready for the race.

Bill Marquart and I drove out to the race and a friend and my wife, Bianca flew out to be with us for race day.

I was able to pre-run the first lap which was 62 miles of desert the day before the race. So I had a pretty good idea on how difficult that was going to be for the race. The desert section was extremely rough with many areas of deep sand , steep hill climbs and very few flat areas. Our TopSpeed achieved was 60 mph while the pro drivers were all going well over 100mph. On race day the desert lap took us about 3 1/2 hours which included about an hour of time related to getting lost (a few times) and finding our way back to the race course. We pulled into the Hammertown pit, took 11 gallons of fuel and headed out for the remaining 50+ miles of hard-core rock trails. The car was running well, we had no flat tires and we were determined to carry-on even though my back pain level was approaching 10 on a scale of 0 to 10. 8 miles past the Hammertown pit the front right shock absorber mount failed, causing the shock absorber to shoot through the front hood. We thought our race was over. Matt was able to hike a half-mile back to remote pit 2A and brought back a set of jumper cables and several sticks of welding rod. He was able to re-

weld the shock absorber mount together using the jumper cables and our two optima batteries. We used several wrenches and Allen wrenches for filler material and additional bracing. Matt did an amazing job with the repair and we were able to continue on towards the rock crawling sections of the race. We made it through 10 miles of some of the hardest rock trails in the country on the field repair. At 6 PM the race course was officially closed and we were at mile 80. With 30 miles of rock Trails to go to finish the course we had to decide on either heading back to camp or continuing on into the darkness and uncertainty of being able to finish the race course. We decided to call the race and headed back to camp. Of the 113 entrants only 27 finished the race within the 10 hour time limit. Matt and I were disappointed not to finish but we were both very happy with being able to compete in the race and to have done as well as we did. It was probably the craziest three-month period of my life. I am confident that there were not many other 60-year-old drivers in the race. I am 100% sure that I had the only race car with a Mountaineers sticker on it. Many thanks to all the Mountaineers for letting me be part of their family. The Rock Addicts Racing team guys are also some of the best four wheelers and people I've met. In the end it was a great experience and adventure!



March 2016						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2 Patrick Burch	3	4 Jeff Paben	5 Tasha Opydyke
6	7 BOARD MEETING <i>Jennifer Romero</i> Evan Meyers	8	9	10 Kent Schmidt Arya Graves	11 Travis Golly Steven Donahoe	12
13	14	15 Darren Finger	16 CLUB MEETING	17	18	19 Kelly Kapperman
20 CLUB TRIP	21	22 Kindsay Weegans Tammy Peterson	23	24 Allen Peterson	25	26 Lori Golly
27 Sheila Mueller	28	29 Robin Noehl	30 Craig Stumbough	31		

April 2016						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3 Sharon Kapperman	4	5 Christina Eddy Seth Schooler Camiren Meyers	6 Jason Derflinger	7	8 Scott Riley	9
10	11 BOARD MEETING <i>Dave Oden</i> Byron Noehl	12	13 Bob Schleppey	14	15	16 Jennifer Romero
17	18 Rhea Tippmann Jim Dixon	19	20 CLUB MEETING	21 Aaron Grubbs	22 Justin Treece	23
24 CLUB TRIP	25 Rich Stengaard	26	27 Dave Oden	28	29	30 Scott Stultz

Board Meeting: Apr. 11 7:30pm Dave Oden
 May 9 7:30pm Jim Dixon
 Membership Meeting: Mar. 16 7:30pm Knights of Columbus, 121 N. Meldrum, Ft. Collins
 Apr. 20 7:30pm Knights of Columbus, 121 N. Meldrum, Ft. Collins
 Club Trip: Mar. 20 9:00am **King Soopers Parking Lot N. College & Willox**

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