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THE MOUNTAINERS

September Club trip

September Club Trip We met at 8:00 am at the King Soopers parking lot. Only eleven vehicles showed up ready to make the trip to the North Sand Hills. There was six inches of freshly fallen wet snow on the ground. We speculated that the low turn out was due to most not wanting to drive over two hours on slushy pavement to reach the snow covered dunes. After much discussion, it was decided to try our luck at snow bashing on the Dead Man Road to the Laramie River Road.

On the way to Red Feather Lakes it was still snowing and Darwin was having problems with his windshield wipers. He and Colleen decided not to chance a bad day and pulled off at Owl Canyon to head home and make permanent repairs on the CJ. By the time we got up to Red Feathers the snow had let up. We were surprised to see that no more snow had fallen in the mountains than had down in town. When we got on the Dead Man Road, we met several bow and black powder hunters bailing out of their camps because of the snow. We eventually ran into a large motor home stuck in the middle of the road on an up hill section. Ben hooked up his Bronco to the motor home and tried his best to give him a tug. When that plan didn't work, he turned around and with a lot of effort and help he winched the beast over the top. By this time, there were approximately fifteen motor homes with trailers, pop-ups, camp trailers etc. backed up waiting their turn on the hill as well as several vehicles that came up behind us. It was a regular rush hour traffic jam on Dead Man. Jim and Jeff hooked up in tandem to pull the next motor home and trailer up the hill. The rest of the vehicles were able to make it up the hill under their own power as they were able to get a run at it. There was a big cheer as each one crested the hill.

After about an hour at this spot, we were finally able to continue on with our trip. There were so many hunters bailing out that the road offered no challenge to our group. At the intersection of the Cherokee Park and Dead Man Roads we stopped to decide what to do next. Half of the group wanted to go back down the Cherokee Park Road while the rest wanted to go back down Dead Man and play in the Roaring Creek area. The five that went back down the Cherokee Park Road had an easy drive through the slush and mud. They got home in time to see the second half of the Bronco game. The second five had more fun as they found some snowy roads to play on. They even had to break out the winch a couple of times when they slid off the road into the giggly weeds. By the time they had their fill of the snow, it was dinner time. They stopped at the Pot Belly to put on the feed bag.

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All day long, there were comments over the CB about the beauty of the freshly fallen snow on the trees and mountains. I guess that's what it is all about, being out there in it. It was just another day of fun with our Mountaineer family.



Garfield

UP YOURS, Willie B

On the very day that Willie B and his band of 200 cohorts were up in the Caribou Flats area tearing up mountain wetlands and running over endangered toads, the Mountaineers were out doing good. It is a sorry state of affairs when the bad always gets the attention and the good goes unnoticed. No wonder our sport of 4 wheeling has a bad reputation with idiots like Willie B out there!!!

Ten Mountaineers showed up on a cold Saturday morning to clean up our two mile section of highway 14. After eating a few donuts, we spread out along the highway and picked up trash. We filled several orange bags and put them beside the highway for all to see.

After the clean up we had eleven people in five vehicles go up the Winterstein Mesa side of the Kelly Flats 4WD Road to retrieve an abandoned vehicle at the request of the Forest Service. The Dodge Ram had broken down and was sitting in the middle of the final challenge. It had been there for a month and a half, blocking the challenge and forcing everyone to take the bypass. When we got to within a half of a mile of the challenge, the old trail was blocked off and a new route was cut in. At the challenge, we were heartbroken to see that all the challenging rocks were gone and a smooth road in its place.

The Dodge Ram was still there but had been pushed off to the side to make room for the new road. We all know that 4 wheelers are good people (Willie B excepted), but it was still amazing that nobody in a month and a half had stolen anything off the unlocked Dodge. It had 38 inch Buckshot Mudders, jumper cables, gas can, yoga books and

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all the other stuff intact. The Mountaineer motorheads set to work on the Dodge. The first thing to do was remove the key cylinder so we could defeat the wheel locking device. We were surprised that the battery had enough juice to start the vehicle. With that hurdle jumped, we put it in front wheel drive (the rear drive shaft was twisted in half) but it would not engage. We determined that the vacuum activated front end didn't have any vacuum to it. No wonder he broke the rear drive shaft. By re-routing some of the vacuum lines, we now had front wheel drive.

The next chore was to get it over a couple of rocks to level ground. Brett set up the \$200 Scout to winch the Dodge. Chris volunteered to drive the beast down to Rustic. When we got it to Rustic, Chris said it drove OK and that he would drive it down the canyon to the Forest Service lot on Hemlock. It started to snow so we had to make a stop to fix the wipers so that he could see. We also met up with Roboranger Lenora and gave her the information that we had found in the vehicle so that she could start a trace. Inquiry was also made about the rerouting of the road and losing our challenge area. She didn't know anything about it but promised to find out and let us know what was going on.

The following Monday , Lenora did call. It seems that this section of road was on private property. The property was sold three weeks prior and the new land owner was doing improvements so that he can build there. We have been assured that the trail can not be closed by the land owner as the Forest Service has a right of way. It is within the land owners rights to reroute the road and make "improvements". As for the Dodge, Lenora ran the VIN on NCIC and it did not come up stolen. She can not find where it had been registered in the last 5 years and so has hit a dead end on ownership so far. She will try a couple of other avenues, stay tuned.

Moab Trip

Will be June 9-16

Club Trip

CLUB TRIP

Special Time
North Sand Hills
Leave from King Soopers Parking lot at 8:00am
This trip was planed for last month, but because
of the snow it has been moved to this month.

Calendar Photos

Please bring your favorite photo of your vehicle for the calendar to
the membership meeting.
Give them to Dave Oden, by the Nov. meeting.

New Members

Dave Peller #103

Guests at last Meeting

Mike Smith
Eric Losee
Jon Schwartz
Anthony Racmackaes
Justin Barton
Dave Peller

Jeep Raffle Tickets

At this months meeting, please turn in all your sold and unsold raffle
tickets along with the moneys collected. The drawing will be held in
Loveland (3:00pm) at the China Dragon Restaurant, 1535 West
Eisenhower Blvd. On Saturday October 21st. The state association
meeting will be held at the same place and will begin at 3:30pm. All
are welcome to attend. There will be a buffet dinner at 6:00pm. You
must have reservations for the buffet, contact Robin Hien @ (970)
663-7500 on or before 10/16/00.

THINGS TO PONDER

The Bricklayer's Accident Report

(This is a bricklayer's accident report that was printed in the newsletter of the Worker's Compensation Board.) Dear Sir: I am writing in response to your request for additional information in Block #3 of the accident reporting form. I put "Trying to do the job alone" as the cause of my accident. You asked for a fuller explanation, and I trust the following details will be sufficient.

I am a bricklayer by trade. On the day of the accident, I was working alone on the roof of a new six-story building. When I completed my work, I found I had some bricks left over which, when weighed later, were found to weigh 240 pounds. Rather than carry the bricks down by hand, I decided to lower them in a barrel by using a pulley which was attached to the side of the building at the sixth floor.

Securing the rope at ground level, I went up to the roof, swung the barrel out, and loaded the bricks into it. Then I went down and untied the rope, holding it tightly to insure a slow descent of the 240 pounds of bricks. You will note on the accident reporting form that my weight is 135 pounds.

Due to my surprise at being jerked off the ground so suddenly, I lost my presence of mind and forgot to let go of the rope. Needless to say, I proceeded at a rapid rate up the side of the building.

In the vicinity of the third floor, I met the barrel which was now proceeding downward at an equally impressive speed. This explains the fractured skull, minor abrasions, and the broken collarbone, as listed in section three of the accident reporting form.

Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my right hand were two knuckles deep into the pulley which I mentioned in paragraph two of this correspondence. Fortunately, by this time I had regained my presence of mind and was able to hold tightly to the rope, in spite of the excruciating pain I was now beginning to experience.

At approximately the same time, however, the barrel of bricks hit the ground, and the bottom fell out of the barrel. Now, devoid of the weight of the bricks, the barrel weighed approximately 50 pounds. I refer you again to my weight.

As you might imagine, I began a rapid descent down the side of the building. In the vicinity of the third floor, I met the barrel coming up. This accounts for the two fractured ankles, broken tooth, and severe

lacerations of my legs and lower body.

Here my luck began to change slightly. The encounter with the barrel seemed to slow me enough to lessen my injuries when I fell into the pile of bricks and, fortunately, only three vertebrae were cracked.

I am sorry to report, however, as I lay there on the pile of bricks, in pain, unable to move, and watching the empty barrel six stories above me, I again lost my composure and presence of mind and let go of the rope.

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

4" Trailmaster suspension lift Fits 80-96 Ford F-150 Includes springs, all brackets, and rear blocks. No shocks or pitman arm. \$300 o.b.o. 970-686-8847

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

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, 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.

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.

4X4 CLASSIFIEDS

MEMBERS RIDES

Member name: Chris Mercer

Member number: 66

Make and Model: 1953 Dodge

Engine: 350 Chevy

Tranny: Muncie 4 speed

T-Case: NP205

Front Axle: Dana 44, Lock-rite, 3.73's

Rear Axle: GM 12 bolt, Mini-spool, 3.73's

Tires and wheels: 36-12.50-15 TSL's on 10" Outlaw II's

Suspension: Front- 2" add-a-leaf front, buggy spring Rear- 4" shackle flip, stock Blazer springs with leaves removed

Accessories: Warn 8274 on custom front bumper, tube rear bumper, just enough fender trimming, internal cage

Future upgrades: 38's, 4.56's, rock sliders, flatbed?

