

Mountain - Ears

September Club Trip

The big plan for this month's trip was to Left Hand Canyon. Due to the great flood, that plan changed in a hurry as the road to Left Hand was completely washed out. We had little choice of trails that were still open. We decided to see what all that rain had done to our own adopt-a-trail, Seven Mile Creek. We left the Albertsons parking lot at the appointed time and it was only a minute before the first breakdown occurred. Don M told us on the CB that his trusty (but rusty) FJ-40 had died. Jim D. told us to go ahead, that he would stay and help Don.

Don and Jim quickly determined that the problem was the fuel pump and went to the parts store to get a new one. Jim caught up to the rest of the group waiting at the Forks while Don installed the new pump and said he would catch up with us on the trail. Up we went on the Red Feathers Road to the Boy Scout Road to the Pingre Hill Road, finally reaching the Seven Mile trailhead.

Seven Mile Creek was running high for this time of year but not as high as when the snow melts. Our first stop was the mining area to look at the rock trammel and ore cart tracks

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coming out of the gated mine. According to a map that we have obtained, all or part of



This area will be closed off due to resource damage in the near future. On up the trail we found part of the creek running down the road in several places which is normal in the spring but not in the fall. A couple of ATV riders coming down the trail warned us that a tree was leaning across the road but that they thought we could get through the squeeze. We eventually came to the leaning tree. Three of us were able to drive under it. After some discussion we decided

that the tree was too much of a hazard to leave as is because the roots had broken free and the base of the tree had slid part way down the embankment almost to the road. Bob Opdyke was the next in line so he was the one to do the winching. It was against our better judgment to let Bob do it because of his past experiences of him and his truck being a big tree magnet. He got the large tree pulled down into the road and then winched it off to the side of the trail.

We stopped to have our lunch at our normal spot. We weren't there long before we heard Don coming up the trail to join us. Isn't that just like Don, not to miss the lunch he had cooked in his muff pot! Not to much further up the trail we saw the second side road that is scheduled for closure. Jim

told us the story of a man who rolled his Jeep on the steep hill leading to the mine and we speculated that the Forest Service was closing the mine road for safety reasons. Just before the big meadow the trail got a lot rockier due to the amount of water that had run during the recent rain storms. Several took the opportunity to run up to see how Stump Hill and 20 Naked Hippies and a Goat Trails looked. We left the meadow with Craig in the lead headed to Swamp Creek when he slipped into a washout and got high centered. He had to suffer the indignity of hearing all the hoots and hollers while being strapped out. From Swamp Creek we went to the Manhattan Road and headed for home. It was just another fun day with the Mountaineer family.



El Guapo

Flood Pics



The Flood of 2013

I don't think that there is a Mountaineer that hasn't been personally affected by or knows someone that has been touched by the terrible flooding along the Front Range and then out into the Great Plains. The first Mountaineer to realize how bad a flood it was, was probably Clifton DeWitt (unit #25). Here, I am going to quote an article entitled "Firefighter in the water" from the Sunday Denver Post (9-29-13) which will tell the story better than this writer can:

"Volunteer firefighter Clifton DeWitt was on his way back to Glen Haven after helping an ambulance reach a resident at H Bar G Ranch in Estes Park. He was coming down the switchbacks on County Road 43 when a call came in asking him to check on how the roads were holding up. DeWitt parked his Toyota Tacoma in front of a gaping hole in County Road 43 and got out. The road looked OK, like it would hold. Then he heard a metal barricade fall. He looked back and the beams of his headlights began to swing around, his

truck pushed by a force he could not see. DeWitt ran two or three steps toward the truck before a wall of debris struck him at his knees, knocked him down and swept him into the river. He was under water.'

"DeWitt held his radio in one hand and a heavy-duty flashlight, the kind firefighters take into smoky houses, in the other. Below the surface, he could see the beam of light cutting through muddy darkness. DeWitt bobbed up and put his radio to his mouth. "I'm in the stream" he said. His colleagues heard his muffled voice over the radio. The swift-water training Dewitt had received kicked in. He made sure his feet were positioned downstream and his head was upstream, and swam for shore. He reached it, pulled himself out and scampered 12 to 15 feet up a rock face, his flashlight in his mouth. He was shaking badly. DeWitt looked up river. There was his truck, floating like a log, its headlights illuminating a cabin that had been ripped from its foundation and swept into the floodwaters."

"DeWitt heard one of his fellow firefighters call over the radio: "Firefighter in the water". He thought DeWitt was trapped in his

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truck. His pants torn, a kneecap broken, DeWitt climbed over a rock ledge and made his way to Tom Housewrights back porch. “We thought he was dead, said Kelly Housewright, Tom's wife. “Just the way the water was running, those sounds, I could hear propane tanks, the house, his truck”. DeWitt has been asked many times whether he was scared, and his answer is no. I thank God he helped me get out of that,” he said. “He was really watching over me that night.”

Clifton is on the mend now and is back at work. He has strict orders from his Fire Chief not to do that again. His truck was found $\frac{3}{4}$ of a mile down river and it was back up



on the road again with broken asphalt, logs, mud and rocks piled up against it ---- it was totaled.

Anybody want to buy a slightly used Toyota Tacoma truck? Clifton, the Mountaineers are happy that you came through your ordeal with just minor injuries. Hope to see you soon!

Several Mountaineers have made trips to the Drake, Glen Haven and Cedar Park areas to help people in need. The first Mountaineer to make the trip on the Storm Mountain Road from Masonville after the Larimer County Sheriff got the road open was Dan Venrick who took his uncle to see what was left of his property and to retrieve important documents. Dan was able



To give the second group to go up valuable information about the road

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conditions and where the trouble spots were. That group was Jim Dixon, Craig and our newest club member Nate. We took 20 gallons diesel fuel and 36 gallons of RV antifreeze (donated Free by Ace Hardware in Loveland) to the Cedar Park handyman (Ed) so that he could winterize 50 houses. We also had 2 men along that needed to winterize their house and bring out clothing, a computer and a cat who didn't like the ride to much. The trail for the most part was in good shape thanks to some of the Cedar Park people who did a lot of work to make the trail passable. The roads in Cedar Park were surprisingly in good shape and they never lost their electric power during the storms although they still don't have telephone or internet service. Of the 400 people that live in Cedar Park, 99 have chosen to stay. The people that we met are thankful that we are willing to help them. They seem to be for the most part pretty much self sufficient and close knit community. We met Mary, who lives as close to the top of Storm Mountain as you can get. She has lived for 20 years off the power grid, has a small solar array that powers her computer

which allows her to communicate with the outside world via skype. Propane runs her refrigerator and stove. We had fun driving Mary across the valley to her house, she's one neat lady.

A few days later Jim D, Darwin and Colleen drove two men up to Cedar Park and then down into Cedar Springs to collect some of their belongings and winterize their houses. It was raining lightly and they got into the clouds. As they progressed up the trail, several spots were getting bad but they soldiered on, eventually reaching Cedar Park. After a few hours their work was done and it was time to return the way they came. Keep in mind, it had rained all day. By the time they reached the bogs, they were a mess. In the few short hours since they had



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Passed this way, it was evident that other people had been having trouble crossing the bog as several logs had been tossed in. Jim tried several times to get through only to get stuck. The final time he got stuck in the middle, Jim had enough of this foolishness and jumped out of his Jeep into the knee deep cold muck, waded around to the winch and pulled the cable 75 feet to the nearest big tree. He had to wade back to the Jeep and jump in. After a successful winch pull, Jim was able to strap Darwin across the obstacle. This process took an hour and they still had several more bogs to cross. Jim said that the two men riding with them will never forget this adventure, but neither will Jim, Darwin and Colleen.

The next Mountaineer to make the trip to Cedar Springs was Bob Schleppy. He took Clifton and two friends up the Bobcat Trail to Cedar Springs and then down to the Glen Haven area. The objective of their trip was to winterize a house, pack two vehicles with belongings and drive the vehicles back to town. Because the Bobcat Trail is a Fort Collins City Park, normally only

horses, bicycles and walkers are allowed to use it, no motorized vehicles. It was opened to 4WD vehicles only because of the flood emergency. Bob described the 6 mile long trail as easy and beautiful with only one bog to contend with (there is a go around). It took less than a hour to do the whole trail. It does go through the 2000 Bobcat fire area for about a mile of the trail and you can see some historic teepee rings along the way.

The last trip as of this writing also went up the Bobcat. Bill Marquart got a call from three ladies who had to retrieve some of their belongings from their homes in Cedar Springs. Bill enlisted the help of Craig and Jim D. for the trip. It was an uneventful and fun trip for all involved.

The Mountaineers have received several offers via e-mail from other 4 wheelers to help us with transportation but we have been able to handle all the requests and thank them for their offers to help. For clarification, anyone wanting to go on Forest Road 153 or the Bobcat trail must have Sheriffs

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permit issued to a resident of the effected flood area and that person has to be in the vehicle with you. They are checking ID's closely as they have caught several people with counterfeit permits who just want to go for a joy ride. You can go in a convoy on one permit as long as multiple vehicles are needed to get the job done. Cedar Park and Cedar Springs are one community, Cedar Park being the upper part towards Storm Mountain, the area with the views and not electrified. The terminus of FS-153 is in Cedar Park. The end of the Bobcat is in Cedar Springs which is in the valley and those people have electric power. For the most part all the trips made were fun but the best part was helping our new friends when they needed it.

Craig



October Club Trip

This month we have two activities, First the Poker Run will start from the Kelly Flats parking area at 8:45am with a final destination of Brian Graves house. Second we have our Fun Daze at Brian Graves house, Please meet at the North Albertsons at 11:00am to caravan to destination.
Sunday October 20th.

Club Officers

It is almost that time again. Lets all start thinking about who to nominate for our club officers for 2014. We will have to replace our club secretary because she is resigning due to the fact that she will be going back to school and won't be able to make it to the club meetings for about 9 months.



October 2013						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2 Mike Golly	3 Marti Helgeson	4 Clifton DeWitt	5 Patrick Riley
6 Elaine Allbrandt Sarah Paul	7 BOARD MEETING <i>Craig Stumbough</i>	8	9	10	11	12 Gary Helgeson J&L Schrader
13	14 Alice Kinnison	15	16 CLUB MEETING	17	18	19 Dustin Paben
20 CLUB TRIP	21	22	23	24 R&K Kapperman	25	26 Melony Dixon
27	28 Mike Castell	29	30	31 Halloween		

November 2013						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1 G&M Helgeson	2 Ron Kapperman
3 Nate Little	4 Andrea Paben Tyler Schleppy	5	6	7 Anna Mueller	8	9 J&L Schrader
10	11 BOARD MEETING <i>Jake Adams</i>	12	13 Maren Marvin	14	15	16
17	18	19	20 CLUB MEETING Jim Jansen	21	22 Bob Opdyke Darwin Stengaard	23
24 CLUB TRIP Dick Jansen	25	26	27	28 R&K Kapperman Darold Klein	29	30

Board Meeting: Nov. 11 7:30pm Jake Adams
 Dec. 9 7:30pm Jim Dixon
 Membership Meeting: Oct. 16 7:30pm Knights of Columbus, 121 N. Meldrum, Ft. Collins
 Nov. 20 7:30pm Knights of Columbus, 121 N. Meldrum, Ft. Collins
 Club Trip: **Oct. 20 11:00am Albertson's Parking Lot N. College & Willox**



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The Mountaineers
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Fort Collins, CO 80522-1225

October Newsletter

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

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<p>Bullhide Liner 4X4 & Auto Accessories 5817 South College Ave. Ft. Collins, Colorado 970-224-2288</p>	<p>Always A Deal Inc. Computer Services Johnstown, Colorado 970-310-7547 www.AlwaysaDeal.info</p>	<p>Moab 4x4 Outpost 1831 S Hwy 191 Moab, Utah 435-259-0911</p>
<p>Horsepower Auto Brokers, LLC 417 N US HWY 287, Ft. Collins 970-482-2579 www.horsepowerauto.com</p>	<p>CDR Communications, LLC Cabling Done Right Call Don Maresh @ 970-556-7276 don-cdr@live.com www.cablingdoneright.com</p>	<p>RockStomper P.O. Box 724 Firestone, Colorado 303-833-1431</p>
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