

High Trails

4th QUARTER 2018

COLORADO

*Get Rid Of Those
Purple Windows*



LAND CRUISER MECA



COLORADO ASSOCIATION OF 4 WHEEL DRIVE CLUBS, INC.

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www.hightrails.org

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4th QUARTER MEETING DETAILS

4th Qtr Meeting, Saturday, October 20

Hosted by: Big Horn Jeep Club

10 a.m.-2p.m.

Taco bar lunch

Garrison St Grill in Lakewood

UPCOMING QUARTERLY MEETINGS

First Quarter 2019
January 19

Third Quarter 2019
July 20

Second Quarter 2019
April 20— CSC4W - Colorado Springs Area

Fourth Quarter 2019
October 26

AD SPACE AVAILABLE

Business Card Size – B&W \$25.00 Full Color \$35.00
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DEADLINE FOR THE NEXT ISSUE OF THIS PUBLICATION IS December 15, 2018

To contact Colorado High Trails, send an e-mail to newsletter@hightrails.org or mail requests or information to:
COA4WDCI Newsletter
Po Box 16995
Colorado Springs CO 80935

****You must contact us to make address changes or corrections****
e-mail: membership@hightrails.org, fill out the form on our website at www.hightrails.org/add_update.html.

COA4WDCI's Mission Statement:

The purpose of the Association is to represent, educate and advocate for the 4x4 clubs and promote responsible motorized recreation use and conservation of our public lands and natural resources. To promote cooperation and friendship and inter-communications among the clubs, to liaise with other motorized recreation organizations and to bring forth a united voice and effort to benefit our clubs and members.



NEWSLETTER ARTICLES

The Newsletter staff would like to thank everyone who sent articles, but we are always in the need for more. If we cannot fit every submitted article in the current edition, we will hold for the next edition. If you do not find it in the next issue, please contact us and let us know so that we can make sure that we have it. As always, if you have any questions or concerns about this newsletter, please feel free to contact us at: newsletter@hightrails.org.

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Northern District Land Use Update by Adam Mehlberg

Canyon Lakes Ranger District:

No updates no meetings.

Boulder Ranger District:

Bunce School Road FR105 (Backbone ATV) – Road obstacles fixed and drainage work complete. Fence around main shooting area complete. FR105 gate bypass will need to be blocked. Sign routes for positive reinforcement. NORAC is adopting the T-33 crash site road, Backbone ATV has adopted the rest of Bunce School network.

Park Creek FR202 (Backbone ATV) - Check on and sign historic uphill route, ensure people are staying off. Fencing for braided sections, many locations. Camping area fencing, restoration work, and signs needed. End of 202.C, two sections fence blocking illegal extension of 4WD which turns to ATV trail. End of 202.1, block route from extending past MVUM legal route. End of 201.1 needs some blocking.

Caribou FR505 (NORAC) – Planning route control fencing projects. Hazard tree assessment of dispersed camp sites. Working with Boulder Watershed to replace fencing along muddy area. Possible abandoned vehicle to remove.

Kingston Peak FR353 (NORAC/Rising Sun) – Fence repair work just west of the gate on James Peak road needed. Planned field trip with engineer to look at the road through the alpine meadow and determine solutions to flood damage and road definition.

Middle St. Vrain FR114, Coney Flats FR507 (Trailridge Runners) – Fencing project for dry lake at Coney Flats completed. Coney Creek foot bridge extension and plank repair project completed. New sign to install at Middle St. Vrain trail head at entrance obstacle still needs to be done.

Miller Rock FR252 (Trailridge Runners) - Access to FR252 and FR254 shown on the MVUM is complete. Working on signage for road end points to keep people from crossing private property.

Jenny Creek FR502 (Rising Sun) - Projects include campsite restoration, post and cable maintenance, buck and rail work to block bypass routes. Assess mud bog area between Jenny Lake and Rollins road.

Rollins Pass Road FR149 (OSCO) - Jenny Lake camping area modification work, and bypass route closure and re-vegetation near the top of the pass.

Lefthand Canyon OHV – Scoping request is now out on the Forest Service web site. www.fs.usda.gov/project/?project=51312

Front Range Recreational Shooting Information:

Recreation Sports Shooting – in case you are interested in what's going on see this website: www.sportshootingpartners.org



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Get Rid Of Those Purple Windows

By Ige Gustavson

CHEAP WINDOW TINT SEEMS LIKE A GOOD IDEA AT FIRST, but years later when it discolours and gets the ever popular purple coloring, the next owner will be cursing as they struggle with a razor to scrape the tint off, followed by hours of scrubbing with Goo Gone to get the residual glue off.

Heating with a heat gun or hair dryer while adding soapy water as you try to scrape the fragile film does seem to help a little bit, but it just keeps tearing off in tiny bits. I've been there and done that as they say and I swore I'd never do it again, but the raffle jeep had the hideous purple haze to the door windows. I would've left it if it hadn't been for chunks that had gone missing.



I did some research and found steaming was the preferred method, so I bought a cheap steamer and went to town with no clue. The first couple of windows went great. I heated the edge of the tint with the steamer and was able slip the razor under it. As I pulled, I was steaming the window where the tint met up with it and I was getting large chunks to work off. If I did it carefully, much of the glue came off with it. The worst thing was I was working in the hot steam on my skin.

With the front right door defilmed and the right rear rollup window the same, I moved onto the quarter window. Because of the way the window is I had to work backwards...steam the tint while trying to scrape up a corner of the tint. That made me realize I'd been doing the other windows all wrong.

The left front door was proof I was doing it wrong. Where it took about 10 minutes per door to get the tint off and left a lot of residual glue on the right hand side, the left hand went to about 3 minutes per door and almost no residual glue. The trick was to steam the tint, not the window. Once you get a corner started, pull it away while working the steamer back and forth on the section that will be next to peel off. This takes almost all the glue up leaving you with a nice clean windshield and it allows the entire sheet of tint to come off in one precut section. Now the door windows no longer have that horrible cheap tint hue and I still have fingers and sanity."



Adopt-A-Road / Volunteer Projects, by Adam Mehlberg

The end of spring has been a hot one. We have a major wild fire near Durango, and some smaller ones as well, and Summer has only just begun.

The passes have melted out, or will melt out early this year, and higher elevation roads will be open earlier, giving them a longer season this year. Now is the time to get started on those volunteer projects on our public lands. Many of our 4WD roads will be seeing more traffic this year, meaning monitoring and maintenance is going to be very important.

Hours reported this year are shown in the summary chart elsewhere in the newsletter.

**** Deadline for 2018 hours is September 15 ****

Any hours reported after this date will go into 2019 and will be reported to the managing agencies late, which will not help them in their annual reports.

Enter the hours on the Hightrails web page at:
www.hightrails.org/index.php/menu-projects-programs/menu-adopt-a-road/menu-adopt-file-hours

or
Print out the printable page and mail it to me at:
Adam Mehlberg, 4562 S. CR29, Loveland, CO 80537,
or

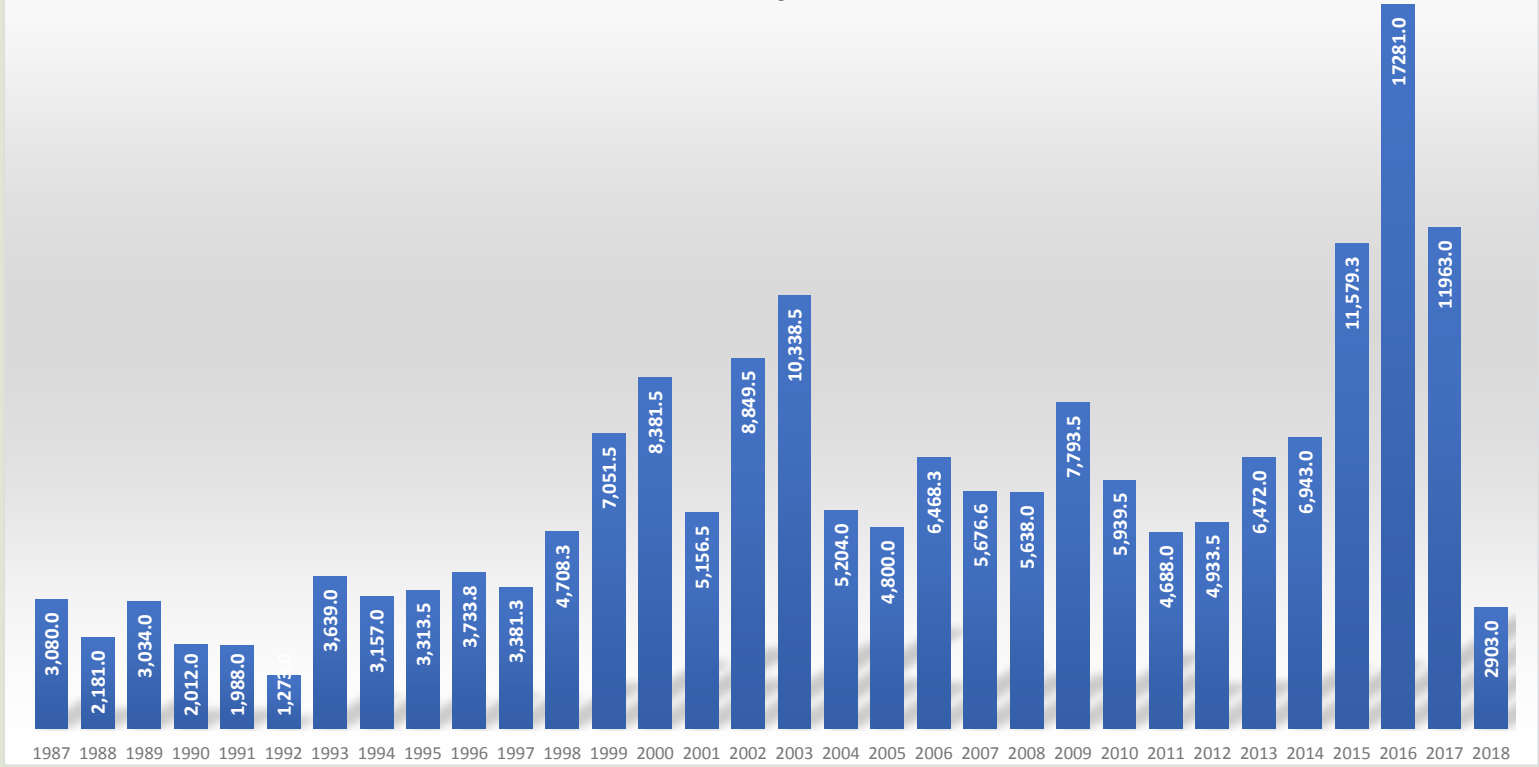
call me at:
970-669-6979, and tell me the project name, public lands you worked on, date, number of volunteers and hours for each day. drive time to and from the project counts.

Remember that the drive time to and from the project counts.

You can document hours your club members meet with the public land agencies to do planning for on the ground projects, or time spent interfacing with the public as a volunteer for the Forest Service or BLM. You may also document hours for hosting 4WD roads and running trail patrols.

Thank you for your volunteer efforts!

Clubs of the Colorado Association of 4WD Clubs
Volunteer Project Hours



Colorado Association of 4WD Clubs Inc.

Adopt-A-Road / Volunteer Project Hours to date

Sep-18

Club	Project	Hours	Total
Adopt-A-Road Committee	Documentation	35	35
Big Horn Jeep Club	Holy Cross City, FR759.1	32	32
Big Thompson 4 Wheelers	Johnny Park Road, FR118	494	964
	Storm Mountain FR153	160	
	Pole Hill, FR122, FR247	70	
	Greenridge Trail, FR177	168	
	Seven Mile, FR225	72	
Creeper Jeepers Gang	Blanca Peak, FR975	174	614
	Elwood Pass FR667	258	
	Hwy 550 Clean up, Molas Pass	32	
	Black Bear Pass, FR648, FR823	150	
Horsetooth 4 Wheelers	Bald Mountain, FR517	16	16
Larimer County 4WD Club	Kelly Flats, FR168, FR172	310	412
	Hurley, FR352	24	
	Moody Hill, FR132, 513	78	
Mile Hi Jeep Club **not a member club**	Spring Creek/Silver City FR712.2J	77	311
	Webster Pass, FR121	25	
	Red Cone, FR565	209	
Trailridge Runners 4WD Club	Middle St. Vrain, FR114	145	519
	Coney Flats, FR507	196	
	Miller Rock, FR252, FR253	162	
	BRD OHV meetings	16	

Total 2903.00

The Clubs of Colorado Association of 4 Wheel Drive Clubs, Inc.

Central District

BIG HORN JEEP CLUB

Jessica Surface
303-910-5645
www.facebook.com/BigHorn-Jeep-Club-140115046011319

COLORADO GO-4'S (AURORA)

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1946 S. Macon Way
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<http://cogo4soffroadclub.tripod.com/index.html>

Rising Sun Four Wheel Drive Club of Colorado

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www.risingsun4x4club.org

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www.big4wheeler.com
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HORSETOOTH 4 WHEELERS

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Loveland, CO 80538
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ht4fun@juno.com
www.ih8mud.com
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www.facebook.com/The-Wild-Bunch-4x4-Club-256978117710

The information on this page is the most current information that we have on each club. If you do not see your club name or if any information is incorrect, please contact Shelly Surface membership@hightrails.org.

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Letter From the President - Ige Gustavson

Brian and I have been working at getting the raffle rig to as many events as we can. As I write this, I'm gearing up to get it to Buena Vista for the 14erfest/End o' Summer/Public Lands day, which I suspect will be an awesome occasion. We will be celebrating the CoA4WDCI's 50th anniversary at this event! Not a whole lot of groups can claim to make it that long.

But with that said, we are a group of volunteers and it seems like getting other volunteers to help is getting harder and harder. People seem to be busier than ever before and want to deal with the politics less and less and while we are a fraternal organization, one big aspect of being a member is political. We represent the numbers that associations like COHVCO and BRC need to fight their battles to keep our lands open.

It's not just CoA4WDCI that's having issues though. Most of the clubs I talk to have the same issues of getting people to step up. While time constraints are an issue, I honestly believe that fear of failure/unknown/etc is a big one also.

I recently took a friend of a few years on a three-day wheeling trip with a small group. He almost never had a desire to go out with me and was happy to just putz around on dirt roads. He also hates shelf roads (oops, sorry Steve, forgot to mention there were a lot of shelf roads on this trip). To top it off, someone he didn't know needed a seat for the trip and that seat would be Steve's passenger seat. He had such a good time that the whole trip, he was talking about writing an article for another newsletter. Now he wants to go out more. He and Nic are now good friends and he is now friends with a few others from the trip. He couldn't stop beaming when he said that instead of being in his comfortable bed, he'd rather be eating dirt on the trail, even if there was a shelf road. Sometimes all it takes is to do something once. I encourage everyone to take a non-wheeling friend out, write a trail writeup for high trails (or another publication if you please), come to a state meeting and meet other people.

I've been disappointed that the last two years, we've hosted a meeting on the trail and there has been minimal attendance. I would think that a wheeling club would want to have their meetings on the trail. I applaud the club that requested we do it (even though they didn't show up either) because they were the only club to finally answer our question of 'what can we do to make the Association better?'. We've asked that question for years, maybe even longer and when we got the list, we took it to heart and have implemented a lot of the requests. We have instructions on how to write grants and form clubs, our calendar will email the club rep when it's time to file tax forms, we have tried having meetings on the trail, the raffle rig is back and so is End O' Summer, we've hosted the first quarter meeting at some cool places like the Forney Museum and Unser Racing, and I've been getting email reminders out about meetings (I hope I'm not in your spam folder), but still attendance is getting more and more dismal.

What do we need to do to get you excited enough to attend again? What do your clubs need to do to get you more involved with them? The loss of fraternal clubs is the beginning of the loss of our motorized access. Fraternal clubs are getting people involved in adopt a trail projects, keeping people informed about land use issues so they can financially support the people fighting the closures and can voice opinions about closures, and we are numbers. Don't think that's important? Try living in the Midwest where you can see nothing for miles, but you can't drive on it. Go to an event in Texas and wheel in one of their off-road parks where you either whip through everything in a half a day or you spend all day on one two-mile trail. We are fortunate to have what we do, but we need to fight for it and being involved in local clubs and state associations is the start.

If you have suggestions, please, let me or one of the other board members know. Better yet, join us. For a meeting, in a position on the board, in one of the other voluntary positions (webmaster, newsletter, etc), volunteer to lead a class on something (winching, recovery gear, gps reading, map reading, general four wheeling practices), get involved...you might like it. I hope to see some of you at 14erFest, but I hope to see more of you at the fourth quarter meeting.



The Associate Membership Program

A program designed to create a close relationship between owners of Four Wheel Drive Vehicles and the business firms that provide the products and services they buy and use.

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Firms who publish and/or distribute magazines, books, etc. on a nationwide basis.

Class 4 – \$100 per year

Firms selling, leasing or renting Off-Highway Vehicle equipment, parts, accessories or related items on a nationwide or statewide basis with multiple outlets.

Class 5 – \$50 per year

Firms selling, leasing, or renting Off-Highway Vehicles, equipment, parts, accessories or related items on a statewide basis with one outlet.

Class 6 – \$50 per year

Any general business firm whose retail outlet is limited to one location.

(Prices and membership requirements are subject to changes and revisions at any time.)

LAND CRUISER MECA

By: Ige Gustavson

FOR 10 YEARS, TOYOTA ENTHUSIASTS HAVE GATHERED AT THE LAND CRUISER HERITAGE MUSEUM ON A SATURDAY IN EARLY SEPTEMBER. The museum used to be at the Miller Motorsports Park outside Tooele, Utah, and with the room they had and the realization that many were coming from a distance, Greg Miller, the museums owner, had a large portion of the land sodded and four wheeling runs from each of the four compass points were organized.



A few years ago, the Miller's gave up their lease on the motorsports park and moved the museum to a property they had in downtown Salt Lake City. That nixed the camping at the museum aspect but didn't put a damper on the wheeling trips to the museum. Normally a week-long trip, due to the schedules of both Daniel, the trip leader and myself, his co-leader, this year was abbreviated to a Wednesday start time.

One thing that has been great on all the trips I've done is Daniel and I are the only staple members of what is an 8-10 vehicle trip. We often have at least half the crew being folks that one of us knows,



but we often have people we've never met before, but by the first day, they are friends and by the end of the trip, they are great friends!

This year, we met on the Vermillion Bluffs just northeast of Dinosaur National Monument at a camp spot I had discovered last year. I had met up with a friend Steve who had offered his passenger seat to a stranger from our club, Nic. Todd and Bob were already there and setup and Ken had arrived about a half an hour before us according to the conversation on ham radio.

As we were rolling in, Steve said he had two things he wanted (besides getting some dirt time in his pretty much new to him FJ60). To see wild horses and to make it unscathed to the Museum.



Before we made it to camp, we were pulled over taking pictures of the first of four groups of wild horses. We were off to a great start. Then we hit the road to the meeting camp spot. Steve always said that two things black guys don't do are sharks and shelf roads.... oops, my bad, I forgot there was a winding shelf road to camp.

Before we were set up, Dave, a long-time friend who had moved to the western slope, rolled in. During the night, Daniel finally arrived, followed by Aaron and Jeff. Morning was spent meeting those that rolled in late and inspecting Ken's trailer hitch. He had changed out the receiver on his fancy rotating/twisting/moving every way hitch but hadn't noticed the bolt was considerably smaller than the shank of a ball and it was pulling out. After some brainstorming, someone pointed out that part of the Hi-Lift could be used as a washer. Dave also was having issues with his ham radio, ironic since he is an Elmer to the Colorado Toyota folks (ham radio guru). He fired up his hand-held ham and off we went to begin our trek west. The next casualty would be Bob, who while navigating a twisty section heard a loud pop. After he crawled through, he crawled under to find his rear sway bar pulled through the bushing and washer. After a bit of work, his sway bar was removed from his 4runner and strapped to Daniel's roof rack. Next up was the gully and while a few of the back rigs had fallen behind, we had plenty

of time to catch up while they figured out how to extract Ken's 200 with camper in tow. Once everyone was across, Daniel broke out a conquest treat...ice cream bars.



The rest of the trip was relatively uneventful until we pulled off at the Royal Gorge. Steve had been noticing his steering wheel was a bit looser than normal. We pulled into the lower lot, so everyone could check out the damn and had Steve wiggle his wheel. The tie rod end at the pitman arm was shot. With every turn the ball stud was trying to pull out of its home. Everyone grabbed phones and started calling dealers close to our location. We knew Cruiser Outfitters had it but it would be a six hour drive to their shop from where we were. In the meantime, Ken had some baling wire and I wired his tie rod end together to keep it together while we limped to camp.



On the way, Daniel contacted a friend, Johnathon, who was planning on meeting us at camp. He was able to swing by a shop in Grand Junction and grab a new tie rod end and grab some tools from home that would make changing it out much more pleasant.

A relaxing night by the fire was what everyone needed and we all enjoyed everyone's company and tales of the day's trail ride. Johnathon showed up an hour earlier than expected with the correct part in hand and was greeted with beers of thanks.

Friday morning involved fixing Steve's tie rod end while everyone else packed up and ate breakfast before heading out on the dusty road. We were a little behind schedule and a couple of cool stops were skipped, but we still had a blast. The leaves were changing, and colors were beautiful. There were more wild horses to see,

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moose, pronghorn and all sorts of eagles. We parked in Utah and looked over Wyoming, but we were ready for camp. Norway flats would be our camp for the night. Remote, but still close enough to the museum that didn't involve getting up at the crack of dawn. Everyone setup, cooked dinner and piled in around the campfire. Ken and Daniel fired up their camp showers and everyone enjoyed rinsing the dust off. Bottles were passed around the fire and we enjoyed the last night some of us would have together. Saturday morning, we rolled into the museum all smiles. I've been there many times and spent the least amount of time inside. I was having too much fun in the parking lot where we had created an impromptu tailgating party under the trees. I met new friends and spent good time with old friends and the next day when we were back in the rat race, I received a text from Steve saying that while he enjoyed his comfortable bed, he'd rather be eating dirt on a shelf road with all of us again. It was another successful trip to the museum.





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TRAILRIDGE RUNNERS
4 Wheel Drive Club Inc.

Colorado Association of 4 Wheel Drive Clubs, Inc 3rd QUARTER Meeting Minutes

The meeting was held on the trail at calamity mesa and was attended by brian o'connors, jerry smith and a representative of the local atv group.

Due to lack of participation, no quorum was achieved.

Future Meetings

4th quarter meeting – October 20
Garrison St Grill in Lakewood

BOD Meeting- January 5

1st Quarter 2019 - January 19

2nd Quarter 2019 - April 20 hosted by
Colorado Springs Christian Four Wheelers

3rd Quarter 2019 -July 20



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Hancock Pass, Alpine Tunnel

AREA 3 map on page 80

Overview: Pass through historic site of Hancock on way to 12,140-ft. Hancock Pass. See restored train depot at Alpine Tunnel. Enjoy more difficult side trip to Tomichi Pass. Combine this trip with Tomichi Pass, Trail #40. No unlicensed vehicles allowed on C.R. 162 east of parking lot at Waypoint 01.

Rating: Moderate. Very rocky and slow-going, but okay for aggressive stock SUVs. Skid plates are helpful. The drive should not be attempted if snow is on the trail. F.S. 839 to Alpine Tunnel is a high shelf road, but easy.

Stats: Length: 11.6 miles. Add 3 miles for side trip to Hancock Lake. Time: 3 to 4 hours. High point: 12,140 ft. Best time of year: July-early October.

Current Conditions: Gunnison and San Isabel N.F. Call (719) 539-3591.

Getting There: From Johnson Village, head south on Highway 285 about 6 miles. Just past Nathrop, turn right on County Road 162. Go west 15.4 miles to parking area (with toilet) on left. Immediately after parking area, bear left on County Road 295.

MILEAGE LOG:

- 0.0 **Zero trip odometer** (Blue Mile) Follow side, straight C.R. 295 south. [0.0]
- 0.5 N 50° 42' 30" W 108° 21' 07" [0.5]
- 2.7 Stay right around old mine shaft. Then go straight past turn for Mary Maury Mine. [2.7]
- 5.4 Arrive at Hancock. Townsite marked on left. Hiking trail goes right to lower part of Alpine Tunnel. Stay left after townsite on lower 295.2. [5.4]
- 5.6 At clearing between large trees, the main trail goes hard right up F.S. 299. Side trip to Hancock Lake goes straight. [5.6]
- 6.0 N 50° 18' 30" W 108° 21' 07" [6.0]
- 6.0 **Zero trip odometer** (Blue Mile) **SIDE TRIP TO LAKE:** Continue south on 295.2. Road is slightly rocky, so take your time. [6.0]
- 6.9 Bear left. [6.9]
- 1.5 Trail ends at lower lake. Turn around and return to Waypoint 03. [1.5]
- 0.0 **Zero trip odometer** (Blue Mile) From Wpt. 03, turn left if returning from lake, right if coming from Hancock. [0.0]
- 1.5 Rocky road swings right and begins steep climb to Hancock Pass. [1.5]
- 2.2 Arrive at Hancock Pass and continue down other side. Road changes to Gunnison F.S. 260. [2.2]
- 3.1 Scenic spot to pull over for lunch on right. [3.1]
- 3.2 Bear right on F.S. 888. Hard left is Tomichi Pass. Trail #40. [3.2]
- 3.7 Turn right on 839 to reach Alpine Tunnel. Left goes to Pitkin. [3.7]
- 6.0 N 50° 38' 30" W 108° 24' 40" [6.0]
- 6.0 N 38° 38' 30" W 108° 24' 40" [6.0]

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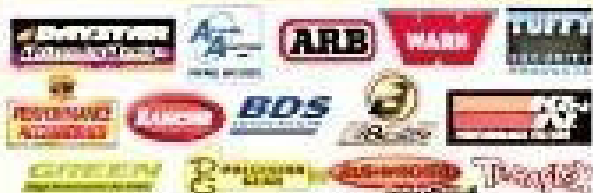
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