



Cruisin' Colorado

Located in the Heart of Pikes Peak Country

www.ColoradoLandCruisers.org

Colorado Land Cruisers is a four-wheel drive club based out of Colorado Springs, Colorado, and sanctioned by Toyota Land Cruisers Association. We are organized to bring together Toyota owning families and individuals interested in exploring Colorado four-wheel drive trails.

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Edited and Published by Jeff Shapiro

The Presidential Address

Merry Christmas!

Let me start by saying, "Thank You" to Kendall and Milly Carlton for hosting the Christmas party again this year. We had a great time as always!

Elections are coming up in January. Please consider running for office!

We also need to fill the blank 2006 trip schedule. If you have ideas or suggestions please email them to me, or if you want to make the schedule let me know.

Andy "Minis Rule" Johnson

The Editor's Desk

Sorry about the delay in getting this newsletter out. I've been bouncing around the countryside taking care of some family business and had problems finding time. Plus, the December "meeting" was moved up a week to the 13th, so I figured that since the meeting was already past there was no real rush to get the newsletter out. Then there was waiting for input for the newsletter. (Thanks to those that sent in something.) Anywho, I hope that you enjoy this newsletter. I've put in a few pictures from the annual Christmas tree run.

As always, I'd love to receive your stories, reports, nagging, whining, complaining, tech tips, or whatever for the newsletter. They make better reading than what I may come up with.

Next CLC Meeting

When: January 17, 2006 at 7:00 p.m.

Where: Liberty Toyota, North
5597 North Academy Blvd.
Colorado Springs, CO

Mark your calendar for CLC's next meeting.
See you there!

Stuff from Kendall

The next meeting in January is the Annual meeting. The elections will take place. All offices are up for grabs.

Think about the trails that we want to run next year. We need to decide on a trip schedule.

We now have a Colorado Land Cruisers forum on www.ih8mud.com. I started a thread about the trip schedule for ideas. I encourage everyone to check it out.



Next Events

- What:** Run Planning meeting
- Where:** Toyota, North
- When:** January 17, 2006
- Meet at:** The next club meeting and discuss ideas for runs for the coming year.

Please either attend or send in your run and trip ideas so we can get them on the calendar for next year.

Send your input for Trip Planning to CLCtrip@ColoradoLandCruisers.org

Christmas Tree Run(s) 2005

by Darryl Price

As many of you know, every year Colorado Land Cruisers supports the US Forestry with the annual Christmas cutting in Pike National Forest just west of Colorado Springs. We provide assistance to our friends and neighbors as they venture into to what they think is the "off-road" environment to get their tree. The cutting area does have many side roads, which provides many opportunities for the tree cutters to get stuck. This year, the able efforts of David Hayes, who provided the planning for the 4 days by scheduling enough 4WD Landcruisers and Toyota pickups for all 4 days, we were pleasantly surprised to have snow – and lots of it on the 1st Saturday. We who look at the snowy roads as adventure, found many folks ill prepared. The day started with 6" to 8" fresh snow, and looked like it was going to clear off by noon, but then another wave of snow moved in and started snowing again, just about the time people were starting to go home. The Forest Service had split the area

into a north part and south part, with the south part being the closest to the entry, and as it turned out, it was the area that had the greatest concentration of tree cutters. I was fortunate (?) to be on the south part, which turned out to be the busiest. I can't tell you how much fun it is to pull out an Avalanche, with my FJ40, and that was with only chains on the front! The vehicles we pulled out this year, for the most part either had accessible

tow hooks, or receiver hitches which made it easy to attach tow straps. No, no Ford Pintos of years past, at least not on those I helped out – which really had no real good place to hook to. We did have one guy in a Chevy suburban, 4WD, with street tires who wouldn't listen to us as we tried to get him to stop. He finally did when he got it perpendicular to the road way. I couldn't get a good position on him with the FJ40. A guy in a F350 Superduty dulle said to hook the strap to him, and he pulled him back on the road without slipping a tire. Then this schmuck floored it and almost got stuck again. Finally got him to understand that anyone can spin tires on snow – it takes real skill to not spin. The guys on the north section got to have lots of fun "playing" in the snow.



The next Saturday, we still had snowy roads, but they were a little better. We have lots of traffic, and got into helping people up the paved hill to the cutting area. What we did, was get them up the hill so they could turn around. Sometimes city folks have no idea what road conditions can be like. We helped a guy with a mid 80's Cherokee, that had street tires, and though it had 4WD, it didn't work. He was convinced that if he had "some tires" he could get up the hill. I told him that before he gets tires, to get the 4WD fixed, and that would help – and from the date on the temporary tag, he'd had it only a week or so. Jeff even pulled a 1WD mid 70's Chevy p/u up to a turn around place. I got to direct traffic along with the Rangers. Fun time. As afternoon, and lunch time came, and as we finished lunch, we got a call that a full size Chevy was stuck down off of FSR 315. We went in off the Mt. Herman road, and at the turn we saw the mom and daughter standing in the warmth of the afternoon

sun. And no, they did not want to ride back into where the vehicle was stuck. I followed ranger Bob and Jeff into where we found a very stuck GMC Jimmy. (full size?) Easy to see why the women walked out – it was in a cold shady canyon, and the guy was trying to get it up the hill. Seems the 4WD wouldn't engage, and the street tires didn't help much in the 12"

to 15" of dry powdery snow. It looked like he'd worked an hour or so to go a "jimmy" length. I had an extra set of stock chains, which we put on the rear, and since Jeff's Taco was chained on all 4, and he was in position, we hooked him on a doubled strap, to make it short. We did this because of an off camber condition on the road out. This guy was convinced that is we got him out of that immediate place, he could drive it out. We convinced him otherwise, and Jeff towed him all the way out to the intersection of FSR 320 and FSR 315. His wife and daughter were happy to see us coming up the hill. By this time it was about 3:45 p.m. or so, and as we know, it starts getting chilly. I hadn't realized how light the ladies jackets were until I saw them as we came out. He was able to drive solo on over to FSR 300, Rampart Range Road, where he took off the chains and returned

them. He also gave us \$40 for the club. It was a good extraction, with a happy ending. I don't know what people are thinking when they start going down hill in a foot of snow, alone, with stock tires. I think this family will remember their Christmas tree cutting adventure for a very long time. We did get invited to help decorate the tree (in Pueblo).

Vic was able to extract a F450 stake bed dually. And with Sam as his witness, Vic is claiming a new record for a FJ40! Good Job Vic! Or, is that "Atta Boy, Vic"? Vic also had a tree cutter give us \$20 for the club – so we "earned" \$60!

I want to thank all that participated. We had a good time playing in the snow, and we were able to assist quite a few tree cutters. Remember, same time, same place December 2006. Be there.

Darryl ~ rubber side down.

Send your stories and newsletter submissions to:
NewsletterEditor@coloradolandcruisers.org.

Things I Learned While Volunteering

by Jeff Shapiro

If you haven't had the chance to volunteer to help with the US Forestry's annual Christmas tree cutting program, you've missed out on a very good learning experience. I made a special point to be in town to help out with the program (plus, I **really** wanted to play in the snow).

Things seemed a lot slower this year than last. I suppose it was because people were scared of the weather which happened to turn ugly on the first Saturday. Most people stayed south of Mount Herman Road and didn't venture too far from Rampart Range Rd. We did have a number of rescues on the side roads; however, most were on Rampart.

Here's a few of the things that I learned over the two weekends:

- Just because you have a 4x4 doesn't mean that you know how to drive in the snow.
- Never take a 4x4 with the factory stock tires into the snow (unless you like being stuck).
- Make sure that your front differential and transfer case are working **before** you get your fancy 4x4 stuck. (For the second year, we had to pull someone out with a non-working front end.)
- Just because you have a **big** 4x4 doesn't mean that you won't get stuck (Vic pulled out an F450 4x4 dually).
- It is really hard work to pull someone out if they keep their foot on the brake the whole time. (Yup, I had that happen to me and the guy was wondering why his truck was sliding towards the parked Forestry truck.)
- Never stop on an icy hill if you don't have chains or 4x4, even if you are on a paved road.
- Sometimes smaller is better. (We saw a Mini Cooper on Mt. Herman Rd., and he never had any problems with the snow.)
- Don't try to use motorcycle tie-downs to extract a Suburban. (Fortunately, Vic and I got there just before the guy with a Cherokee could try this stunt.)
- It can be great fun to sled **across** Mt. Herman Rd. and down a hill into a mess of trees. (Although, it does make the Forestry Rangers nervous.)
- Don't piss off the Forestry Ranger that is calling for help to get you unstuck. (We were told to take our time getting to one guy because he was being a jerk.)
- No matter what your experience level, you can (and probably should) learn new techniques for extracting vehicles. (Thanks, Darryl.)



Here's some pictures from Volunteering with the USFS

Pictures by Jeff Shapiro



Here's the truck line up from the first Saturday. The line up (right to left): a USFS truck, Pete, David Hayes, Ken, Darryl, David Molter, and Jeff.



Stopped for lunch on the first Saturday. That's Jeff and a pair of Davids.



Some extractions were easier than others. I'm not sure that David needed his chains for this one. Actually, it's David Molter pulling his and Ken's daughter on sled on FSR 323.



Here's the line up from the last Sunday (minus Andy's). The line up (right to left): David Hayes, Jeff and Vic.



The sledding hill was very busy on the last Sunday. And no, we didn't have to pull anyone up the hill.



Vic's daughter Michelle after we got her to drive through the deepest snow and most difficult sections we could find (FSR 314 and 315).