

# Cruisin' Colorado

Located in the Heart of Pikes Peak Country

[www.ColoradoLandCruisers.org](http://www.ColoradoLandCruisers.org)

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Colorado Land Cruisers is a four-wheel drive club based out of Colorado Springs, Colorado, and sanctioned by [Toyota Land Cruisers Association](http://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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## **President's Report ~ June 2006**

Hello, everyone. I hope many of you can make it this weekend to the Brighten the Sangres trail opening event. We've attended for many years as the volunteer four wheel drive club that helps. It's a fun day doing trail cleanup, clearing downed trees off of Hermit Pass Road, picking up trash, and helping with campground maintenance. Plus, the mileage is tax deductible. I'll be going on Friday night with Andy and camping and others will be coming on Saturday morning. Check the website for times and the meeting place. Bring work gloves, shovel, bow saw, food, and water.

We finished planning the trip schedule for the rest of the year at last month's club meeting. Check it out and plan to attend as many trips as possible.

See you at the next meeting, June 20, at 7:00 PM at Liberty Toyota North.

Best Regards,  
Vic

## **Next CLC Meeting ~ June 20, 2005 7:00PM**

Mark your calendar for CLC's next meeting, Liberty Toyota, North. See you there!

## **Need Cruiser parts?**

<http://www.cruiseroutfitters.com/>

<http://www.cruiserparts.net/>

## **Web Site ....**

Is down. Should be back up soon...

Check: [www.serie4.fr](http://www.serie4.fr) Found on ih8mud. It's a French site and I found it interesting. (Open with google, and it will be in English)

## **Next Run ~ Brighten the Sangres~ June 17, 2006**

Brighten the Sangres is CLC's premier event. 2006 is our 10<sup>th</sup> anniversary attending this in Westcliffe. We help clean up trails along with horse clubs, llamas, ATV groups, local ranchers. We are the

4WD club there to help. The work consists of opening roads which have had trees fall across them during the winter months. We also clean up the many campgrounds along the trails. Last year CLC had the responsibility to clean up the South Colony trail and Music Pass. We had enough members present to allow us to split up and do both. I was on South Colony, and we had a good time. I even unspooled the winch to move a couple trees. At the end of the trail, Kendall and Jeff Van Wyke went on up and played in the snow. After we finished we returned to the fair grounds and had a good free dinner, before we came back home to Colorado Springs. Andy and Vic will be going down Friday night, leaving from the Total Station at Star Ranch Rd and highway 115 at about 7pm. If you are planning on going, call Andy at 338-3384. David and or I will go down Saturday morning, leaving the same station at 6:30am. Call 963-8012 if you are planning to go. We need to be at the fairgrounds in Westcliffe by about 8:15am to get our trail assignments before we set out. And get a donut... And a cup of coffee... And talk...

## **Your input for Trip Planning**

[CLCtrip@ColoradoLandCruisers.org](mailto:CLCtrip@ColoradoLandCruisers.org)

## Trip Report – Pikes Peak Trails, March 2006

To those who missed this one, you missed a great one. Those who went know that it was a CLC classic. Andy thanks for showing up at the meeting place to let people know it was the right place, even though you couldn't go with us.

Two rigs showed up for this one, both FJ-40s. My daughter Michelle, her friend Matt (former FJ-40 owner), and I met Norm and his son Eric at the first switchback on Old Stage Road above the Broadmoor. After airing down, we headed for Road 379, figuring that this would give us a nice mellow trail experience. A little snow, beautiful scenery, and not too much excitement.

Michelle started up the trail driving my 40. When we got to the creek, which was heavily iced over, I figured that we might fall through the ice but what better way for Michelle to experience her first stuck than this. Guess what? We fell through the ice into a pocket about 6 inches longer than the wheelbase. Michelle had the privilege of learning how to rock a Cruiser back and forth with a Muncie 465. I must say that she did an admirable job, but to no avail. Norm went around us and out came the strap. We gave my suspension a good durability test as the Cruiser had to be pulled up onto the ice which was higher than the hubs. Ahh, we're just getting warmed up for the day.

As Michelle drove up the trail, we came to a solid ice flow coming down the trail and which turned a corner and followed the trail another 50 or 60 yards up through the woods. This was one of those ice flows that comes from a steady stream of water that flows and freezes every night and becomes many feet thick. I coached Michelle on the basics of throttle control as she eased up in 2<sup>nd</sup> gear low range. You know, not too much power but also not letting it stall. We cleared it and went a ways further, then realized there was no one behind us. Backing up to the edge of the ice, we saw Norm at the bottom in a most interesting situation. Norm had made it quite a way up the ice in two wheel drive before it got the best of him and he slid backwards down the ice flow, finally stopping over the edge against a tree.

I've always wondered if chains could be installed if the truck won't move. I learned that they can be put on quite easily on solid ice (if you can stand up

without falling and busting your you-know-what). All one has to do is drape them over the tire, tuck them under the front of the tire, and apply forward power. We put them on the front, and Norm was able to move a few feet but it was so slick that he could not keep moving. For that matter, it was so slick that we could hardly walk along side. As least he was out onto the open ice, so we chained the rear and off Norm went. Michelle and I surfed the ice by holding on to the rear of Norm's Cruiser. This is where I learned the value of having sharp tire siping. My tires are newer than Norm's and the sipes are sharper. I think it made a big difference (as does four wheel drive vs. two wheel drive).

Onward and upward. We decided to go up Mount Almagre since we had not done it in a few years. I had put rear chains on by this time. With Norm leading, we tackled the first big drift on the Almagre shelf road. Norm cruised right through it, but my nose slipped down quite a bit without front chains. Then we came to the big drift. I knew there was no way for me, but Norm decided to give a good try, and made it most of the way across. Those snow drifts up there are really nasty, with no forgiveness if you don't make it through the first time. No forgiveness means that you end up on the edge of the precipice, looking down over an avalanche chute. Out came the strap, but it was clear we needed more. Norm's front winch cable went up the mountain to a solid tree and my winch cable went to Norm's rear hook. Michelle and I then strapped the rear of my Cruiser to a gigantic boulder. With both winches modulatin', Norm came right up off the side to terra firma (terra snowa?). We both turned around on a spot 10 feet wide, and then headed back to the intersection for sandwiches and hot Italian sausages grilled over propane. It's always fun wheelin' with Norm because I get to see the best techniques applied to the most difficult situations. Then, if extractions are required, he always knows the best methods.

We headed up the road again, then up the frozen creek bottom testing articulation before coming to the big granite hill for playtime. After hitting the main road back to Clyde, we checked out some campsites with a network of two-tracks that allowed us to work through some deep snow in the trees. I will post trip pics on our website after I receive them from Matt.

Vic