

# THE RANGER

**LOW** Oct 2009



Rough Country Four Wheelers Inc  
 P.O. Box 3253  
 Cheyenne, WY 82003

www.rc4w.com

## EVENTS CALENDAR

Mark these dates on your calendar or hang this on the 'fridge

Nov 3	<b>Club meeting:</b> 7:45 pm at Uncle Charlie's, upstairs meeting room. 6001 Yellowstone Rd, Cheyenne: Nominations for 2010 officers. Attendance from all members is encouraged.
Nov 21	<b>Club Trip:</b> Arlington, WY <b>Trip Leader:</b> Rod Pepper; Snowbashing Trip!! Meet 8:30am @ Fosters, I-80 and Snowy Range Rd exit in Laramie. Leave @ 9:00am
Dec 1	<b>Club meeting:</b> 7:45 pm at Uncle Charlie's, upstairs meeting room. 6001 Yellowstone Rd, Cheyenne: <b>Elections for 2010 officers.</b> Attendance from all members is encouraged. <b>Dues for 2010 due.</b>
Dec 5	<b>Club Xmas Party:</b> Little Bear Inn just North of Cheyenne, WY Cocktails @ 6:00pm, Dinner @ 7:00pm
Dec 19	<b>Club Trip:</b> Bald Mtn, CO <b>Trip Leader:</b> John Stone; Snowbashing Trip!!

Why does Aaron look scared?  
 He drives with his eyes closed all the time!!!



# RC4W NEWS

---

- Club Officer Nominations: Nominations for club officers will be taken at the Nov 3<sup>rd</sup> meeting. Please plan to attend and volunteer to help with running the club.
- Club Officer Elections: Elections will be held at the December club meeting. Please plan to attend and cast your vote.
- Club Dues: Dues will need to be paid by the close of the January meeting but you can pay earlier so you don't forget or spend the money on presents.

## *Anniversaries:*

Howard Segal 10/95

November 21<sup>st</sup> will be the first snowbashing run of the year and as tradition dictates, it will be at Arlington. Meet at Fosters and be prepared for a great time!! 🚗



Crawl Magazine: Issue 18 came out last month and it was a good one, the staff at Crawl is back in form. I hear through the grapevine that issue 19 or 20 will likely have the RC4W snowbashing trip to Arlington in it. If you don't subscribe, now would be a good time. I will see if I can get my hands on some copies for those that don't end up with one.

Info at <http://www.myspace.com/crawlmag>

## Tales From the Trails



### *Montrose Rock Crawling*

Scott Grimm, his son Russ and I made the trip to Montrose Colorado on Thursday September 17<sup>th</sup> for a weekend of rock crawling. On the way into town I stop at a couple of the local 4-wheel drive shops (McPherson Off-road and RockworXtreme) to say hi to some friends and get an update on the trails. In the RockworXtreme shop I got to check out Craig's new buggy he is building and a narrowed bodied wrangler he is building for a customer. Both are going to be awesome rigs. They both gave me some ideas for future upgrades to my jeep. I meet up with Scott and Russ for dinner to plan out Fridays 4-wheeling. After returning to my motel room the rain came it rained steady for four to five hours that night.



Friday morning we were greeted with clear blue skies and lots of sun. We started our wheeling with the trail Topless. As we locked in the hubs and shifted into low range the carnage for the trip happened. I broke a shifter cable for my transfer case. A screwdriver and hammer later I was in low range and ready to go. Long gone is the tree that helped name the trail but all the rocks are still there. Due to the rain the night before the trail was very muddy. The jeeps tires would just grow wider and slicker with each foot you went. Slow speed super low geared crawling was not going to happen. So the technique of pointing the jeep the way you hoped to go and standing on the throttle was adopted. Scott with his new 42 inch Iroks made short work of each climb and rock pile. I made my way through also but Warn did have to help me over one rock pile.



After Topless we circled back around and headed up Cactus. This was the first trial that the Western Slope 4-wheelers made in the area some ten plus years ago. The sun was a shining but was doing little to dry out the trail. So we slipped and slide and some crash and bashed

our way up the trail. His trail may have been around for awhile but it still provides some awesome crawling. As we made our way up the trail it brought me back memories of the first couple time in ran the trail back when my jeep had 35 inch BFG's. All though the trail remands much the same I would venture to say you definitely would



### 2009

Dewey Williams	8	**
Eric Brown	2	**
Scott Grimm	2	**
Joe Huston	1	**
Brian Kubal	1	**
Marlon Seals	6	
Steve Wykoff	4	
Paul Bickerton	4	
John Stone	4	
Aaron Lenz	4	
Lenny Golding	4	
Howard Segal	3	
George Brook	3	
Mike Jacob	3	
Rod Pepper	2	
Zach Martin	1	
Travis Kolbo	1	
Taylor Olson	1	
Richard Cisco	0	
Matt Romero	0	
Jim Carter	0	
Craig Goble	0	
Chris Ladd	0	
Sean Murphy	0	
David Tedder	0	

\* Superday

\*\* Work trip

want at least 37 inch tires and some great armor under and on the sides of your rig to do the trail now. For those that have run the trail I sure you remember the last climb out. Well it has grown some over the years. With me standing at the base of the climb I cannot see over the first step. I again employed Warn to get me up and over. Scott climbed up onto the ledge with his longer Jeep and the look on his face was priceless as the frontend became very light and the right front tire caught a couple foot of air. A quick shift into reverse an all 4 tires were back on the ground. A quick pull from the winch Scott was at the top of the trail. A good thing about the rain is on the cruise back out there was no dust just an occasional mud puddle to dodge. To finish off a great day on the trail we cleaned up and headed to the Red Barn (Steak House) for a great meal and a few cold ones.



Friday night brought some more rain. It did not seem to rain that much in town but out where the trails are must of received a long down pour. You could see where the mud and chunks of tress and such had been washed down the trail. Unfazed Scott and I pointed the jeeps up Die Trying. As you walked up the trail sometimes you would step on a soft spot and it be like quick sand you would lose you foot and shoes up to your ankle the mud just caked on your shoes then you would step on a rock and slide right off. Scott was able to drive a good portion of the trail with a little winch help now and again. I had to winch more than I liked but with the condition as they were I was more than happy to keep the jeep in one piece. At the end of the trail you make a hard left hand turn and start the climb out. Man mud, loose rocks and the angle of the climb created some kind of fun. For those that have been there you know the climb for those that have not it hard to explain other than it is steep with several large (steeper) steps as you go up. The bigger tired rigs sure have made some big ass holes all the way up too. Scott made the climb look easy. His jeep was working well and the driver was spot on. It took us all day to get our two rigs over the trail but other than a little rock rash and lots of mud we made it through with no damage.

I want to say thanks to Scott and Russ I had a great time. A fun weekend of hard core 4-wheeling just does not get better than that. And to those who are telling yourself I should have went your right you missed out. But that gives all of us something to look forward to next year I cannot wait.

## *See Ya on the Trail*

*Dewey*

If you have any trip reports, events, announcements, or if you would like to contribute to the newsletter, please let me know. As always, submit your pics to the web site to help keep it up to date and let the world know what we do. A special thanks to those that have helped me with trip reports this year since my Bronc is still down and I have not been able make the runs. Editor: Chris Ladd

## Project Guido Update:

So I'm trying to find the time to get the Bronc back on the trail. Last week the front clip came off and all of the wiring was removed. I ordered an SFI approved flexplate so as soon as that comes in I can put the 393 stroker motor in. The poor old motor has been sitting in the corner of the garage for a few years now but its finally time...

The duct tape covering the old clutch rod hole was getting old so I decided it was time to just fill the holes in the firewall permanently. This way I can also finally match the engine compartment to the color of the rest of the rig. There's a lot to do and snow season starts soon, I hope I can get Guido running before the snow melts away.

