

# COLORADO OFF-ROAD NEWS

50¢

VOLUME 1, NO. 1

MAY-JUNE, 1977



## Chrysler's Four Wheel Drives & Pickups

- Pop Up Camper for Four Wheel Drives
- RMORRA Race Coverage
- Club News
- Pathfinder's Four Wheel Drive Van
- Mint "400" Action
- AMR News

And Much More



# Here Are Just a Few of the World's Greatest 4-WD Accessories by HUSKY. Made in U.S.A.

Get into, and out of, the Great Outdoors with HUSKY Quality RV Products.



## A. HUSKY SELECTRO HUBS

It makes good sense to use the hubs that let you make a fast switch from 4-wheel drive to 2-wheel drive, when you're on the highway or wherever 4-wheel drive isn't needed. Husky Selectro Hubs on your 4 x 4 save gas, wear and tear on front tires and front-end parts. What's more important, you'll enjoy safer, easier steering. And you get a lifetime of service from Selectro Hubs.

- Engage or disengage hubs with a mere twist of the wrist; no need to rock vehicle.
- No levers to flip out; just use the large, smoothly contoured handle.
- Strong, dependable metal construction with no plastic components.
- Only three moving parts.
- Fitted base gives maximum strength and special locking tabs keep bolts secure.

## B. SPINDLE NUT SOCKETS

There's no substitute for the right tools when you service your own 4 x 4. Husky's five top-quality spindle nut sockets are specially designed for servicing the most popular 4 x 4's. Precision machined and manufactured from the finest materials available, Husky spindle nut sockets are a must for your tool kit.

## C-D. CONVERTIBLE TOPS

Feel protected while enjoying a scenic view. Special tinted glass softens bright

light. On rainy days, electronically sealed windows protect against leaks. The tops combine durability and practicality with style to provide the best possible all-weather open or closed changeabouts. Both rear and side curtains can be rolled up on all tops. Custom tailored for a smooth fit, tops are made of rugged vinyl-coated fabric specially treated to guard against mold and mildew. Available in black or white with new crush grain finish. Comes complete with mounting hardware. The Surveyor includes tinted glass in the sun roof to reduce glare and heat.

## E-F. SWING-AWAY CARRIER

Solves the problem of where to store your spare tire, yet allows easy access into the vehicle from the rear. Three models: for spare tire only; for spare and one jerry can; spare and two jerry cans.

## G. FRONT MOUNTED CARRIER

This rugged, frame-mounted carrier requires no drilling when installed on most popular vehicles. Designed for convenience, the tire sits below the hood for unobstructed vision. The unit tilts forward for easy access to hood latch and to allow air flow to the engine.

## H. JEEP STORAGE SEAT

There are no more problems on where to put tools, camping gear or clothing with

Husky's roomy, side-to-side Jeep Storage Seat. Rugged, good-looking storage seat installs quickly and easily to hide equipment out of the way and out of the weather.

## J. REAR SEATS

Comfortable, thickly-upholstered rear seat lets you carry extra passengers in your 4 x 4. Sturdy, full-width seat mounts on welded steel frame. In black or white leatherette, or black pleated vinyl, it even has arm rests for added comfort.

## K. BENCH PADS

Add comfort to your Jeep Universal or Scout with soft foam, side facing bench pads. In either black or white leatherette or black pleated vinyl, they look as good as they feel. Sturdy construction assures years of service.

## L. BODIGARD FENDER EXTENSIONS

Put BODI-GARDs on your vehicle and shield it from the hazards of flying rocks, gravel and mud. BODI-GARDs give years of service. They don't get brittle from cold or age as plastic and fiberglass extensions do. Made of custom molded rubber with specially designed metal mounting brackets that prevent sagging or loss of shape. They install quickly and easily...and best yet—look great.

## M. TOW BARS

Rugged tow bar fits a 2" ball and comes complete with safety chain. Easily installed and detached, it mounts to a flat surface and swings upright when not in use. Winch can be operated without removing tow bar. Made of the finest structural tubing, Husky's tow bar will last for years.

## N. ROLL BAR PADDING

You'll never have to worry about Husky's roll bar padding coming apart in the field. Weathering and age won't turn it brittle either. You'll be protected with our thick, quality foam rubber pad snugly encased in a vinyl cover with heavy-duty metal zippers. Various sizes fit different roll bars. Available in black or beige.



**HUSKY PRODUCTS COMPANY**

P.O. Box 1119, Longmont, Colorado 80501  
(303) 776-5251—Dept. CO



# COLORADO OFF-ROAD NEWS



## COLORADO OFF ROAD NEWS

**Publisher-Editor**  
**Marketing Director**  
**Contributing Editor**  
**Contributing Editor**  
**Contributing Editor**  
**Contributing Editor**  
**State Four Wheel Drive News**  
**AMR News**  
**Circulation Mgr.**

**Dick Suess**  
**Alex Asbridge**  
**David King**  
**Greg Vernon**  
**Clay Ratcliffe**  
**Kathy Millar**  
**Mary Ann Flodin**  
**Carol Grenadier**  
**Jason Suess**

Colorado Off-Road News is published bi-monthly in May, July, September, November, January and March by Aurora Publishing Company, Inc.

Subscriptions: \$3.00 per year, \$6.00 for two years.

Colorado Off-Road News is published the 15th of the month. Application to mail second class is pending at Aurora, Colorado. All rights are reserved on entire contents. Reprinting in whole or part is expressly forbidden, except with written permission of publisher. Copyright 1977 by Colorado Off-Road News. Printed by Offset, screen 85 line for advertiser prepared work.

Advertising: For advertising rates and data please contact Dick Suess, Colorado Off-Road News, P.O. Box 535, Aurora, Colorado. 80040, (303) 750-3778.

Editorial Contributions: All editorial contributions including manuscripts, photographs, cartoons and artwork are welcome, and assumed to be contributed gratis unless previously agreed. They cannot be considered, however, unless all rights are assigned to Colorado Off-Road News. Material cannot be returned unless accompanied by a stamped, self-addressed envelope. Such material as letter, club news, new products releases is assumed to be contributed gratis.

Business Office Address: P.O. Box 535, Aurora, Colorado, 80040, (303) 750-3378

## FEATURES

### 4 Chrysler's 4x4 and Pickups for 77.

Ramcharger, Trailblazer and the new short bed "Warlock"

### 7 Pathfinder 4x4 Van.

California Company manufacturers the ultimate in four wheeling

### 8 Rocky Mountain Off-Road Racing Association.

Short course racing event at Indian Springs.

### 10 Pop Up Camper.

Denver based company has a camper you can mount to your four-wheeler.

### 14 Association for Motorized Recreation

Fighting to keep land open to four-wheelers.

### 16 Club News.

### 18 Mint "400"

Off-Road racing's richest race.

### 20 Four Wheelers, faced with driest summer in years

Contributing editor Dave Kings tells what to do to prevent problems.

## Departments

**Off-Road Books**  
**Coming Events**  
**Classifieds**

## OUR COVER

**FUN IN THE SUN** in a Dodge or Plymouth sport utility vehicle is now possible without removing the entire top. Dodge Ramcharger and Plymouth Trail Duster (shown here) can now be ordered with the optional Sky Lite sun roof — first introduced last year by Dodge as a factory installed option for pickup trucks. The smoke colored glass can be opened part way or removed completely.

***Racing is an important part of the Colorado Off-Road scene and this issue brings to you coverage of the action at Indian Springs.***

# Chrysler's 77 Line of 4x4s & Pickups

DETROIT — Dodge Ramcharger and Plymouth Trail Duster, descendants of the four-wheel drive Dodge trucks that slugged their way through W.W. II, get a "tough" sporty new look for 1977.

The popular sports utility vehicles — available either as four-wheel or two-wheel drive models — can take the family across country or across town with equal ease.

"The Ramcharger SE and Plymouth Trail Duster Sport with optional high back cloth and vinyl bucket seats, AM/FM radio, and cruise control, and the new color-keyed instrument panel and door trim panels of soft vinyl and rosewood grained inserts are both a far cry from the units produced for W.W. II when it comes to comfort," said Robert H. Kline, manager of truck sales for Chrysler Corporation.

But, despite the long list of standard and optional comfort and convenience items available for today's sports utility vehicles, the same dependable, off-road performance that made the W.W. II four-wheel drive Dodge trucks famous comes through.

"Our studies project a steady growth in the sport utility segment between now and the 1980's. And we feel we have in Ramcharger and Trail Duster the type of vehicles that will give Chrysler a fair share of that segment's growth," Kline said. He noted that Ramcharger and Trail Duster sales for the January 1 to October 31 period of 1976 were up 17 percent over the same period a year ago.

Dodge Ramcharger and Plymouth Trail Duster for 1977 feature a bold new grille, which incorporates rectangular parking lights. Two new optional two-tone paint treatments and an optional upper moulding give both models a sporty appearance.

Wide lower mouldings with a painted black center, and argent and bright appliques on the tailgate provide a new appearance on the highline models. The argent and bright applique replaces the woodgrain used on 1976 models.

Ramcharger and Trail Duster continue Chrysler's industry exclusive option of high back cloth and vinyl bucket seats in sports utility models.

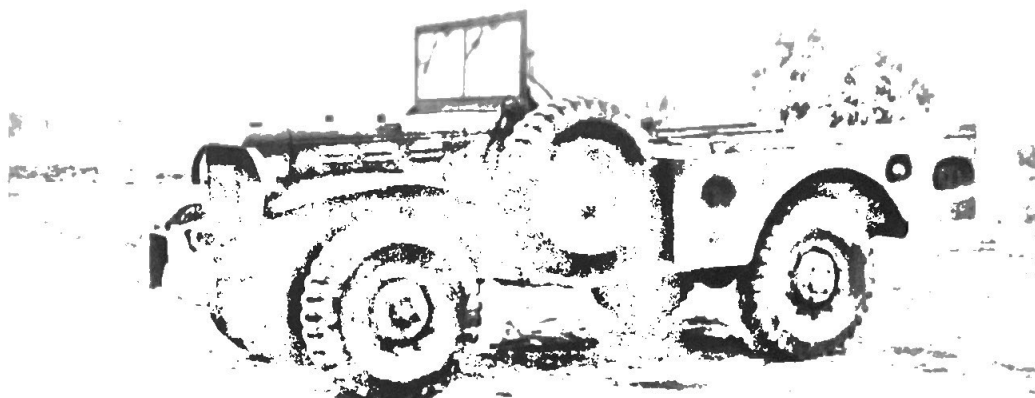
Interior refinements include a new instrument panel appearance and new interior colors.

Instrument panels are two-tone for a more luxurious appearance, and the instrument cluster on Ramcharger SE features rosewood appliques. The standard Ramcharger uses an argent trim around the instrument cluster.

The Ramcharger SE and Trail Duster Sport door trim panels are a soft vinyl and carpet, accented with a rosewood woodgrained center insert and a convenient pull strap.

New shades of blue and green are available for the interior trim and a new color — saddle — is added for 1977. Parchment interiors are expanded for all models and black is a carryover color from 1976.

The standard Ramcharger and



**NEW GENERATION** — Dodge Power Wagon, known for its W.W. II muscle, has changed form — but not its muscle. Available in both utiline and swepline versions, the utiline W100 model (bottom) is popular for "tricking" into a "tough" fun truck. The short wheelbase W100 may not look like its W.W. II grandfather, but under all the fancy paint and civilian sheet metal is the dependable Power Wagon performance.

Trail Duster model comes with driver and passenger vinyl bucket seats. A bench seat for five-passenger seating capacity is available. Options also include deluxe vinyl seats, low back cloth and vinyl seats and the high back cloth and vinyl bucket seats.

Roofs are optional. For the convertible lover, there is a dealer installed soft top. A removable steel roof of double wall construction can be ordered from the factory.

The steel roof may be ordered in white or a variety of colors. Vinyl-textured tops may be ordered in black or white.

Sport wheels and tough looking tires add to Ramcharger's and Trail Duster's image. Wheels available for four-wheel Ramcharger and Trail Duster include chrome or painted spoke. Tires include the "Tracker A-T" with raised white letters. The same good looking optional wheels are available for two-wheel drive models.

Versatility is increased by various power plant and transmission options. Power plants range from the standard 318-cubic-inch

V-8 to the optional 440 with four barrel carburetor. The standard six is the 225.

The standard transmission is the three-speed/manual with column mounted shift lever. Optional transmissions are the LoadFlite automatic and two four-speed manuals. Only Chrysler offers full-time four-wheel drive and four-speed manual transmissions.

Light- and heavy-duty trailer towing packages are available for Ramcharger and Trail Duster models.

## Warlock Makes Debut

DETROIT — Dodge is offering a special customized pickup (trick truck) direct from the factory to help dealers capitalize on the growing personalized truck market. R. H. Kline, manager of truck sales announced today.

Called the Warlock, the 115-inch wheelbase utiline pickup has fancy wheels, fat tires, gold interior and exterior tape stripes, real oak sideboards, and bucket seats.

"The market for this type of personalized truck has taken off. We at Dodge think this market is

going to grow as rapidly as the customized van market," Kline said.

The Warlock package, Kline pointed out, gives the customer a trick truck which he can drive away from the dealership without need for additional customizing.

"This is a fun truck that can be obtained with either conventional two-wheel or four-wheel drive, depending on what purpose the customer has in mind," the sales manager said.

The D100 has with H70 x 15 raised white letter tires and the W100 (Power Wagon) has with "tough" looking 10 x 15 sporty tires. Other optional equipment required on the Warlock models includes five spoke wheels, bucket seats, tinted glass, bright rear bumper, and power steering (on the D100 model).

Both models have chrome plated utiline running boards.

Either utiline model can be ordered in Black, Dark Green Metallic or Bright Red. All have black interiors, which sets off the gold interior tape stripe accent on the doors and dash. A "tuff" steering wheel adds to the customized





**WARLOCK FROM DODGE** is a special customized 115-inch wheelbase utility pickup available directly from the factory. Available in two models — D100 (shown here) and W100 (Power Wagon) — Warlock features real oak sideboards, fancy wheels and tires, and gold tape stripe accent on the exterior and interior. It's available in three colors.

interior of the Warlock.

While the appeal of the customized truck is essentially a youth market, we know that utility models are becoming popular with individuals who have never really given up their love affair with driving and tough looking vehicles. These factors, coupled with the fact that many people are turning to the light truck as the second vehicle for the family, make this a very hot market," Kline said.

Kline said Dodge's largest selling body style on the West Coast is the short wheelbase utility style, which buyers then "trick up" with the addition of sporty wheels, fat tires, and exterior color treatments.

"The Warlock package gives our buyers one-stop shopping for their customized truck, allowing them to concentrate on having fun instead of getting the unit "tricked" after they obtain it from the dealer," Kline said.

Even the real oak sideboards on the utility box have been given a gold accent, Kline pointed out, noting that it's been a long time since automotive manufacturers offered real wood on production models.

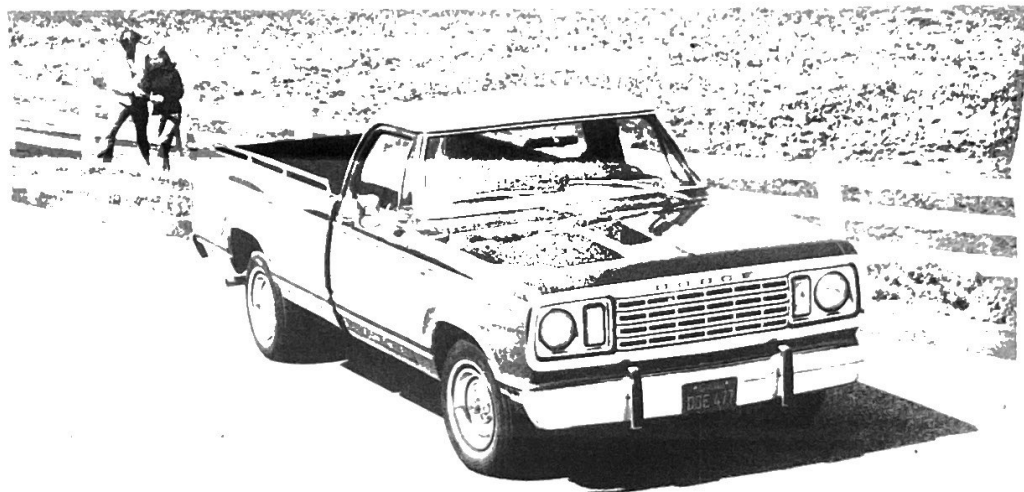
### Dodge "Tough Trucks"

DETROIT — Dodge pickup trucks for 1977 present a "tough" exterior, but they are soft and plush on the inside for the buyer who demands more than just a work vehicle.

"We are seeing an upswing in the number of people who want a light duty pickup instead of a second car," said Robert H. Kline, manager of truck sales for Chrysler Corporation.

Changes in the 1977 Dodge pickup models reflect this sales trend by providing a more passenger car-like interior, while retaining functional work features.

A bold new grille and upper body



side moulding — with a new optional two-tone paint treatment — gives the 1977 Dodge pickups a rugged, tough appearance. The bright grille incorporates vertical rectangular parking lights. DODGE letters from the hood become part of the grille design.

Interior refinements on the 1977 pickup models include:

- New seat trim and style.
- Improved instrument panel appearance.
- New door trim panels.
- New cowl panels.
- New interior colors.

"Despite all the talk to the contrary, people have not ended their love affair with vehicles and driving," said Kline.

And the pickup truck is playing a key role in this expression, Kline added.

"More and more people are customizing and personalizing pickups — particularly the short wheelbase utility models. As happened with the van, the movement to personalized trucks got its start on the West Coast. And it's now moving across the country," Kline said.

"Times are changing, attitudes are changing, and Dodge is changing with the times and attitudes — producing pickups that do a fair day's work, pickups that offer passenger car-like comfort and appearance, pickups that can be tailored to the individual's requirements for work or play," Kline said.

There are three trim levels on 1977 models — Custom, Adventurer, and Adventurer SE. All have new two-tone instrument panels for a more luxurious appearance.

The center of the instrument panel is black with the top and bottom color-keyed to the interior trim. New shades of blue and green are available for 1977, and use of parchment is expanded to all models. Black is carried over from 1976 and Saddle is added to the list of interior colors.

Custom and Adventurer models instrument cluster faceplate feature argent and bright, with rosewood grain and bright on the Adventurer SE.

New seat trim and style add to the interior appearance of the new models. Custom (low line) models

have all vinyl seats with multi-tone stripe insert. Adventurer seats are all vinyl with embossed inserts and Adventurer SE seats feature cloth with vinyl inserts.

Optional on Custom and Adventurer models are plaid cloth seats with vinyl bolsters.

The Custom trim package also includes instrument panel moulding and a new Custom nameplate on the instrument panel. Rosewood grain door trim inserts and bright drip rail, rear window, vent wing bar and quarter window (Club Cab models) mouldings are included in the Adventurer trim package.

The Adventurer SE trim package also includes color-keyed cowl side kick panels, full soft door trim panel with assist strap and rosewood grain insert, full gauges and dual horns, and new upper and lower instrument panel moulding with lower rosewood grain insert.

The 1977 Dodge pickup models are available in 14 different exterior colors, including five new metallics — light green, medium

Continued

blue, medium green, sunfire, russet sunfire, and black sunfire — and four new straight shades — light tan, light blue, yellow, and harvest gold. White, bright red, russet, silver cloud metallic and bright tan metallic are carryover colors from 1976.

Exterior appearance changes for 1977 — in addition to the bold new grille and exterior paint colors — include:

- New upper body side moulding option.
- Combination upper and lower moulding option on all models.
- New tailgate trim.
- New nameplates and series designation on fender.

Dodge 1977 pickup models can be ordered with the optional Fuel Pacer System, previously available on passenger cars.

The system conserves fuel by alerting the driver that he is using a fuel-rich power mixture in the engine by means of an indicator light mounted in the light bar under the radio faceplate.

For improved performance, the six cylinder 225-inch heavy duty cycle engine has been changed to a 2-barrel carburetor. The change in carburetion provides an additional 10 horsepower.

An additional optional economy feature, the Overdrive-4 manual transmission — introduced in the 1976 model year — continues as an option during 1977 on D100 models up to and including 5,500 pounds GVW.

This transmission is the first in the domestic industry for pickups and remains a corporation exclusive.

Gear ratios for the Overdrive-4 are: first, 3.09 to 1; second, 1.67 to 1; third, 1.00 to 1, and fourth (overdrive), 0.73 to 1. The transmission is fully synchronized for smooth downshifting and upshifting.

The forward shift pattern of the floor-mounted transmission is similar to that of the traditional "H" pattern common in four speed boxes.

For 1977, Dodge pickups offer a variety of body styles and sizes. From the 115-inch wheelbase D100 utiline to the 165-inch wheelbase, four-door Crew Cab, the light duty entries encompass a wide range of models.

Both conventional and four-wheel drive (Power Wagon) 1977 Dodge pickups are offered in the utiline as well as the popular Sweptline configuration. Chassis cabs are available for special applications, and stake trucks are offered for utilitarian needs.

Dodge continues to offer the only the four-wheel drive model (W300) with a 10,000 pound GVW for commercial applications. Dodge also offers dual rear wheel Sweptline Club Cab model with an eight foot box.

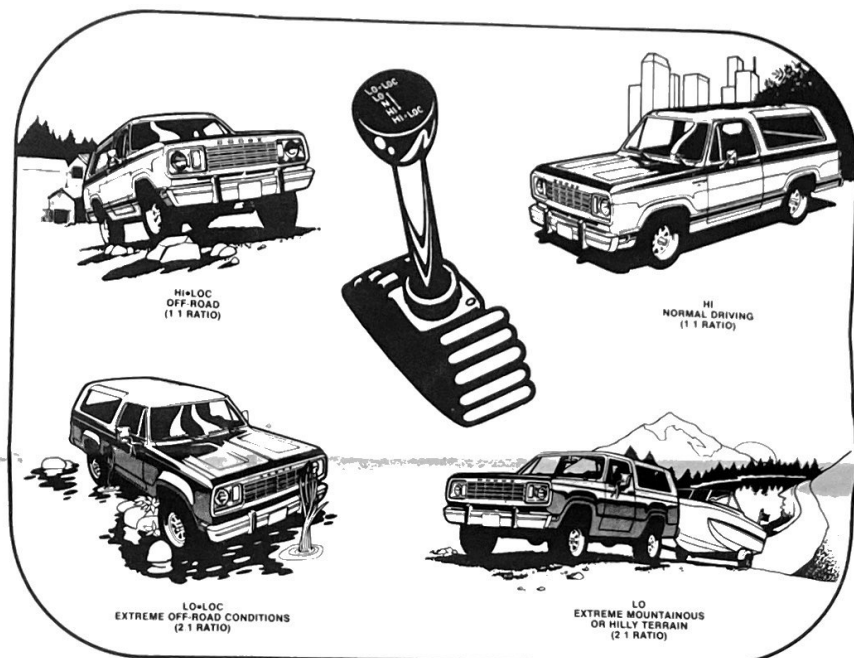
Club Cab models for 1977 have the name embossed in the quarter window, a change from the nameplate on the side of the vehicle.

Power disc brakes are standard equipment and Chrysler's 440-cubic-inch V-8 engine is available as an option.

Camper 7500, Camper 9000, and Camper 10,000 options are available for use with modern, heavy slide-on camper units. All Camper models feature special electrical, suspension, engine and transmission parts designed for these loads. In addition, there is a Camper 10,000 package for chassis-mount applications.



**FULL TIME FOUR-WHEEL DRIVE** makes this sporty looking 1977 Dodge Ramcharger SE at home on and off the road. Dodge's popular sport utility vehicle is a descendant of the four-wheel drive Dodge trucks that slugged their way through W.W. II. Ramcharger is also available with conventional two-wheel drive.



**DODGE NEWS PHOTO**  
DODGE FULL-TIME four-wheel drive makes the 1977 Ramcharger at home in most types of terrain as well as hard surface roads. This handy chart makes selection of the proper transfer case range easy to understand and use.



**DODGE NEWS PHOTO**  
**PIT CREW AND FANS** mob John Baker and his Dodge pickup after he takes the checkered flag in the WRA 350 off-road race for a class win. The win is Baker's first in two starts this season in the newly prepared Dodge pickup. Baker runs the D100 model in the production two-wheel drive utility vehicle class. Baker's WRA 350 win is the second for Dodge in two starts. Rodney Hall, with a four-wheel drive Power Wagon, won the Parker 400 race's production four-wheel drive class last month -- the first time the Dodge pickups entered off-road racing.





## Pathfinder 4x4 Van Four Wheeling "Par Excellence"

The Pathfinder Equipment Company of San Gabriel, California is by far the largest producer of 4-wheel-drive vans in the United States, building as many in one day (six) as the remaining manufacturers turn out in a month. Pathfinder, in fact, was the first company to produce a 4-wheel-drive van on a production-line basis. It all started in 1973, two years after Chuck Cook, owner and president built his first 4WD cargo van in a garage behind a Ford agency. Cook in the early days built his business word-of-mouth, and it became big. Cookeventually opened a second plant in Bryan, Ohio. This year, a third plant will begin production in St. Louis. The company attributes its success to the fact that most off-roaders need a place to bed down at night. And what better way than to carry a spare room behind or at least good stretch-out room and space for motorcycles or other back country gear.

Well, it's no CJ-5, but then, if you're interested in a larger 4x4, you wouldn't consider the smaller Jeep anyway.

The Pathfinder conversion adds more than \$3000 to the cost of a van, which means prices begin at close to \$10,000 for a relatively stripped van — more, of course, than a base Blazer or any similar vehicle.

The conversion doesn't alter Gross Vehicle Weight Rate or

Gross Axle Weight Rating.

The basic components used for Ford, Chevrolet and GMC vans are the New Process 205 2-speed part-time transfer case and the Dana 44 3400-lb-rated front-drive axle.

The Dodge has full-time 4WD with the New Process 203 and Dana 44 axles. Pathfinder conversions are proving popular not just with recreational minded people but with business as well. The UPS has purchased a fleet of vans for use in rugged areas like Wyoming and Colorado. Oil exploration companies have found the vehicles perfect for their needs and even Stanford University has bought a four-wheel-drive van.

Pathfinder, incidentally, sells only to auto dealers and not directly to the public. The dealers all offer warranty service on the converted drivetrains and the Pathfinder warranty is good for 12 months or 12,000 miles.

Pathfinder Equipment Company can be contacted at P.O. Box 86, San Gabriel, California. 91776, if you're interested in more information.



INSTALLATIONS

**Safari**  
Automotive

MAINTENANCE

**4 X 4 SPECIALISTS**

**MERCY SAKES! JACKMANS MAKE ANYTHING LOOK GREAT! GET 'EM ON, GOOD BUDDY! THAT'S A BIG TEN-FOUR!**

**JACKMAN**

**BESTOP**

**V.D.O GAUGES**

**PLASTICOLOR**

**K. C. HILITES**

**CIBIE**

**PAPE**

**DESERT DOG**

**ROUGH COUNTRY**

**FILTRON**

**CENTERLINE**

**WARN**

**KAYLINE**

**GOODYEAR**

7380 E. COLFAX AVE.  
(Colfax & Quebec)

321-7362

DENVER, COLO. 80220



# RMORRA RACE REPORT

## Jerry Harper Wins Again

By: Dick Sues

The Rocky Mountain Off-Road Racing Association staged its second race of the season Sunday, April 17th at the Indian Springs camp grounds, just a few miles from Cannon City, Colorado under clear skies and warm temperatures, much to the delight of racers and spectators, alike.

RMORRA, a three year old organization has a membership of some 60 avid off-road racers and helpers. The group meets the 2nd Wednesday of each month in Colorado Springs at the Howard Johnsons restaurant. This year, the group planned a 6 race series which started in April, and ends with the state championship in September.

The course is plainly visible for spectators from a small hillside area overlooking the start-finish line. At least 50% of the course can be seen from this hillside, as well as the pit area. RMORRA has 12 miles of area in which to stage a race, but, for this event the course was shortened to a little under five miles due to the lack of entries.

A lot of racers were staying home this time in order to prepare their cars for two big races at Las Vegas, Nevada, April 26, and Grand Junction, Colorado on May 22nd. A total of 8 buggies and 5 four-wheel drives were on hand for this 75 miles race. Entry fee was \$75.00 and a generous 75% payback to the first three places in each class was being paid.

Practice began at 9:00 a.m., followed by an 11:30 a.m. drivers meeting at which time the racers would draw for starting positions. The cars would start two at a time every 15 seconds.

The first row of race cars included the big 350 c.i., Olds V-8, Coyote chassis, single-seater of John Wells, and the Hi Jumper of J. T. Tipton. Wells simply out-powered Tipton off the starting line and the race was on.

Next up was the Jeep of Gary Miller, and the Hi Jumper single-seater of Bill York. Both were off to a good start with the buggy getting the edge at the first turn.

The third row consisted of a primed Ford Bronco, and probably the most unusual vehicle in the race, a home-built, tube-framed four-wheel drive sporting a Chevy engine. The home-built vehicle took a slight edge and the two were off and running in a wild race for the first turn.

Board member, Jerry Colton was driving a modified Scout for this race as he was testing the new vehicle for its owners. Jerry usually is at the wheel of his own super-fast Jeep, which he turned over to Mark Brickford for this race. Sitting next to Colton on the starting line was Jerry Harper, winning the previous race here, driving a Chenoweth Wedge.

Jim Smith, driving a brand new Racemaster Tube Products single-seater, jumped to a big lead over an under-powered Baja Bug that was running in the same class.

Another board member, Jack Johnson was driving his two-

seater buggy solo and he was pitted against the Colton Jeep, with Brickford driving.

Last but not least, Al Reed, driving a Chevy powered Coyote single-seater was all alone at the starting line.

The action was fast and exciting for the spectators who had a perfect view of the racers battling each other and the terrain. It wasn't very long before the roar of the big V-8 of John Wells could be heard coming over the rise leading to the start-finish line. Wells completed the first lap with a big lead over the Tipton buggy and the rest of the field.

However, with the difference in time starts, it was hard to determine if he was the over-all leader, or not. Jim Smith had passed a host of racers to jump into the third spot. Bill York and Jerry Harper were hot in pursuit. In the four wheel-drive class, Jerry Colton was really setting a fast pace followed by Mark Brickford who was making a real charge from the back of the pack. With 17 laps of racing ahead of them, no one was about to conserve their equipment for fear of dropping back in the field.

Wells continued to maintain his number one position around the course for nine laps before pulling into the pits for a quick refill of gas.

Jerry Harper had managed to pass the rest of the buggies in the race and was in hot pursuit of Wells, so he easily took over the lead when Wells pitted. Tipton was out of the race on the ninth lap with a broken steering box and, a lap later, Jack Johnson blew an engine. The Bronco had stopped on the course for quick repairs and dropped to last place in his class. The home built four-wheeler was out with a broken flange and Gary Miller was dragging a tire used to mark the course which wedged it's self between the axle and leaf spring. Jerry Colton had suffered a flat tire and Mark Brickford had taken over the lead.

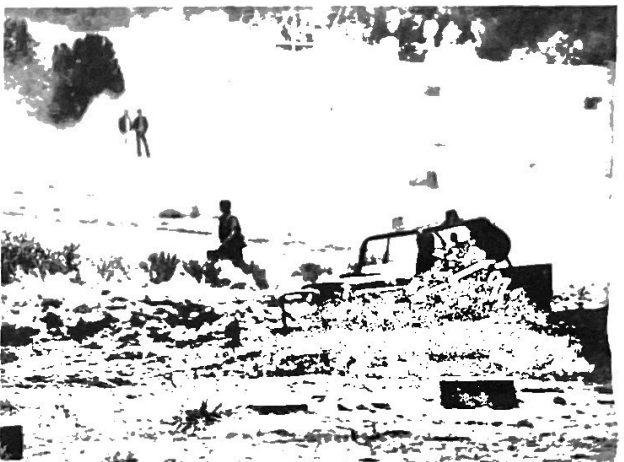
Most of the spectators were taking bets that the V-8 of Wells would not be able to go the distance. Wells had passed Harper and was trying desperately to make up the difference in elapsed time needed to take the lead. As fate would have it, Wells suffered an over heated engine and broken wind spoiler with but three laps to go putting him out of the race. Harper had a comfortable lead over Bill York and Al Reed with the race drawing to a conclusion. In the four-wheel drive class, the top two entries of Jerry Colton and Mark Brickford were both having problems.

Colton was in the pits to change another rear flat and the pit crew had to use a steel belted radial from a near by Scout. Shocks were also a problem as they began to fade from the heat. Brickford lost everything but 4th gear and he limped around the course trying to finish.

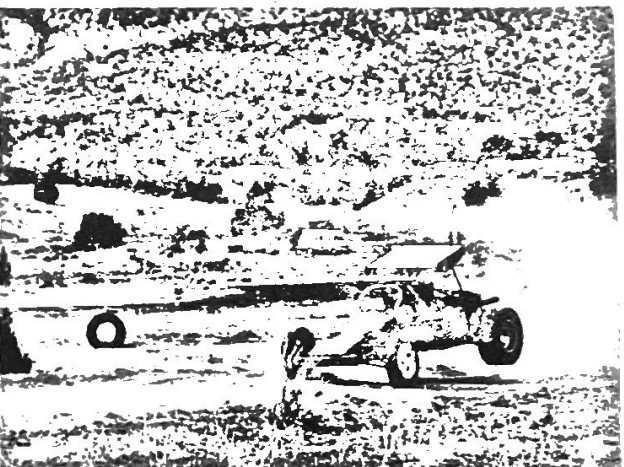
Jerry Harper's Chenoweth took the checkered flag for the overall win making it two straight. Bill



A consistent Jerry Harper made it two straight overall wins this season driving a Chenoweth. Alex Asbridge Photo



The V-6 Jeep of Gary Miller out lasted a field of four wheel drives for the class win. Alex Asbridge Photo



John Wells in his big V-8 powered buggy was setting the pace until he went out with a over heated engine. Alex Asbridge Photo

York took home second place gold followed by Al Reed's Chevy powered rig. Jim Smith did a good job of driving with his new buggy finishing fourth place. The Baja Bug also did a good job but was definitely under powered as it finished fifth. Gary Miller, spare tire and all, won the four wheel drive class. Jerry Colton managed a second place despite the fading shocks and street tire.

Somehow, Mark Brickford was able to finish despite his tranny problems and he took home 3rd place. The Bronco was home fourth despite it's share of problems.

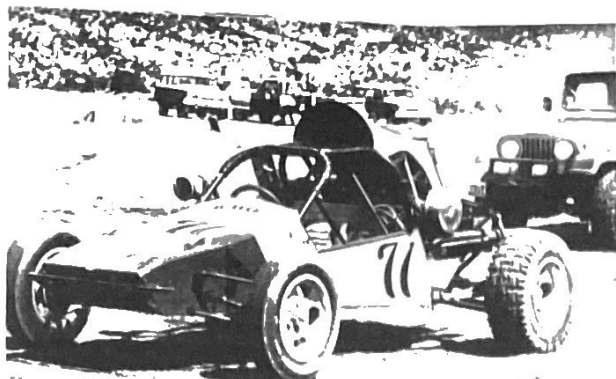
A trophy-only race was run for 10 laps and the win went to Tom Farmer driving a beautifully prepared two-seater Chenoweth.

In the 5 lap Powder Puff Derby the win went to Sandy York, followed by Darlene Johnson and Terry Tipton.

Next race in the series is June 26 at the same site. Entry fee is \$100.00 with a 95% payback, and at least \$400.00 in additional contingency money, provided by the sponsoring association. A much larger field of racers is expected for this one.

If you have never seen an honest to goodness off-road race, or you haven't been around one for a while, then we would like to suggest you be at Indian Springs June 26th. The weather should be beautiful. By the way, the chili dogs at the concession stand aren't that bad either.





Al Reed finished a strong 3rd in his V-8 powered buggy from the John Wells stable. Alex Asbridge Photo



Jerry Colton drove the number 19 International Scout to a 2nd place finish despite tire problems. Alex Asbridge Photo

The most unusual vehicle in the race was the number 48 entry, a home built four wheel drive. Alex Asbridge Photo



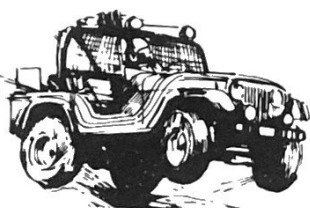
**G/G**  
*Four Wheel  
Specialties*



**Race Prep  
Double Shocking  
Custom Roll Cages  
Used 4x4 & Pickups For Sale**

**623-6808**

**698 Federal Blvd \* Denver**



**Rocky Mountain Off Road Racing Association**

**ALL POINT STANDING RACES**

PRO ENTRY FEES FOR 1977 RACES - \$1.00 PER MILE

DATE	MILES	PAY BACK	DATE	MILES	PAY BACK
June 26	100	95%	July 17	100	75%
August 14	65	75%	September 18	100	95%

September 18 - STATE CHAMPIONSHIP RACE

THESE RACES ALSO HAVE AMATEUR AND POWDER PUFF CLASSES

Amateur Race - 15 to 20 Miles

Powder Puff Race - 10 to 15 Miles

FOR MORE INFORMATION

CALL

Jerry 597-7623  
Mac 636-1485  
Jerry 471-0652  
Bill Home- 392-1351 Work- 598-2251  
Denver- 534-5636

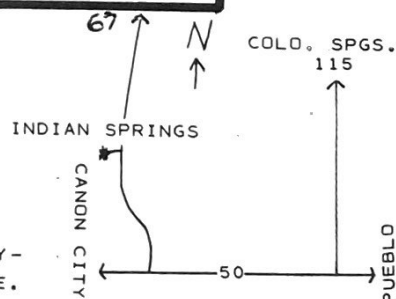
Or write to:  
RMORRA  
4630 N. Enchanted Circle  
Colorado Springs, CO 80917

ADMISSION \$2.00 FOR ADULTS 50¢ FOR KIDS

**WHEEL TO WHEEL COMPETITION**

SNACK BAR ON GROUNDS

HWY 50 TO HWY 67  
THEN NORTH ON HWY  
67 TO INDIAN SPRINGS  
TURNOFF. FUN FOR EVERY-  
ONE. CAMPING AVAILABLE.





# Pop Up Camper



If you own a four wheel drive vehicle and have longed for the comfort and convenience of a camper to go along with it there's a Denver based company that is the answer to your prayers.

Four Wheel Pop Up Campers, 2890 West 62nd Ave., is just a short block off Federal, north of I-70. The company has developed a bolt on-camper that fits a Blazer, GMC Jimmy, Bronco, Scout II, Ramcharger or Trail Duster. It's a Pop Up camper unit that simply bolts in place.

By utilizing only four moving parts, the pop-up roof assembly provides a camping unit that keeps the width and height increases to a minimum. The unit is designed around an aluminum frame for strength and low gross vehicle weight increase. A Bronco unit goes off at 200 pounds compared to a Blazer at 75 pounds and a Ramcharger at 95 pounds. If you compare these figures on gross weight add on to a conventional camper mounted on a pickup bed, you can immediately see the advantage of the Four Wheel Pop-Top. The expandable upper walls of the unit are made of durable Dacron webbing which is not affected by snow, rain and moisture which affects canvas. With our wide variety of weather conditions in Colorado, this may well be one of the strongest selling points. The roof and sidewalls have all been insulated to guard against the heat and cold.

Another nice feature of the unit is the easy installation of the camper with no alterations required other than removal of the tailgate, rear seat and factory top. These parts can be bolted back in place when the camper unit is removed.

The company provides as standard equipment: 9000 BTU automatic furnace, two-burner stove, 20-lb LP gas supply, 10 gallon water supply, adjustable roof vent, removable center table, sliding windows, overhead lighting, shag carpet, Herculon upholstery, and wood counter and table tops. There is also a wide variety of optional equipment available, the most useful of which includes a gas/electric refrigerator, 12-volt electric water system, porch light, added closet space, (Packer & Granby models only) pass through pickup window and extra interior lights.

Next time you're out four-wheeling and get stuck in the cold or rain, you may want to high tail it down Federal Ave. and price out the Pop Up Campers from Four Wheel.



Blazer (Down)

Four Wheel produces a unique light weight camper that easily replaces the top, rear seat and tail gate of the standard four wheel drive vehicle. The pop-up roof assembly provides a camping unit that keeps the width and height increases to the minimum. Our welded aluminum frame and overall construction not only gives us a unit with superior strength but one that increases the gross vehicle weight by only a small amount. Four Wheel provides a comfortable family sized camper with four wheel drive mobility, a walk through interior to or from the drivers compartment, fully equipped with kitchen built-ins and adult sized double beds.

## THE GO ANYWHERE CAMPER FOR FOUR WHEEL DRIVE VEHICLES

Models To Fit  
BRONCO • BLAZER • SCOUT  
RAMCHARGER • TRAILDUSTER  
FULL SIZE & MINI PICK-UPS

BY

**FOUR WHEEL**  
POP-UP CAMPERS



Blazer (Up)

For Further Information Write: Four Wheel, 2890 West 62nd Avenue, Denver, Colorado 80221



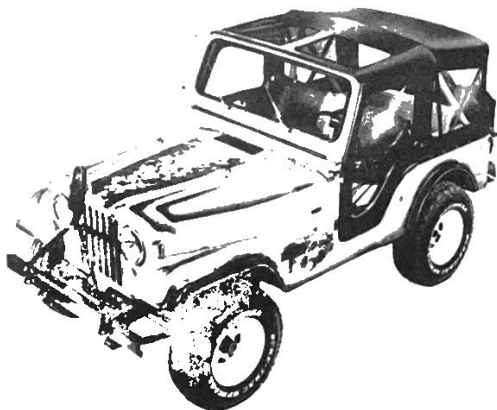


### Light Bar For CJ5

Bestop announces a new method for CJ5 owners to mount off road driving lights on their vehicles. The Bestop Light Bar. The Light Bar is constructed of sturdy, square steel tubing and bolts to CJ5 windshields without drilling any holes. It is finished in white, corrosion resistant, baked enamel. Any brand of light can be bolted to the Light Bar. An added feature of the Light Bar is that the lights can be used with the windshield folded down.

For more information, write Bestop Mfg. Co., P.O. Box 318, Boulder, Colorado 80306.

## Jeeps Boom



While booming sales of Jeeps are drawing most of the attention at American Motors Corp., the company also is deeply involved in electric vehicle development, with nearly 400 vehicles built by a subsidiary now in use.

AM General Corp. has been producing electric delivery vehicles at its South Bend, Ind., plant for nearly three years, according to Cruise W. Moss, president.

Since April 1974, the company has delivered 352 electric vehicles to the U.S. Postal Service, which is giving them thorough in-use tests on controlled delivery runs in various U.S. cities, primarily on the West Coast.

In addition AM General has completed delivery of 10 electric vehicles to Indiana Bell Telephone Co. and Northwestern Bell

Telephone Co.

AM General also sells to the public an electric vehicle similar in design to the delivery models. Called the "Electruck," it is billed as "the first in a family of clean, quiet, nonpolluting battery-powered vehicles by one of the world's largest producers of tactical and special purpose vehicles."

Meanwhile, American Motors' Jeep subsidiary will boost production of utility vehicles by 100 units a day and hire 650 additional employees, starting in April, the company has announced.

David J. McFeggan, Jeep general plant manager, said the increase in output from 500 to 600 units a day is to keep pace with "the continuing record demand for Jeep four-wheel-drive vehicles."

# MOTOBAR

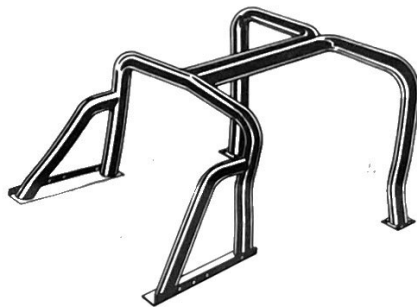
"There is no substitute for quality"

## 3" ROLLBARS & PUSHBARS

Add to the appearance, toughness and ruggedness of your vehicle.

The finest quality 3" steel tubing, Mandrel bends and insert welding provide for a finer and stronger product.

Black baked enamel finish. Other colors plus chrome plating are available.



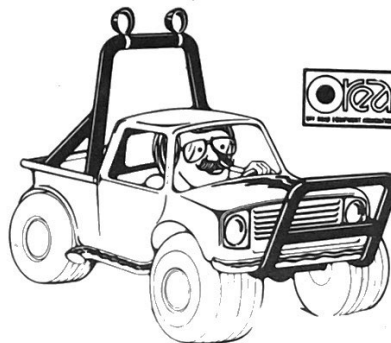
Full cage Jeep bar

Available for:

CHEVY, FORD, DODGE, RAMCHARGER, JEEPS, DATSUN, LUV, GMC, COURIER, MAZDA, BRONCO, TRAILDUSTER, SCOUT, TOYOTA

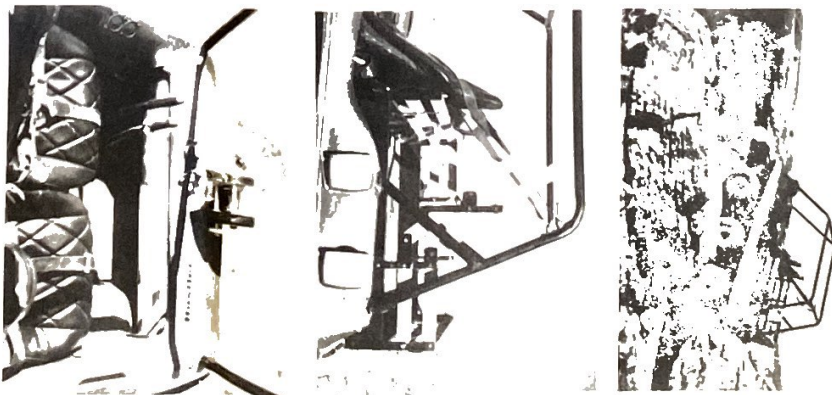
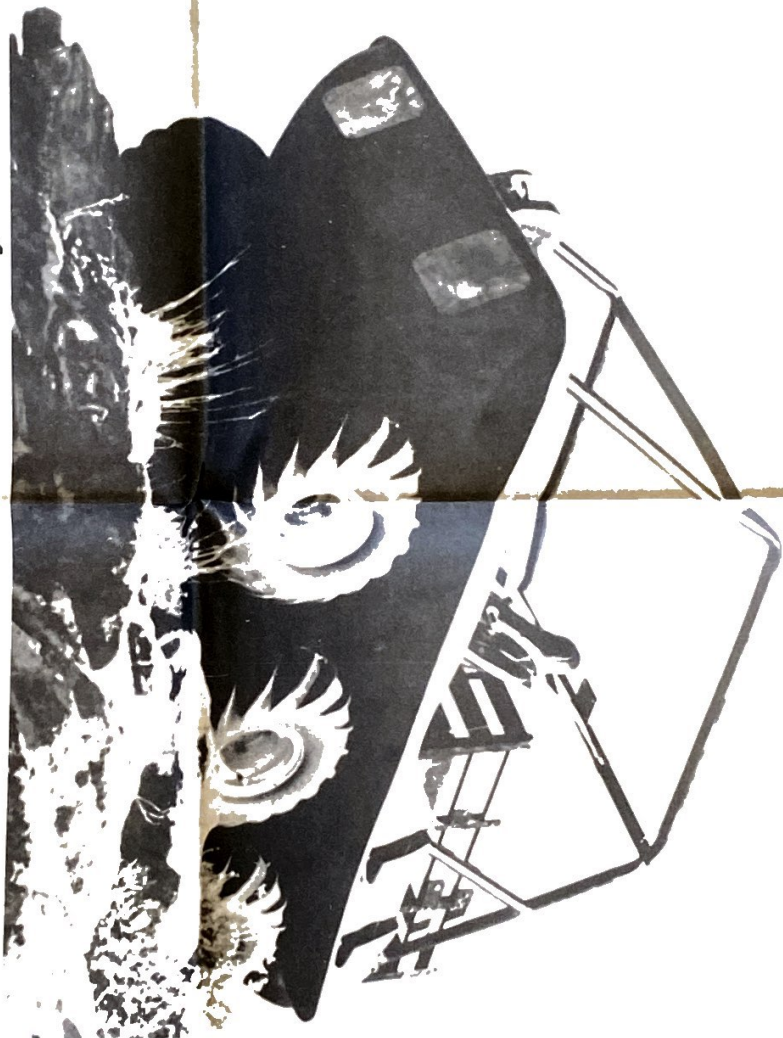
Send \$1 for our complete catalog (Refundable upon initial purchase).

Dealer inquiries welcomed.



MOTOBAR

ROD BENDING INCORPORATED  
2090 W. College Avenue  
Englewood, Colorado 80110  
(303) 922-8295



# The Ultimate Off-Road Machine...

Ultimate is a strong word. HUSTLER is a strong machine! Look at the specs... they speak for themselves. But then, if you're looking for the ultimate, you deserve nothing less. HUSTLER, the All Terrain Vehicle. Ultimate... in every way.

## Specifications:

WEIGHT: 800 lbs... LOAD CAPACITY: 1/2 ton... PASSENGER CAPACITY: 4... POWER TO WEIGHT RATIO: 1:13  
GRADEABILITY: up to 100% (45°)... LENGTH: 93"... WIDTH: 54"... WATER SPEED: up to 5 mph... LAND SPEED: up to 55 mph.

**FUN COUNTRY, 29833 Ruby Ranch Rd., Evergreen, CO. 80439 (303) 277-0664**  
Home of Hustler and Sidewinder All Terrain Vehicles for the Rocky Mountain West.

Please send me information on the  
HUSTLER all terrain vehicle

Name

Address

City  State  Zip

Phone (  )

Clip and mail to: Fun Country  
29833 Ruby Ranch Rd  
Evergreen, CO 80439



# AMR NEWS



Colorado contains Wilderness lands that rival in area the state of Rhode Island. The average hiker/backpacker travels approximately 5 miles per day. At this rate, with only the Wilderness that has been designated to date, it would take 5 years of normal outing for that traveler to see 1/10 of Colorado.

The average traveler with a motorized recreation vehicle can cover a minimum of 50 miles in one day, and could see most of the state in one year.

Yet, we have the foot traffic in this state rattling around in massive tracts of land while the motorized traffic is being stuffed into corners.

In order to preserve our Wilderness areas for future generations while still providing equitable access to public recreation lands, the following steps are proposed by The Association for Motorized Recreation:

1) Close all areas presently designated official Wilderness lands for a period of no less than seven years to all visitors to allow for regeneration without the disturbances of man.

2) Apportion the remaining open lands equally between motorized and non-motorized interest groups.

3) Study areas that are now closed unofficially to motorized traffic due to insufficient maintenance of trails and safety measures. Utilize the members of motorized clubs and organizations who are willing to donate the physical and mental talent required to reopen these areas.

The motorized recreation population has never attempted to close lands off to any other group and are more than willing to share and work out areas of incompatibility. But the theory of Wilderness, which disallows any motorized traffic, seems to be - "Give the majority of the lands to the minority of the users." The Association for Motorized Recreation will do everything necessary to see that this inequity is corrected and any and all support is greatly appreciated.

Thank you, from the A.M.R.

## GOALS.....

The use of our public recreation lands has been an area of constant chafing and friction between special interest factions. Hikers, campers, backpackers among others, have gained tremendous strength in unity through organizations such as the Sierra Club. But as for those who enjoy their leisure time with a motorized recreational vehicle, they have

had to fight their battles through local clubs and associations on a very limited basis and even more limited budget.

After years of one fight after another, that idea of strength in unity began to glow in a few peoples' minds like a Holy Grail. If only all the areas of motorized recreation could have equal representation in an association dedicated to the fair and responsible appropriation of recreational lands... an association with legal know-how, legislative clout, providing a central source of information, a central forum for ideas, backed not only by individual clubs and organizations, but by motorized recreation businesses and industries.

In November of 1976, The Association for Motorized Recreation (AMR) became a reality. It is made clear to all prospective members that the AMR does not seek to replace, supersede or overrule any other club or organization. Rather, it is the AMR's primary function to work with these groups and provide information, assistance and services that they would not be able to provide for themselves.

The goals of the Association for Motorized Recreation are straightforward: 1) to promote more equitable recreational land use programs, 2) to improve the public image of motorized recreation through safety and educational programs and 3) to join forces with those ecologically concerned and enhance the public's awareness of the role motorized vehicles play in environmental and public service areas.

The Association for Motorized Recreation now has an acting Board of Directors and is taking applications for membership. Memberships start at \$8 for an

Individual, \$10 for a Couple and \$15 for a Family Membership Supporting and Associate Memberships are also available to businesses engaged in supplying the motorized recreation market.

Methods of designation and control of public lands to be used by motorized recreational vehicles were set forth recently in a revision of Executive Order #11644, originally proposed by the Nixon administration in February, 1972.

A hard look at this current revision has been taken by several motorized recreation groups in the state and without a doubt, there are some serious causes for concern:

• Firstly, the broad powers given to agencies responsible for carrying out this order authorize any "respective agency head" to close any land area at the merest suggestion of possible future environmental damage. In essence, any designated agency may close any land area they so desire. They may, over time, according to Section 9 "amend or rescind designations of areas," slowly tightening the noose and chocking off access of motorized vehicles to public recreational lands.

• Secondly, the order makes no provision for the establishment of lines of communication between motorized groups and the agencies designated to control their lands. There is no method outlined for protesting such closings and no recourse once an area is closed. Along these same lines, there is no provision for a Motorized Advisory Committee to study the other side

**COLORADO OFF ROAD NEWS**  
of these and issues and to make its own report to the President. As of now, the information being supplied the President is vastly one-sided.

• Thirdly, should this order be interpreted as loosely as it has been written, land closures would certainly accelerate and the loss of these areas will have a devastating effect on tourism, RV businesses and jobs in the state. This order stresses environmental impact without considering the economic impact of such closings.

• And lastly, 64.5% of Colorado is already closed to motorized vehicles. With that much land today to patrol, the problems of enforcing the closures are already virtually impossible to handle. There are no accurate trail maps or proper markings to presently designate motorized and non-motorized areas. In order to determine where and what the motorized areas currently are, an inventory must be performed before any further action can be taken. An inventory of this type would take approximately two years to complete.

Executive Order #11644 as it presently stands, is entirely too broad and one-sided. The motorized interests must be consulted and allowed to contribute to discussions and decisions regarding recreational lands before any such discussion or decision can be considered credible and valid.

For further information regarding the association and membership, call the offices at 232-6200

### Recreational Vehicle Accessories

**4 Wheel Drive Specialists**

**Recreational Vehicle Accessories**  
**DENVER COLORADO**

**Complete Line of Accessories**

- Winches
- Roll Bars
- Trans. Coolers
- Mirrors
- Tow Hooks
- Hubs
- Skid Plates
- Tire Carriers
- Dual Exhaust
- Wheels
- Hitchers

- Folding Steps
- Fuel Tanks
- CB Radios
- Tires
- Front End Guards
- Convertible Tops
- Auxiliary Lighting
- Fog & Driving Lites
- And Many More Items

**2111 S. Leyden**  
**INSTALLATION Available In Our Shop**  
**756-9495**  
**4-WHEEL DRIVE DISTRIBUTORS**

## APPLICATION FOR MEMBERSHIP

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Area(s) of interest, type and number of vehicles owned:

- |  |   |
|--|---|
| <input type="checkbox"/> ATV _____       | <input type="checkbox"/> 4WD _____        |
| <input type="checkbox"/> Motorboat _____ | <input type="checkbox"/> Motorcycle _____ |
| <input type="checkbox"/> Camper _____    | <input type="checkbox"/> Snowmobile _____ |

Type of membership desired:

- ☐ Individual.....\$8/year  
☐ Couple.....\$10/year  
☐ Family.....\$15/year  
                     (exc. 18 yrs. & older)

Make checks or money orders payable to:

The Association for Motorized  
 Recreation  
 6200 West Sixth Avenue  
 Lakewood, Colorado 80215

## COMING EVENTS

May 25-26 - Colorado West 200 Off-Road Race at Grand Junction, Colorado. Test inspection and inspection at Canyon Park, 200 & North Ave. May 25. Race starts at 8 A.M. on May 25 and ends at 8 P.M. Entry fee \$175.00 with a 25% discount for non-residents. Classes for four wheel drive, two wheel drive and 2000 buggies. For additional information contact Colorado West 200 P.O. Box 222, Grand Junction, Colorado 81501. 303 242-1765.

May 25-26 - Valley County Hillclimb. Classes for Champ Cars, Stock Cars and Modifieds. Sponsored by Colorado Hill Climb Association. Tickets available at Fire House 200 E. Patten Ave., Colorado Springs, Colorado.

June 1-11 - SCORE Baja International Off-Road Race at Esmeralda Baja, California. For more information contact SCORE International, 204 Sherman Way, Suite 111, Sherman Oaks, California 91403. 818 999-2251.

June 12 - Colorado Off-Road Racing Association presents motorcycle course racing at Barnwood, Colorado. Course is located at exit 21 of I-25 turn left one mile to road leading to track. For more information contact COORRA, 2050 S.E. Frontage Rd., Loveland, Colorado 80537. 919-4600.

June 18 - Colorado Association of Four Wheel Drive Clubs, Quarterly Meeting at Fort Collins, Colorado.

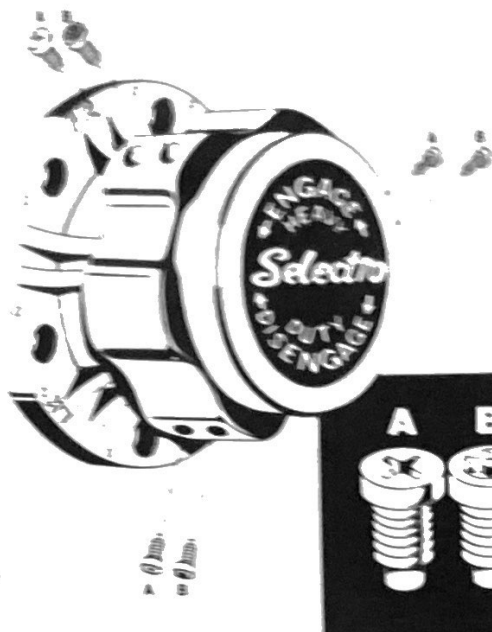
June 28 - Rocky Mountain Off-Road Racing Association presents a 100 mile race at Indian Springs. Take highway 125 from Colorado Springs to 2-81 toward Canon City. Route 6 of 8 at Indian Springs. Classes for four wheel drive and buggies. \$100.00 entry fee with a 25% discount plus contingency money. For more information see ad in this issue.

July 4 - Anna Pile Peak Hill Climb.

July 1-11 - Firecracker '85 Off-Road Race presented by American Recreational Vehicle Racing Association. For more information contact Ron Walker, 137734 P.O. Box 225, Lone Valley, Calif. 92307. 714 344-6001 or 344-5546.

July 23-30 - Mile-Hi Jeep Club of Denver, Colo. presents their annual "All 4 Fun Week." Information on registration and location to be announced soon; registration will be limited. For advance information contact John Kemp, 19007 E. Cornell Ave., Aurora, Colorado 80014.

July 29-30 - National meeting date for newly formed United Four Wheel Drive Association in Denver, Colorado. Delegates and representatives of state and regional four wheel drive associations are invited to attend. For more information contact: Darrell "Smoky" Hamilton, 7221 E. 96th, Puyallup, Washington 98171.



### Busky Modification Safeguards Hub Assembly

Busky Products Company of Longmont, Colorado has improved its already established line of free-wheeling hubs by adding three tamper-resistant screws which serve to further protect the cam, spring and sliding gear assembly within the hub handle.

In the past, inadvertent removal and improper re-assembly of the hubmost screws surrounding the handle has eventually resulted in hub failure. Now, owners or dealers who wish to service Selectro Hubs may do so without fear of improper reassembly and consequent damage to the cam.

The screws which protect the cam assembly use a Torx Tamper-Resistant Head (requiring a special tool for removal), while those which release the handle and affect servicing may be removed with an ordinary screwdriver.

Selectro free-wheeling hubs for off-road and recreational vehicles are sold throughout the United States, Canada and in many foreign countries.

### WE CARRY

KC  
ISKY  
ACCEL  
HICKEY  
HUSKAR  
BESTOP  
MONROE  
HOOKER  
HOLLEY  
STROPPE  
MOTOBAR  
EDELROCK  
EASYLOK HUBS  
BAJA-BEATERS  
VIKING WINCHES  
MARCHAL-LIGHTS  
CRAGER HEADERS  
CLIFFORD RESEARCH  
ADVANCE ADAPTER  
DUAL MATIC PRODUCTS  
STEERLINE STABILIZERS

3" Jeep Roll Cage \$162.50

Putco Chrome-Plated

Running Boards from \$135.00

## HIGH COUNTRY 4 - WHEEL DRIVE CENTER



Birchtree Center 1930 S. Havana

751-4860 751-4861

CUSTOM ON AND OFF ROAD VEHICLE ACCESSORIES  
SALES AND SERVICE  
CUSTOM ENGINE AND TRANS SWAP

## PADDED ROLL BARS



3" Truck Bars \$99.00 installed

Tiger Pointless Ignition

50,000 volts at the plugs.

Plugs last 40 to 50,000 miles \$69.25

\$75.00 to \$81.00 Installation available



# CLUB NEWS

## Jeepers Creepers

Well it looks like you are stuck with me as your temporary editor for the JC Gazette. I am going to start this edition now before I forget what happened at the March 31st meeting and then I will add the news of the Moab trip.

There were 15 members and 4 guests present when Vice President Lindol Swofford called the meeting to order. The minutes of the last meeting were approved as written in the March Newsletter. In the absence of Treasurer Mary Jane Murdock (who was ill), Gail Shanklin reported that there is a current balance of \$212.55 in the club's acct. Several outstanding bills were presented at this time and authorization for payment was made.

On a very sad note, I have to report that a letter of resignation was read from members Dawn and Gary Ordway. Due to employment advancement and transfer, they will be leaving Denver for Durango by the end of April. We will miss them and hope they will be back in a couple of years.

Because of Gary's resignation, that leaves us without a President and according to our by-laws, we must hold another general election. The following members were nominated and will be voted on at the May meeting which will be Thursday May 5.

Dale Haverland  
Lincol Swofford  
Warner Flodin

A calendar of events was presented to the club by Dale Haverland, our special Projects chairman. A motion was made and passed that a \$40.00 advance be given to the special projects committee for use through August 12, 1977.

We are very happy to welcome Harley and Midge Thomas and Pete and Patti Maki as new members to Jeepers Creepers. Harley and Midge have a Cherokee and Pete and Patti drive a CJ5.

The door prize was a fire extinguisher and mount and was won by member Kirk Gebert. The much coveted "Nut of the Month Award" was given to member Chuck Duncan for his superb driving ability in the parking area at Sedalia the day of the outing.

The trophy also has a very nice tire cover to be worn by the awardee for the month he has possession of the trophy.

The OREA has asked the State Association Clubs, primarily the Front Range located clubs, to put together some trips and provide space in their vehicles with which to allow these manufacturer's representatives to see first hand some Colorado 4-wheeling.

Here's the details:

These representatives are very anxious to participate and will be paying a \$15.00 per person registration fee to the OREA to ride in your vehicle.

Out of this money, a catered lunch will be provided for everyone and YOU will be reimbursed for your gas!

Seven 4WD magazine represen-

tatives will be participating — You could end up in print!!

Trips will run Saturday and Sunday, May 21-22. Trips will be about six hours long and will be run in the Front Range area.

They figure they will need at least 50 vehicles to participate so sign up NOW!!

Please call Bill Cassel if you are interested - he is also the one to call for additional details. **DON'T WAIT!** Bill's phone number is ... 770-7521.

## 6TH ANNUAL SUMMER HUMMER ROADEO

The Mudslingers 4WD Club of Longmont, Colo. will hold their annual 4WD roadeo on Sunday June 5. There will be competitive events, rallies, bar-be-cue and family fun games. For more information call or write to Larry Blincoe, competitive events chairman, 145 Grant Street, Longmont, Colo. 80501 or call him at 1-303-776-6225.

The Jeepers Creepers of Colo. were well represented at the Moab, 12th Annual Jeep Safari, over the Easter weekend. Counting members and guests, there were 28 of us in attendance for the four-day event. The weather cooperated and temperatures reached the mid eighties. Some of us found it refreshing to take a PLUNGE in the Ramada pool after the long days trip.

The Swofford's family grew by leaps and bounds while in Moab. Their shower was the most crowded place in town. You needed advance reservations to even get in. Speaking of the Swoffords, Inge drove their Jeep over the Elephant Hill, Silver Stairs, and Confluence trip. She did a beautiful job and said it was because of the wonderful Drivers Education course in Four-Wheeling she took!

Triple C sure did handle his Cherokee like an old hand at four-wheeling. You would never have known it was his first long hard trip. Not a single scratch or dent. He better keep an eye on his vehicle, or as soon as daughter Julie gets her license, they both might disappear.

I have it on good authority that the River Rat is a prime candidate for the "Nut Award" for her actions on the Rim Trip. How about it Jeannie?

Once again our fearless leader, Big Horn, in his usual flamboyant manner, led the group into several "Dead ends". Guest "Bethoven" came to our rescue, (because he was familiar with the area) and led us all out to a much better "Dead-end".

Wild Turkey's Jeep, The Orange Bomber, was sure a running thing this year. I think the driver has finally gotten the idea of what four-wheeling is all about!

On both a serious and happy note, I have to report that the Duncan's totaled their travel trailer because of a patch of ice on Vail Pass. Thankfully, the trailer broke away from the Jeep before it rolled over, and they were not hurt. The Jeep received some minor rear end damage and luckily no one was hurt and they were able to continue their trip to Moab.

**by Mary Ann**

## 4-Wheel Drive Rodeo HI COUNTRY 4 Wheelers

by Kathy Millar

On Sunday April 17, 1977, fourteen families from Patrol 5-Jeeperders met at Millar's Acres for their annual 4-wheel drive rodeo for members and guests. The weather was really fantastic for this years event.



We started out the day with the Potato Flush event. With a stream of water, we flush a potato off a post. This was a good event with the kids helping to replace the potatoes and being co-drivers. The Final winners were:

- 1st. Place John Sones driver- Ed Fien co-driver 30.2 sec.
- 2nd. Place Tom Mayne driver- Stan Bohner co-driver 31.8 sec.
- 3rd. Place Stan Bohner driver- Jim Bohner co-driver 32.0 sec.

After a great lunch cooked by our President Ed Fien, the men tried their luck with a hill climb in our gravel pit. After many failures John Millar in his Bronco finally made it over the top. Since all the other vehicles present that day were various types of jeeps, they couldn't let a Bronco beat them. Tom Mayne flew his CJ5 over the top and Gerry Davison drove his Jeepster over.

By this time Stan Bohner, rodeo chairman had another event set up to try. While going through an obstacle course, a potato was deposited and picked up again. The winners of this event were:

- 1st. Place Stan and Linda Bohner 1 min. 13.8 sec.
- 2nd. Place Bill and Mike Wakefield 1 min. 18.0 sec.
- 3rd. Place Stan and Jim Bohner 1 min. 22.5 sec.

Patrol 5-Jeeperders plan several such events this year with some open to the public. We hope to have another rodeo, if land can be obtained, and our 10th Annual "Ice Breaker" in early 1978.

It is high time the 4-wheel drive user stand up to the Manufacturers of our vehicles and convince them to stop using such badly done National Advertisements. Most of these ads picture a four wheeler going cross country, off trails, or flying through the air. This gives the hiker the ammunition they need to persuade government officials that we all do such things. Let's not let a few advertising companies that sit in New York City destroy our chances of using the old mining trails to see our history of the great state of Colorado.



This past April 17th the Hi Country 4 Wheelers had their annual spring project which was the clean up of the Lynwood Cemetery. The Memorial of John "Doc" Holliday is located in this cemetery.

The first weekend of May was our annual, "I can't wait any longer, warm weather is here, it's been a long time since fall, trip to Utah and Canyonlands National Park."

This year the White Rim is our choice of trails.

We have 20 members in our club and we look forward to your first issue of Colorado Off-Road News. We hope the publication is a giant success.

Sheila A. Isenhardt  
Corresponding Secretary



by Linda Frisbey

Because this is the first edition of "Colorado Off-Road News," we would like to use this opportunity to introduce you to Mile Hi Jeep Club. However, next month is full of exciting and fun-filled happenings to report on, so... be sure and watch for us next month too!

Mile Hi Jeep Club was founded in August of 1956, and as a non-profit organization, we were chartered and incorporated in the State of Colorado on July 2, 1957. Our registered emblem is a red, white, and blue representation of a Jeep vehicle and the Colorado Mountains.

The purpose of Mile Hi Jeep Club is to unite adventure loving people in worthwhile 4-wheel drive activities; to educate its members in the proper manner of all road driving; to protect and preserve the national beauty and terrain; to participate, on a voluntary basis, in search and rescue efforts, and other humanitarian missions as the community needs; to share good fellowship while operating our vehicles in a manner so as to preserve and protect our land for all generations; and to extend the courtesy of the open road to all.

Mile Hi is involved with such programs as the Arapahoe State Recreation Area. The Arapahoe State Recreation Area functions as a special 4-wheel drive test area, put together by many 4-wheel drive clubs within the surrounding cities and suburbs. Its purpose is to give 4-wheel drive owners a chance to find out their vehicles limitations and for new 4-wheel drive owners to learn how to operate their vehicles in 4-wheel conditions safely. It consists of some very rough roads, a sand-pit, switchbacks at various degrees, a rocky road area, a wench testing area, and inclines of various degrees. There is also a parking and pic-nic area under construction. The park is open to all 4-wheel drive vehicles, however, the usual State Park Pass is required. We also support other programs such



as Road Closure Efforts, (Red Cone & Holy Cross) Campground Cleanups and working with the Forestry Service.

Our current membership is open to those individuals owning a 4-wheel drive vehicle and conforming to the rules set forth in our By Laws. One of the basic requirements for active members is that they be affiliated with a Patrol. We have, at the present time, 156 members and 18 Patrols. Our dues are \$12.00 per calendar year, but, reduced to \$10.00 if paid before January. New members pay \$1.00 for each month remaining in the year in which they join. An active member has the right and privilege of voting and also of holding Office.

The following are some of our upcoming events:

Board Meeting	May 4, 1977
Communications Meeting	May 11, 1977
Mothers Day Breakfast	May 15, 1977
Parent Club Meeting	May 19, 1977
Off-Road Equipment Show	May 21-22, 1977
Breckenridge 4-wheel Rally	May 28-30, 1977
Board Meeting	June 1, 1977
Parent Club Meeting	June 16, 1977
Fathers Day Pic-Nic	June 19, 1977

We are a Club committed to being involved and having fun!!! For more information either on joining or upcoming events, please write to Mile Hi Jeep Club, P. O. Box 8293, Denver, Colorado, 80202. Or call Linda Frisbey @ 770-0798.

## WESTERN NATIONAL ALL TERRAIN VEHICLE NEWS

by Clay Ratcliffe

The Western Region of the National All Terrain Vehicle Association (NATVA) is hosting a number of great outings and festivities this spring. In the month of May, the Movin' On ATV Club, home based in Denver, Colorado, is holding three outings.

May 8: For a little gold panning, rock riding and trail blazing, the club will be in Central City. Meeting time is 10 A.M. at Shakey's Pizza Parlor on I-70 and Colfax for a caravan-style ride to our "Central City base". From that point, the club will "run the ridges" to Mammoth Lake (our old watering hole). The total ride will be 5 hours plus . . . promises to be very challenging! Call the NATVA Hot Line for more details, 277-0664.

May 22: The club will be hosting one of its famous Spring Spec-

tacular Sporting Events at 88th and the Valley Highway in Denver. An outing like this always promises to be great fun and excitement. With the ATVs, games such as polo, beach ball, egg toss, blindfold bonanza and many others will be played. 88th and the Valley Highway is a perfect arena for this type of spectacle. The entire riding area is hilly and extremely challenging, with a river (this year it's a creek) running through its center. Approximate starting time will be 11 A.M. at the 84th Street entrance. For more info call the NATVA Hot Line 277-0664.

### MEMORIAL DAY WEEKEND:

A great kick-off to a super summer. The Movin' On ATV Club will have one of its renowned "Two-Holers", for those not up on the ATV vernacular, is an outing or ride which encompasses an entire weekend. This "Two-Holer" will be held at Sedalia. This writer can attest that the Sedalia riding area, approximately 20 miles south of Denver, is one of the finest off-road playgrounds available. It's heavily laden with trees, trails and tricks. Our last ride at Sedalia we rode for 5 1/2 hours and after talking to the natives of the area, found that we had only touched the northern-most portion of the smaller riding playground . . . it's terrific! The campground will be set in a wilderness area somewhat removed from the normal buzz of those "funny little wheeled things" and as usual, camp will be home base with short and long rides leaving from base several times during the weekend. Don't miss this one! If you've never been to an ATV outing, this is the one to hit . . . Super fun. Super trails and Super times will be had by all.

Some people will be going down to Sedalia on Saturday with the majority going down Sunday, camping over Sunday night and riding until at least 4 P.M. Monday. Take Highway 85 South to the city (the town) of Sedalia, then turn southwest on Highway 67 into Pike National Forest. Look for the signs marked "ATV CLUB" . . . You can't miss it! NATVA Hotline 277-0664 for Details.

The best news is held for the last . . . hang onto your hats! The National All Terrain Vehicle Association Western Region is hosting one of the greatest ATV weekends ever. The place . . . GRAND LAKE, COLORADO, elevation 8000 ft. population 189. We will be having a 2 day ATV Expo sanctioned and approved by the City of Grand Lake, with machines coming from all over the Western U.S. Denver, Colorado . . . the Movin'

On ATV Club  
Salt Lake City, Utah . . . The Easy Riders  
Provo, Utah . . . The Rough Riders  
Las Vegas, Nevada . . . MacDonald's Farmers  
Seattle, Washington . . . The Four Season Riders.

And that's just the beginning. The idea was sparked by Willie Dunn, Director of Events for the Movin' On ATV Club . . . that a Western bonanza of this sort would attract ATVers from over a thousand miles . . . he was right! The excitement has been phenomenal. Approximate starting time for the first cross-country trail ride will be 10 A.M., Saturday, June 18. Most campers and people requiring lodging in town will arrive late Friday night or early Saturday morning. Grand Lake is being opened up to the ATVers, in that riding privileges and/or escort provisions will enable the machines and their occupants to ride freely throughout the town into and out of base camp. Events will be cross-country trail rides, survival classes, street dancing, "Social Tents", and more! By all means . . . DON'T MISS IT!! This will be the ATV Spectacular of the

**COLORADO OFF ROAD NEWS**  
year. From the advanced planning that has gone into the outing so far, and what seems to be just around the corner, if you ever have had the opportunity of making an ATV outing or find that you would like to at least see what "these things" can do, this is the time and this is the place — Grand Lake, Colorado on Highway 34, just north of Granby, in the beautiful Rocky Mountain National Park. Hope to see you all there!

For details and additional information on any of the up-coming outings or ATV trail rides in the Western portion of the U.S., contact Clay Ratcliffe, Regional Director, National All Terrain Vehicle Association Western Region at the NATVA Hot Line (303) 277-0664.

## Coors

The Coors Four Wheel Drive Club held a joint trip with Big Thompson 4-Wheelers on May 7th to the Goose Creek area. We will be making a return joint trip with them to Grand Lake in June. Bill Klingman, Secretary.

### Next Issue July 7th Featuring:

**Colorado West "200" Off-Road Race**

**2nd Annual Off-Road Equipment**

**Association Convention at the Denver Coliseum**

**All Terrain Vehicle "Fun Weekend"**

**at Grand Lake, Colorado.**

**News from the State Four Wheel Drive Association meeting in Fort Collins.**

**9th Annual Big Thompson 4 Wheelers "Fun Days"**

**Editors Dave King and Greg Vernon bring you up to date on their latest four-wheeling adventures in Colorado.**

**Plus: Club News, AMR News,**

**Coming Events, Classifieds and much more.**

Colorado Off-Road News is published bi-monthly. Beginning with the July issue, the publication will be on sale at four wheel drive shops and most news stands for \$50. Please see page 23 for our subscription offer. Attention Club Secretaries! Send us your club news by no later than June 24th for inclusion in the big July issue.

## April Meeting Of The Colorado State Association Of 4WD Clubs.

by Mary Ann Flodin

More than 200 members were present for the quarterly meeting of the Colorado Association of Four Wheel Drive Clubs hosted by the Mile-Hi Jeep Club, at the Voyager Inn, April 23.

Educational Chairman Eldon Boh, presented to the members for their approval, a three-fold pamphlet stating the purpose of the State Association, the ten commandments of 4-wheeling and basic four wheel drive guide lines.

Associate membership chairman, Jim Gerton, also presented to the club a three fold circular offering the different

classifications and regulations for new Associate members.

Safety Chairman Chic Chichester, reported the Arapahoe Motorized Park is now two-thirds complete and usable. He was guest speaker at the National Safety Councils Regional meeting in Denver, and has been invited to be a speaker at the meeting in October, in New York City.

Colorado's representative to the National Four Wheel Drive Association, Bob Merritt, brought all the members up to date on his many and various activities on behalf of the state's 4-wheelers. The members present voted by a wide majority to nominate Bob as

our candidate for the National "Outstanding four wheeler of the year", award.

Sandy Vlcek of Fort Collins, editor of the State Association's newsletter for the past three years was awarded the "Colorado outstanding 4-wheeler", award.

Emphasis was constantly made during the meeting for members to speak out and get involved at BLM and Forest Service meetings and workshops.

Election of officers was held at the dinner meeting with the following results:

President, Chic Chichester, Denver.

1st Vice President, Mary Ann

Flodin, Aurora

Secretary, Gene Bates, Pueblo  
Treasurer, Walt Dyson, Security  
Northern V.P., Cal Jones, Longmont

Southern V.P., Les Borst, Colorado Springs

Western V.P., Harold Delfelder, Grand Junction

News Editor, Mary Knight, Longmont

There being no further business, the meeting was adjourned. The June meeting will be hosted by the Mountaineers 4WD Club in Fort Collins, June 18 and 19. It will be a two day meeting with free campsites and an outdoor barbecue and a rally or outing on Sunday.

## OFF-ROAD BOOKS

Brown Burro Press, Producers of the Popular To Hell On Wheels, the Illustrated Manual of Desert Survival, have just released the third edition of this valuable manual. Even the most experienced back road driver considers this reference tool essential equipment for glove and tool box.

With charts, photos and drawings, To Hell On Wheels tells the how to story of all terrain savvy.

Now with the popularity of Citizens Band Radio the book has been revised to reflect emergency signaling for that time when the chips are down.

One out of every two recreational vehicles is equipped with CB today, but there is a long and a short side to all communication systems.

Common sense and cool logic are the keys to successful outdoorsmanship and this new edition has the facts laid out in plain, easy to understand terms.

This book could make all the difference when the difference can call the outcome. The book is available for \$2.95.

For your illustrated copy of To Hell On Wheels, write to Brown Burro Press, P. O. Box 2863-D, Pasadena, California 91105 or visit your local book store.

The Off-Road Racer, co-authored by Norm Johnson and Gordon Grimm is a must for every off-road library. The book is the first comprehensive history of

off road racing and highlights all the major areas such as promoting clubs, associations, contingency and timing with detailed chapters explaining how these segments relate to each other.

Special interest sections are written by noted journalists such as Jack Brady, Jean Calvin and Su Kempler. Brady on NORRA, Calvin on 1200 cc racing and Kempler on mid-west racing.

The book contains over 475 pictures of cars in action, drivers and famous vehicles and personalities. There are 28 specially written features on such men and women as Parnelli Jones, Mickey Thompson, Ivan Stewart, Judy Smith, John Johnson, Carrol Ditson, J. M. Bragg, Walker Evans, Rodney Hall and Sal Fish to name a few. Over 210 other drivers are represented in the drivers section of the book with a rundown on each person's record of accomplishments in off-road racing.

The Off-Road Racer contains many special sections including a Manufacturers section; Winners of all major races since 1967; famous off-road racing course maps; and SCORE Points Champions. It has historic stories on the famous races such as the Baja 1000, 500, Mint 400, Stardust 7-11, Riverside, Hi-Desert Series and on closed-course events around the country.

The book is available in two editions, both printed on top quality paper. The simulated leather hard-bound cover edition sell for \$18.50 postpaid and a genuine cowhide leather limited first edition for \$80.00 postpaid. The publishers plan to print only 200 of

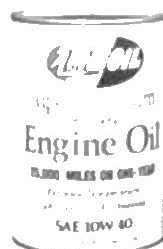
the leather covered books each year.

The book may be purchased

COLORADO OFF ROAD NEWS

directly from the publishers: F&J Publishing Co. 1701 W. Charleston Las Vegas Nevada.

What the others are saying,



we've already demonstrated.

- Better engine protection
- Increased fuel economy
- Better high-temperature performance
- Fast sub-zero starts
- Less oil consumption
- A cleaner engine
- 25,000-mile oil change

Too good to be true? No. Because thousands of AMS/OIL users have already experienced these extraordinary performance features. AMS/OIL was first to commercially market an SAE 10W-40 synthetic engine oil to meet API Classification SE, which means AMS/OIL can be used in any car. So while the new synthetic lubricants you see today were still in the test lab, AMS/OIL was in the crankcases of cars and trucks just like yours. And when you're satisfied, that's the final test of a lubricant.

See your AMS/OIL dealer today!



the quiet leader in synthetic lubrication

Noble H. Malcolm 233-7710

Fred Fairchild 424-2198

3300 Moore St. Wheatridge, Colorado 80023

call evenings.

Dealers Wanted

the engine oil that SAVES



# MINT 400

Las Vegas, Nevada — April 26... The 9th Annual Mint "400" race is history, and when the dust and silt finally settled, the overall win went to the California team of Dr. Bud Feldkamp and motorcycle ace Malcolm Smith.

Billed as the world's richest off-road race, this year's event attracted a field of over 400 assorted vehicles. In the past, the race offered a guaranteed purse of \$100,000 but included motorcycles and a limited number of classes for the four-wheel vehicles. This year race officials decided to drop the guarantee but offer a generous 60% payback in all classes. With the elimination of the motorcycles, this year's purse exceeded \$105,000.

Most of the big names of off-road racing were on hand to take their turn at the rugged course of 100 miles of 4 laps. Parnelli Jones and Johnny Rutherford of Indianapolis fame were strong treats along with Ivan Stewart, Bobby Ferro, Roger and Rick Mears, Rod Hall and Mickey Thompson. Colorado was represented with the entries of Rich Fliam, Littleton and Gabe Gabrielson, Denver driving a Bronco, and Don Adams, Natrop, Colorado driving a Jeep.

The race started at 9:00 a.m., Tuesday morning at the Las Vegas Speedrome. After a short dash on the pavement of the Speedrome, the racers faced a series of rough and tumble ruts which eliminated three buggies to roll-overs. The Colorado entry of Fliam and Gabrielson lasted about 10 miles

before coming to grief with a broken front end on their Bronco. Parnelli Jones was unable to make a lap with his "Funny Blazer" despite some fast times between check points.

The fastest lap of the day went to Malcolm Smith driving a VW powered single seater as he turned in a time of 2:07.46. Right behind Smith was two time previous winner Fritz Kroyer, with a time of 2:08:06. In the production four wheel drive class, the first lap leader was J.M. Bragg, driving a Jeep. The modified four wheel drive class saw Robert Minter, setting fast time. Lap two and the lead was still held by the Smith-Feldkamp duo, followed closely by Kroyer. Bragg continued to lead in the production 4x4 class, while in the modified class, Minter held an unbelievable 50/100 of second lead over Glendon Emery, driving a rear engined Jeep.

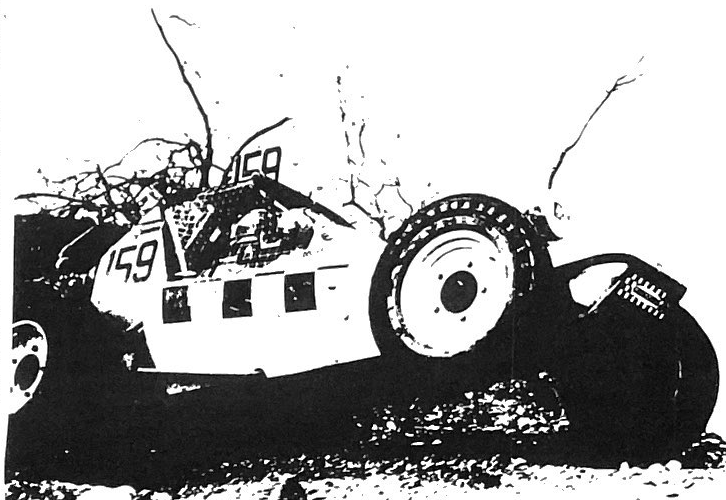
The four wheel drives were only required to take three laps of the punishing course, and the first vehicle to finish the race was Glendon Emery, winner of the modified class. Right behind Emery, and the winner of the production class was J.M. Bragg, in another Jeep.

The mini trucks and production two-wheel drive big trucks also did three laps. Manuel Esquerria from Parker, Arizona won the mini class driving a Ford Courier, while the big truck division went to super star Walker Evans, driving a Ford.

Feldkamp and Smith finished with a 4 lap time of 9:09:30 which



The winning team of Bud Feldkamp, (left) mechanic Scott McKenzie (center kneeling) and Malcolm Smith (right) savor their victory at the world's richest off-road race the Mint "400".





was good for a 20 minute lead over the second place entry of Fritz Kroyer. In the two-seat class, the win went to the team of Tim Crabtree and Earl Stahl, with a time of 10:19:43. Gerald Bear and William Lennox were home second with a time of 11:54:63.

The Baja Bug class saw Doug and Don Robertson of San Diego, California win the gold with a time of 11:54:63.

The 1200cc single seat class is probably the largest class in off-road racing. When it comes to rough desert racing, the mighty 1200cc vehicles can hold their own against the larger 2180cc entries, as evident by the winner of class, Rolf Tibblin who finished second overall with a time of 9:46:66. Tibblin, in case you don't know is a former world champion moto cross rider from Sweden. Everett Wilson and Ed Rodine finished a distant second to Tibblin with a time of 10:31:33.

The class 10, 1200cc two-seaters had only one finisher in the race with Jerry Johnson and Terry Smith of Los Angeles, California

the winners.

Both ARVRA and SCORE class 11 vehicles were running this race in separate divisions, rather than combined as past races. The ARVRA division went to Rex Riggs and E. Collins with a 3 lap time of 10:39:82. ARVRA allows the Baja Bug kits but limits the horsepower to 40 H.P. The SCORE class 11 vehicles must retain the steel fenders, hood ect. but can run the engine from the model used, with stock limitations. The winner of this division was Myron Von Ells, and Larry Whaley with a time of 9:37:80. With a difference of almost one hour, the SCORE class would seem to be the better of the two divisions based on this race.

The awards and presentations of money was held on Wednesday at the Mint Gun Club. Final stats showed that less than 15% of the starters were able to finish the race. Despite the broken vehicles and lost money (entry fee of \$450.00) most everyone said they will be back next year to try their luck at the richest and roughest run under the sun.

By Dick Suess

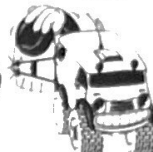
## COLORADO OFF ROAD NEWS



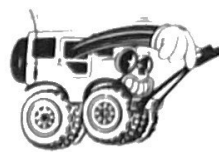
Carpeting Kits



Jerry Can Covers



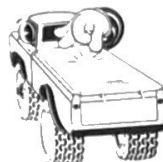
Van Tire Carriers



Tow Bars



Spindle Nut Socketa



Tonnau Covers



Bench Pads



Tire Carriers



Roll Bar Padding



Tire Covers



Bodi-Gard Fender Extensions



Front Mount Tire Carriers



Hubs



Panorama Convertible Tops



Steering Stabilizers

When you're looking for that "Just right" accessory for your 4WD, van, pickup or mini, keep your eye out for these friendly little fellows. When you see them, you'll know the product they symbolize is of the highest quality in every respect.

### Husky Introduces Cartoon Character

Husky Products Company of Longmont, Colorado is phasing into its marketing structure a new packaging concept designed to enhance its point-of-sale program.

The introduction of a spirited cartoon character in the shape of a recreational vehicle with human form is a significant factor in the sales/marketing efforts of the company, which manufactures automotive accessory equipment for recreation and work industries. Husky also provides a quality line of accessories for 4-wheel drive, van and pickup owners.

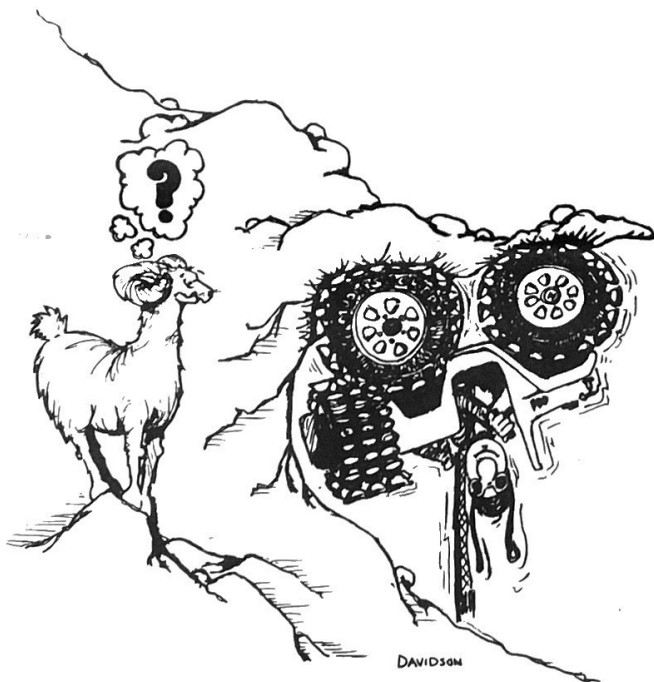
The compelling graphic design features the character pointing to that portion of its automotive body which displays the part contained in the carton. The character changes pictorially depending on the carton's contents.

An element of bright colors adds to the packaging concept, which proved quite popular during the SEMA show in Anaheim, California.

Several of the smaller cartons are die-cut to fold back and display the product. The contents of larger cartons not readily displayable are easily understood by the inclusion of the cartoon character.

The company feels the new graphic approach complements its packaging program, which has retained its qualities of protection, economy, and convenience.

Husky Products Company distributes its products in all 50 states as well as in Canada and some 23 or more overseas markets.



DAVIDSON

## MOUNTAIN HIGH 4-Wheel Drive Enterprises

7100 Broadway, Building 6-A  
Denver, Colorado 80221  
Phone: (303) 428-1611



TOOTSIE BARS ARE TOUGH!

## Accessories for Pickups, Vans & 4wd

Custom Welding,  
Fabrication, Design

Maker of the "Tootsie"  
Line of Push & Roll Bars

Toyota LC Specialists  
Repair and Bodywork

## MILE HI JEEP REBUILDERS

629-0378



NEW  
&  
USED

A Complete Stock  
of Available New & Used  
Parts for Jeeps

FRAMES & COMPLETE BODY KITS  
NEW - USED & REBUILT PARTS  
—COMPLETE ACCESSORY LINES—  
Husky • Warn • Kayline • Husker  
Selectra • Hooker • Gabriel • Advance  
Trans-Dapt • Offenhauser • Spicer  
Borg Warner  
Wheels & Tires • Heavy Duty Springs  
Roll Bars, Brake Assemblies  
Front & Rear-End Assemblies  
Transmissions • Transfer Cases  
Engines • Generators • Starters

Complete Mechanical Service on all Jeep's  
"Your Satisfaction is My First Concern"

724 Federal Blvd - Denver

## Four Wheelers Faced with Dry Summer Problems

This coming summer promises to be one of the driest in recent history. Water and its parent snows have simply come nowhere near normal levels. The potential effect on the four-wheeling community promises to be devastating unless we all adopt an attitude in line with the situation.

Even at this early date there are already areas where the ground is dry; where you can sink a spade several inches before even a hint of moisture is found. And that is in areas where normally snow would still be covering the ground. By mid-summer the mountains could be a virtual tinderbox.

Yet in the face of this extremely dangerous situation which is worsening daily I have already come across my first abandoned campsite with a still burning fire. Such an incredible display of total ignorance in basic outdoorsmanship is at once both maddening and frightening. It would be bad enough if it were an isolated incidence, however during the course of last summer's treks into the hills I put out fully a half-dozen such fires.

Last summer we were lucky. Good moisture kept the fire danger to reasonable limits. Yet last year according to the U.S. Forest Service, Colorado forests alone suffered 153 man-started fires which destroyed nearly 1000 acres! This summer without that moisture of past seasons has all the potentials of setting the stage for a real holocaust. Indeed as of this writing the White River National Forest has already had a 40 acre fire at the 9000 ft. level — an unheard of event this time of year.

Since we 4WD owners make up such a large portion of those who utilize the mountains and forests, we must recognize and accept the fact that we must shoulder an equally large responsibility for its care.

We in Colorado enjoy a freedom of use of our mountain and forest land that many states do not allow. Try, for example, to camp just anywhere, or collect wood for fires in California (assuming that you can even see the forest for the no-parking signs) and you'll gain an all new appreciation for the state of things here. But ours is a privilege which is quite capable of being lost. This risk was brought home to many sportsmen when in the late 1960's a whole forest was closed to public access during hunting season due to the fire problem. The power and authority is certainly there to do it again.

New equipment and vehicles have opened up sections of country where before only serious and dedicated outdoorsmen ever ventured. Certainly this magnificent country deserves to be seen and enjoyed by as many as possible, but those old timers knew, among other things, that the knowledge of how to properly put OUT a fire was no less important than how to start one in the first place, and that the true test of the outdoorsman was to be able to leave no trace of his passing, much less a smoking burn for generations to see.

The privilege of forest and

responsibility. It is a serious matter when a careless act can do hundreds of years of damage. With this coming dry summer there is much the four-wheeler can do to minimize the danger and to do their part to guarantee continued access to this incredible country.

\* Be AWARE of the danger. The Forest Service says that if more people were only aware of the danger and were consequently just a little more careful the problem would be reduced drastically.

\* If your rig utilizes a catalytic converter be SURE that it is in a good state of tune. Otherwise the converter can become so hot as to ignite dry grass and brush it may touch or from sparks it may emit. This is not idle speculation, it has already happened!

\* Learn how to properly construct a safe camp fireplace. It does take a little extra effort, but the added safety, not to mention the increased warmth and burning efficiency (which requires less work and less fuel) are more than worth it.

\* Keep a fire extinguisher with the vehicle and near the campfire. At least keep a water supply handy to drench any flying embers or spreading ground burn. When you see a hot spark carried away in the don't just assume that it will be out before it touches the ground. More than one camper has had to run for his life after such an assumption.

\* Know how to properly put OUT a fire, and DO IT. Stir the embers and FLOOD with water. Repeat until you can put your hand in the pit and feel no warmth. To be really safe, especially if you are permanently breaking camp, you could then bury the whole thing.

\* Learn when not to use an open fire in the first place. When there is no safe place to properly construct a fireplace or when the wind is blowing open fires can be an invitation to disaster, particularly the "bonfire" type often seen. Gas stoves are certainly low in the aesthetic department but they are strikingly beautiful compared to a hundred acres of burned stumps.

\* Check Forest and Park Service advisories about fire dangers and related regulations and FOLLOW THEM. It's a good idea to let the rangers know where you will be. It could save your life if a major fire is started and they know you are in its path.

\* NEVER, EVER leave a fire untended, even for a moment.

\* Be on the lookout for fires and

take the trouble to put them out if possible or to report them immediately. Get word to the Forest Ranger if possible; if that cannot be done get word to the county sheriff, or even the local gas station where word can be forwarded. If you have a C.B. radio try to relay word, it will be faster. Whatever you do, don't just assume that someone else has probably seen it first — that is what they are probably assuming.

\* I wouldn't even mention the old bit about matches and smokes,

etc., if already this year I hadn't seen someone flip a lighted cigarette out of their vehicle window.

This year, like few others, will require a major and concerted effort on the part of all of us who utilize and love the Colorado outdoors. With that effort and, of course, a reasonable dose of luck, maybe, just maybe we can sit here next year, same time, same channel, and pat ourselves on the back for a job well done. Maybe it will even become habit forming.



### Spare Tire Carrier for CJ7

Bestop announces a new rear mounted spare tire carrier for CJ7 Jeeps. The new carrier bolts securely to the vehicle for a "rattle free" ride for your spare. By simply removing two bolts, the carrier will swing down for access to the tailgate.

Constructed of sturdy, one inch square, steel tubing, the carrier will hold all sizes of tires. Available from your local Bestop dealer for about \$36.00.

For more information write Bestop Mfg. Co., Inc., P.O. Box 318, Boulder, Colorado 80306.

Manufacturers • Distributors • Dealers • and all Off Road enthusiasts



You owe it to yourself to attend

**OREA TRADE-SHOW '77**  
Denver Coliseum  
May 19-22, 1977



For Information call or write  
OREA Trade Shows, Inc., 1612 Tremont, #904, Denver, CO 80202  
Telephone (303) 534-1369

... QUALITY ... SERVICE ... PRICE ... QUALITY ... SERVICE ... PRICE ... QUALITY ...

BORG-WARNER :: TIMKEN :: WAGNER :: BENDIX :: SPICER :: FEDERAL-MOGUL :: BESTOP

**Transcontinental  
Auto Parts**  
YOUR BEST SOURCE FOR  
**JEEP**

**ORIGINAL EQUIPMENT and REPLACEMENT PARTS**

**8103 E. Colfax Denver 388-9387**

PRICE ... QUALITY ... SERVICE ...  
DERLICH : TRANS DAPT : CARTER



MUSKIEGON :: IIECO :: TROS



**COLORADO OFF-ROAD NEWS** in conjunction with  
**FUN COUNTRY Off-Road Ranch...**

presents:

**First Annual  
OFF-ROAD**

# FunFest



Saturday and Sunday from 10 A.M.

**July 16th & 17th**

**at FUN COUNTRY Off-Road Ranch  
on I-70 at Exit 55a (El Rancho)**

● **FREE ADMISSION** ●

**Games - Prizes - Awards**

see:

- 4WD Accessories
- Manufacturers Displays
- R.V.'s, Vans
- 5 Acres of Off Road Displays
- Special Custom 4WD's
- All Terrain Vehicles

what's  
happening:

- 4WD Drive Club's Welcome . . . FREE Booth Space!
- 4WD Club Competition
- Radio & TV Coverage
- Personalities
- Driving Clinics
- Off-Road Movies
- All Terrain Vehicle Rides

● **An Off-Road Vehicle Extravaganza** ●

For more information call Dick Suess (303) 750-3378 or Clay Ratcliffe (303) 277-0664.

# CLASSIFIEDS

**INFORMATION:** The classified section of Colorado Off-Road News is a free service to subscribers only. All others are charged a rate of 20 cents per word. We reserve the right to edit copy or reject ads. Photographs are \$5.00 each. Bold face type is \$2.00 extra per ad. Full payment must accompany the ad. Deadline for ads is the 15th of the month prior to publishing. All ads received after that date will appear in the following issue.

**FOR SALE:** 1970 CJ-5 Jeep, V-6 fresh motor and drive train, roll bar, auxiliary heater and carpeted. New orange paint job, rebuilt steering, new tires, lifetime shocks, dual exhaust and 3-speed. \$2800 asking price. Contact Safari Four Wheel Drive. 321-7362.

**FOR SALE:** 1974 CJ-5 Jeep, 304 c.i. V-8, 3-speed, 427 gears, Holly Carb, dual exhaust, full carpets, ABC Hi Backs, rear seat and pads. New 1200x15 Desert Dog Tires, Jackman Wheels, Warn Winch, Cbie lights, auxiliary gas tanks, center console. 27,000 miles. \$4500 asking price. Contact Safari Four Wheel Drive. 321-7362.

**6 WHEEL DRIVES:** From \$500. For any purpose, any terrain any reason 4 passenger, up to 55 mph up to 40 miles per gallon off road! Call FUN COUNTRY 277-0664 for details.

**AMF 8 WHEELER** 4 passenger amphibious, up to 35 mpg off road \$795.00. 277-0889.

**43' FLATBED GOOSENECK TRAILER** Perfect for Club use. 30,000 capacity can hold up to 4 cars, stacked - 4 axle, elect. brakes, 5th wheel for tractor or pickup. 277-0664.

**FOR SALE:** Three used Jeep straight brace roll bars \$30.00 each. Contact Off-Road Engineering.

**FOR SALE:** Pair of 225 c.i. V-6 Heads. Fresh valve job. \$250.00. Contact G/G Four Wheel Drive.

**ATTENTION FOUR WHEELERS:** Don't go alone, join a 4WD club. Call Coors 4WD Club at 423-2398.

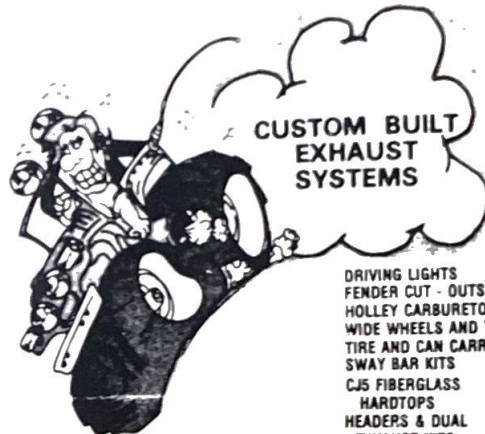
**FOR SALE:** 1972 22 ft Aspen Camping trailer. Completely self contained, very clean condition. May be seen at 2111 So. Leyden, Denver. 756-9495 days, 756-3521 nights.



## FOUR WHEELERS

ACCESSORIES  
FOR

BRONCO • JEEP • BLAZER • SCOUT  
FJ40 TOYOTA • PICKUPS • MINI PICK-UPS



DRIVING LIGHTS  
FENDER CUT - OUTS  
HOLLEY CARBURETORS  
WIDE WHEELS AND TIRES  
TIRE AND CAN CARRIERS  
SWAY BAR KITS  
CJ5 FIBERGLASS  
HARDTOPS  
HEADERS & DUAL  
EXHAUST KITS  
ACCESSORY INSTALLATION  
TUNE - UPS  
STATE INSPECTION  
ROLL BARS & PADDING  
SKID PLATES

SELECTO HUBS  
CENTER CONSOLES & TOOL  
BOXES  
CONVERTIBLE VINYL TOPS  
WINCHES

COME TO THE EXPERTS, COLORADO'S LEADING  
FOUR - WHEELER ACCESSORY DEALER

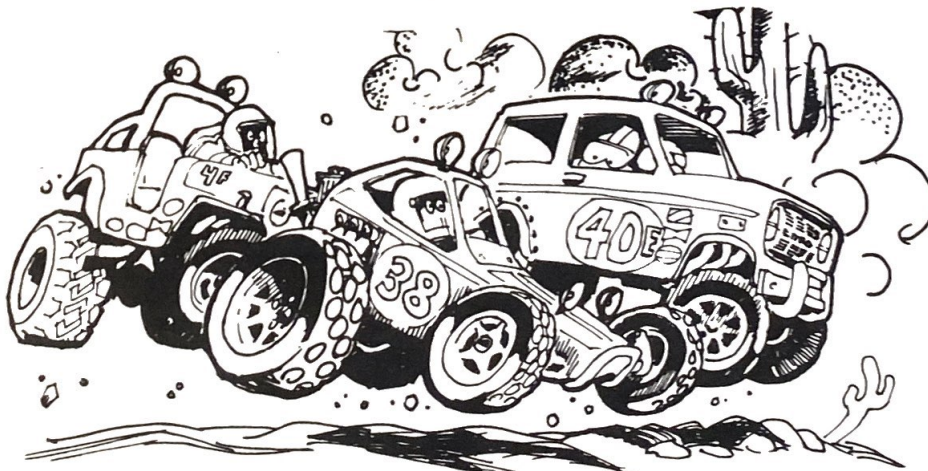
**FOUR TO GO**

**421-5876**  
10930 WEST 44TH AV.



## SUBSCRIPTION OFFER

**\$3.00 a year — 6 issues**



**The next best thing to being at the race....**

COLORADO OFF-ROAD NEWS

P. O. BOX 535  
AURORA, COLORADO 80040

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

**Club News & Events**

**Published Bi-Monthly**



off  
road  
ltd.

Telephone 429-1949

# COLORADO OFF ROAD NEWS

5595 Sheridan Blvd  
Arvada, Colorado 80002

Complete Line of  
Jeep Parts  
Accessories for All  
Four-Wheel Drives and P.U.





# "Get Your Feet Wet"



## in Four Wheel Drive with OFF-ROAD ENGINEERING

### WE STOCK:

MONROE SHOCKS & FILTERS  
 AMERICAN RACING WHEELS  
 THERMO-CHEM  
 ROCKET WHEELS  
 CRAGAR HOT PIPES  
 K C HILITES  
 STROPPE  
 AEROSHIELD  
 WHITCO  
 ACCEL  
 MR. GASKET  
 SELECTRO  
 MARCHAL  
 HUSKAR  
 B & M

PENNZOIL  
 FILTRON  
 BESTOP  
 HOLLEY  
 MOTO BAR

Maybe you're new to four wheeling. Or maybe you're a veteran. In either case, we have the know-how to be of service to you. Why? Because we stock a complete line of parts and accessories and we have over 20 years experience in engineering and fabrication.

**2645 S. Santa Fe Dr. • Denver, Colorado**  
**(303) 778-8051**

Ralph Clark III  
 519 E. Georgia Ave.  
 Gunnison, Co. 81230

Easy  
 Rider

RITE RITE  
 1010 1/2  
 1010 1/2  
 1010 1/2