



# Two Rivers Tracker

A publication of the Two Rivers Jeep Club, Pittsfield, Illinois

Volume 4, Issue 2

April 2001

## Important Stuff

There are quite a few changes and announcements for activities in the next two months:

1. **Rock Run Postponed** – The “Rock Run Committee” has postponed the run scheduled for April 28<sup>th</sup>. The weather has not allowed as much time on the trails for maintenance as needed. Trail maintenance has fallen behind schedule and must take priority with the Jamboree coming up in May and only three more work weekends scheduled. A new date for the run will be announced after the April 27<sup>th</sup> Board meeting. **Trail building will go on as usual on April 28<sup>th</sup> and 29<sup>th</sup>.**
2. **Trail Building Appreciation Party** - Tom and Debbie Wombles are sponsoring a “Thank you” party at their place, 6:00 PM, on Saturday April 28<sup>th</sup>. A caravan will leave from the VFW at 5:30 PM for those who don’t know the way. **Everyone is invited!** Burgers, dogs, chips, soda and all the fixings are provided. If you want to bring something else to eat, grills will be provided. Please bring a dish to pass, lawn chairs, and your own “adult beverages.” A VCR and TV will be available, so bring your favorite (Jeepin’) tapes.
3. **Stormin’ Springfield** – Thursday, May 17<sup>th</sup>, the Illinois Four Wheel Drive Association has reserved the Capitol Rotunda in Springfield over the noon hour to help bring the message to our legislators that Illinois four-wheelers are responsible, family oriented groups and not hell-bent on destroying the environment. We need you to show up from 10 AM until 1 PM to help get the message across. More details follow on the next page. This is a major event and your help is desperately needed!
4. **Awareness Training** – This is the UFWDA basic training course, customized for TRJC. We can schedule additional training this year, but we need to know how many people are interested. If you want to attend a session, please call the club phone 630-717-5337 or e-mail [trjc@trjc.com](mailto:trjc@trjc.com) (note the new e-mail address) and we’ll put you on the list. If we don’t have enough takers, we’ll not have another session until next winter.
5. **Fire Extinguishers** – The fire extinguishers are in. We have extras so if you didn’t reserve one, you can still get them. Cost is \$18 for all-steel, rechargeable units. You can pick them up any work weekend at the VFW.
6. **First Aid Kits** – These will probably be in by the time this hits the streets. Ditto the information on the fire extinguishers except the cost each is \$12.00.



# Stormin' Springfield

May 17<sup>th</sup> - May 17<sup>th</sup> - May 17<sup>th</sup> - May 17<sup>th</sup> - May 17<sup>th</sup>  
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May 17<sup>th</sup>, the Illinois Four Wheel Drive Association has reserved the Capitol Rotunda in Springfield to put on a display about our hobby and show legislators that we are a responsible, family oriented group of people. This date was chosen since it had to be on a workday and a lot of people will be on their way down to Pittsfield anyhow for the LOL Jamboree.

At an ILFWDA meeting last year with the Illinois Department of Natural Resources, it became obvious that legislators and state officials haven't a clue as to what we are about. They think four-wheelers are a bunch of people driving in pick-up trucks running 70 mph on trails, destroying the environment, and tossing beer cans out the window! When we told them that we are family oriented and that often you can walk a trail faster than you can drive it, you should have seen the looks on their faces and how their attitudes changed!

We realized then that we have a major public relations issue on our hands if we want to avoid laws, rules and regulations that would adversely impact our hobby. As a result, the "Stormin' Springfield" idea was born.

The plans are to get as many wheelers down to Springfield on May 17. We'll meet at the state fairgrounds at 10 AM. There will be ample parking for trailers and tow vehicles there. Then, we'll have a Jeep "parade" to the Capitol complex. Once there, from about 11 AM until 2 PM, we'll be inside talking to legislators and anyone else who will listen, explaining to them the concepts behind our hobby, how much money we spend both in and out of Illinois, and how there is no public land for wheeling in Illinois.

The focus for Two Rivers will be on the incredible amount of money we bring into Pittsfield and Pike country between the work weekends, the Jamboree and the Blast. We also want to stress the amount of money that we have donated to various organizations, the work that we do for landowners and others, such as the VFW, that need our help. This is a major opportunity for a very positive spin on our hobby. We also hope to have the Mayor of Pittsfield attend this event.

## So what do we need from you?

- A commitment to show up.
- Your willingness to help create some posters, with photos and statistics, which show the positive impact we have on the community.
- A good attitude!

A limited number of "Stormin' Springfield" free t-shirts will be available so as we answer questions and talk to legislators, they will know in an instant who we are.

If you are willing to help or even show up, or if you have questions about this, please contact Syndy Miller, 630-665-5181, TRJC Stormin' Springfield Coordinator for more information.

**This is a one-time opportunity – we can't afford to blow it. Please help!**

## 2001 Officers, Board Members, and Committees

### Officers and Board Members

President	O. R. Freesen	oryellow@hotmail.com	217-754-3505
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Board Member	Dennis Andersen		815-365-4421
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Landowner Appreciation	Lee Ator		217-437-5221
Promotional Items	Lee Ator		217-437-5221
Trail Leadership & Maintenance	Tim Miller	kimil@iwon.com	217-875-2680

### Newsletter and Web Page

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**TRJC Home Page:** <http://www.trjc.net/>

**Land Use Page:** <http://www.millenicom.com/davec/Jeep/PublicLand/>

**Events Page:** <http://www.millenicom.com/davec/TRJC/Events/>

**Newsletter Page:** <http://www.millenicom.com/davec/TRJC/NL/>

**Club Phone: 630-717-5337 (JEEP)**

**Membership:** Annual membership in Two Rivers Jeep Club runs from January 1 through December 31. First time memberships accepted after the Land of Lincoln Jamboree will be applied to the following year. Annual Membership dues are to be paid by October 1st each year with a 30 day grace period. Membership fees are \$60.00. Landowners are given a complimentary membership.

**Newsletter Deadlines:** This newsletter is published 6 times a year (**February, April, June, August, October, and December.**) All articles and photos are due by the 15th of the month before the newsletter will be published.

## Newsletter Article Submission

All articles and photos should be submitted to the appropriate columnist listed below. If you're not sure who to send it to, you can always send it directly to the newsletter Editor. Photos can be black and white or color with a description of what, where and when. Put your name on the back of the photo when submitting. All photos will be returned to the owner. Scanned photos, in any reasonable graphics format (medium to high-resolution), will also be accepted. (Low resolution JPGs won't work.) Scanned photos may be sent directly to [davec@millenicom.com](mailto:davec@millenicom.com)

Column	Columnist	e-mail	Phone
Blooper Blurb	Bill Zoetvelt	ScremnGepn@aol.com	708-205-9638
Classifieds	Bruce Woodbridge	BruceW94@aol.com	847-755-9535
Club Affiliations UFWDA/ILFWDA	Gina Zoetvelt	Stlscreamn@aol.com	708-205-9638
Club Events	Tim Miller	jeepnwidow@home.com	217-875-2680
Game Corner	Doug Johnson	DJJJ@flash.net	630-972-9425
Jeep/Member Spotlight	Tony Prochaska Jeff Mammoser	Sparky@aans.org	708-301-3751 630-545-1196
Landowner Profile	Lee Ator		217-437-5221
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Safety Tips	Gary Schreiter	glsthorlic@postnet.com	314-225-8245
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Tech Tips	Mike Keller	mikeyCJ79@aol.com	630-665-5058
Trip Coordinator	Dave Christensen	davec@millenicom.com	630-393-3314

**Next Newsletter Deadline: May 15**

# Sno-Blind 2001

by Rusty Murphy

Another year of fun in the snow at West Branch, MI has come and gone. This year Two Rivers Jeep Club was represented at Sno-Blind 2001 (sponsored by the Mud Chuggers) by three Scramblers: Rooster's, TNT's and Rusty's. A small group compared with previous showings, but we had a great time.

Rusty and Margarita Man were the first to arrive on Thursday night and signed the others up for the mid-morning Friday run. Both TNT and Rooster ran into freezing rain and slippery roads on the way up. Everyone made it safe and sound and after a good night of rest we were ready to hit the trails.



Going out for a mid-morning trail allowed for a relaxing breakfast and loading up of the CJ 8's (except for Durrell – he relied upon Rooster for his standard trail supplies.....those items such as: a spare tire, snatch strap, etc. He did have a winch, only because it was already attached to his jeep!).

West Branch, Michigan had 10 to 12 inches of new snow on Thursday and rain (including the pouring kind) during the night, so Friday morning we were still getting rained upon and slopping through slush. Rooster brought along his neighbor, New Bob, and by the end of the day he was addicted to Jeepin'! The trails were fresh so we took turns being the leader, because the trail leader's tires (and ours) were not getting us very far. We'd go 5-6 feet (sometimes only 2 or 3) forward and have to back up. Rusty's pizza cutters (33 by 9.50) did the best (if I do say so myself). Rooster's big 8 would power through the snow/slush, but he couldn't find a way to stay straight! If you didn't stay in the tracks, well, ask Durrell sometime. I think his buck-a-stucks financed the Christmas party with just this trip. Next time, put some weight in the back (like a spare tire maybe? Which, in all fairness, he did not need.) Now, you have to realize that the trails used at Sno-Blind are milder than some people's driveways, but add in snow (up to your knees) and rain (making icy slush when the first axle of wheels pass over the trail), there gets to be a little challenge. Even slight inclines posed problems. And any type of long uphill – well, no one in our group could master one. Two guys in a CJ 7 put chains on their front



wheels, one guy in a TJ tried to power his way up. Didn't help. The best effort was made by a modified Grand, but still not enough to get more than a third of the way up the hill. So, our wise trail leader went another way. This time he put the crazy TJ in front and let him use his energy wisely. During those waiting times, there were snowball fights and the game of "Who's got the brownie can?" Absolutely, sinfully delicious caramel brownies baked by Rooster's wife, Sandra. We missed you on this trip, and thanks for the goodies! If someone had measured the distance for that day we may have gone only 1-2 miles. It's the first time I only needed 2 gallons of gas at the end of a trail day. We were in early enough to clean up and have dinner in the hotel's restaurant.

Late in the day, Durrell discovered a broken front hub so he was forced to put his CJ 8 up on the trailer. For Saturday, that left 2 CJ 8's for the trail and the Miller's went shopping. Ah, the ever-changing weather....the temperature dropped! And all that icy slush froze! However, we were again on fresh snow, taking turns at being leaders, as Saturday's guide's vehicle was a Dodge pickup. We were late for lunch but it didn't matter as our leader had the firewood, so we had a fire. We were late because of



"playing' in a logged area that had a depression filled with water, which immediately attracted Rooster. Of course, he made it over the hill, through the water and back up the hill. This encouraged others to do the same, only not quite. Stucks all over the hills. As the area was logged, it was wise not to try and go over any snow lumps, which mostly hid pulled out tree stumps. A great time was had by all, including New Bob, who had to pay up for trying to make his own trail, sideways, on the hill, having buried Rooster's CJ 8. After the playtime, getting us all out of the area took another hour. Our last obstacle for the day was a long, some times steep, hill climb. Rooster took the lead and blazed a crooked path for us, up the hill and down, with a surprise visit to a sapling along the way. Once a path was made, we all were in it. The beginning of the hill took a couple of tries as the steepest part didn't have any snow left, but the ice was exposed. But we all did it and slithered down the even steeper back side.

We joined up with Durrell, Syndy and 218 other event participants for the evening dinner and raffle goodies. There were a total of 112 vehicles on the trails this year so it was quite an honor for Rooster to receive mention and a Sno-Blind hat for his trail leadership and the 'un-stucking' of others. The Mud Chuggers passed around their buck-a-stuck bucket, which many needed to fill (except for me and my pizza cutters)! We'll be back next year, so come and join us.~

# Non-Perishable Donations

By MaryAnn Callarman

Paul Harvey was right! What people in America need are more dirt roads. And more front porches. What the seniors in Pittsfield need are more canned goods.

Right now, as you read this, go toss some cans of soup or fruit in your Jeep to bring to the next meeting/work weekend. (They won't freeze now). Becky has allotted us a corner in the VFW to collect these goods.

The Seymours and Walstons do such a great job of distributing them at Christmas time, let's make them work extra hard this next year. Thanks!~



## Pike County Community News & Information

By Syndy Miller

**Milton family suffers total loss of their home due to tragic fire... community support and donations are needed...**

It's always difficult to rebuild your family's life after a house fire takes away everything you own. Unfortunately for Pike County residents Bill and Sandy Cammack of Milton, they are forced to accept this reality after an electrical fire swept through their house on March 6<sup>th</sup> leaving everything in ashes. Fortunately nobody was hurt in the fire. Bill and Sandy have three children, Billy, Michael and Missy, and all attend school in the Pittsfield School District. The Cammacks are currently staying with Bill's parents and it is uncertain where they will live next.

According to the Pike Press, the Cammack's have received a great deal of help but friends and family say they still need some of the "little things" to get back on track. The family has received many donations of money and clothes but what they need now are blankets, sheets, cooking utensils, washcloths, hangers, silverware, picture frames, photo albums and towels. They are also looking for affordable furniture like a couch and chairs.

If you have anything to donate in support of this tragedy (money, non-perishable food items, household items, etc.) please contact MaryAnn Callarman at 630-357-3695. TRJC will be coordinating a donation to the family at the Trailbuilding weekend on April 14<sup>th</sup>. Any support you can offer should be delivered to Callarman's by April 12<sup>th</sup> or brought with you to the next Trailbuilding weekend. Thanks for your support.~

# The Trail Of Life

by Chief

Hello everyone. Things have picked up a bit since the last column. I actually have some information to pass along to you!

- For starters, it seems that since the last issue it has been a good time to have grandbabies.
  - Born to Grandpa Pokey and Grandma Becky Walston, a grandson, Nicholas Isaac. Nicholas' parents are Amy and Keith Crawford.
  - Born to Grandpa Steve (Chief) and Linda Gambrell, a granddaughter, Taylor Nichole. Her parents are Troy and Tammy Page.
- It has been a period of honors for our own Billy Walston. I first discovered he won a fourth place award from the Pike Press for being nominated as the "Sweetest Boy at Pittsfield High School". I then found out that Billy entered and won a contest at the high school for having the lowest pickup truck. I understand he used some trail experience and "aired down" for the winning edge.
- Our thoughts and prayers go out to the family of Merle and Joan Walston. Joan's step-father recently passed away.
- Uncle Sam McEvers recently suffered a mild heart attack (if there is such a thing). He is recovering fine and was at the 3-3-01 work weekend looking buff. Take care of yourself Uncle Sam.
- Jim Poor, Tammy Ator's father, celebrated his 84<sup>th</sup> birthday on 3-8-01. We need to keep Jim in our prayers. He will be facing serious surgery on March 22, 2001.
- Congratulations to Lane Fry and Jean Cloninger. They were married on March 2nd of this year. They drove down to southern Illinois where Lane's grandparents are from, and his cousins stood up in the wedding. Lane and Jean are living in Pittsfield.
- Our prayers are with Doug Richter who is hospitalized following a serious automobile accident. Get better real soon, Doug!!!

## Words Of Wisdom

- Character is made by what you stand for; reputation by what you fall for.
- Blow your own nose, but don't toot your own horn.
- If you act like you know where you are going, you may end up someplace you'd rather be anyway.

Once again, if you have anything you would like in the column, call me, e-mail me, or snail-mail me. I'm in the directory. I can only write what I have been given.

See ya on the trails!  
Chief ~

# Mossy Mountain Work Weekend

By Tom Miller

Well, things turned out pretty good for a cold and breezy day. A good crowd began showing up at the V.F.W. hall and the fellas at the hall had a hot feed waiting for the early risers. Tim Miller was trying to organize the madness while Garry Shadwick was handing out vehicle inspection forms.

The work crews started leaving around 9:30 am. There were 4 groups all together. Our group was last to leave. It consisted of myself, Garry Shadwick, Bruce Urlinger and son, Bruce jr., Tim Carson, Elmo and Barb Johnson, Allan Applebee, Laura Persons, Chief and a special guest appearance by Pokey and his son Billy. This was Pokey's first time out since his accident.

We headed out for some landowner appreciation work at the Bradshaws. The plan was to clean out about a 1/4 mile (in reality more like 1/8 mile, but to a well fed flatlander like myself it seemed longer) of fence row that was being taken over by trees.

As we arrived everyone seemed eager to start. After a brief meeting to fill everyone in on our goals for the day, there was no hesitation by anyone in getting started. (This may have been encouraged by the brisk cold wind!) With everyone working together, things moved quickly. After all the trees were cleared from the fence row Garry Shadwick pulled his truck and trailer out into the field and the lumber was loaded and moved to the corner of the field to be burned at a latter time. Billy and Bruce jr. put stump killer on every thing we cut as suggested by Fred, who just happen to have some handy. Apparently, doing this right away saves a lot of work in the future. I had the opportunity to talk with Fred for a few moments, which was very enjoyable! We were finished before 11:30.

After a very brief discussion about lunch, even though everyone had brought something, it was without hesitation that we headed to the Purple Martin cafe for a hot lunch. After we sat down I noticed we were missing a few folks. Turns out that Elmo had left his lights on while we were working Now, I'm not sure, but this probably falls under one of Doc's rules. (Hey Doc, do ya have a printed edition yet?). One thing about those C.B.'s... they need juice to be able to call for help. Well, Chief saved the day as he was there to help get Elmo powered up. Thanks, Chief!

A few folks had to leave after lunch and the rest of us went to Magic Mountain. We were hoping to check out a section of trail originally cut for Suzie's Knob. It has not been used since some logger's had been in there and changed the dynamics to the point of, (well, I can't use those words in this article!). Let's just say it's more suited for the lower rated Mossy Mountain trail now. After some clearing and more cutting and tagging the section is finished. Almost everyone made it through un-scratched except for one spot. Well, I'm sure there's a rule for that in Doc's book, and Pokey said he had a good time, too.

Not a bad day. Thanks to all that braved the cold weather to come out and help. I hope we have as good a turnout for the rest of the work weekends so all the trails will be ready for the club events. Also, we don't want to forget those all-important Landowner Appreciation work day's

Without the help of **ALL** club members and the endless generosity of the land owners our club would not be here!!!

Happy trails!~

# Industry Spotlight

by Sparky

Well, I was going to fill this space with all kinds of interesting facts on the Liberty, but that seems to be a mute point now...so I'll just move on to the 2001 Jeep Willys Concept vehicle.

This awesome concept vehicle doesn't even use stamped metal!! That's right, it uses a technology that utilizes an injection-molded plastic body! This reduces weight by almost 50 percent, and reduces the cost of production too. (Sounds perfect. A new Jeep I'll be able to afford!!). The carbon fiber body is then mounted to an all aluminum frame, giving it cutting-edge durability. This bad boy weighs in at 2900 lbs. giving it a 15:1 weight-to-horsepower ratio.

This Jeep honors his past brothers while continuing to bring forth new technologies and designs. Note the traditional grille (SQUARE headlights are better, darnit!!) and fender lines (wheel arches). The interior is simple (like the old Willys) but yet uses subtle colored leather and brushed aluminum to keep it looking into the future.

The Willys is powered by a supercharged 1.6 in-line four-cylinder, delivering 160 HP. They estimate that you will get 0-to-60 in around 10 seconds, and a top speed of somewhere in the 90 mph range. The front suspension is Independent short-and-long arm (SLA) with coil-over-shocks (mmmm coils....). The rear suspension uses multi-link solid axles, also w/coils. And hey, check this out...22-inch wheels. (Does TSL make a super swamper for that?).

The Willys has a ground clearance of 12 inches, and a wheelbase of 95 inches. With a length of 142.4 inches, width 70.5 inches, and a height of 63.2 inches, this makes for a pretty cool Jeep. I saw this Willys at the auto show, and it was definitely a wicked little Jeep.~



## Tech Tips

Submitted by Mikey

### *That's hot!!*

The most obvious by-product of an internal combustion engine is heat. Lots of heat. Combustion chamber temperatures can reach 4,500 degrees Fahrenheit. Almost one third of the power produced by an engine is lost as heat. Your engine was designed to run in a heat range that is typically 180 to 210 degrees. Temperatures within this range are normally referred to as normal operating temperature or N.O.T. in some manuals. The task of keeping the engine in this range is given to the cooling system. The cooling system consists of: water pump, radiator, thermostat, hoses, thermostat housing, cooling fan, fan clutch or temperature switch, and antifreeze.

To prevent engine failure at high temperatures, the water pump circulates coolant through the engines' water jacket where it picks up heat produced during combustion. Coolant travels from the block through

the upper radiator house to the radiator. The radiator is made up of two tanks and many little tubs that are surrounded by fins. The tubs run from tank to tank creating a very large surface area. The larger the surface area, the more heat is dissipated. The cooling fan pulls air across the tubs as hot coolant is passing through them. Heat is then transferred from the coolant to the surrounding air. This circulation of coolant and dissipation of heat is basically how the engine is kept from over heating. If this circulation continued indefinitely the engine would never get warm enough to operate properly. The thermostat is a temperature sensitive valve that is normally closed and will allow only a small amount of coolant to flow. When the coolant reaches a pre-determined degree of temperature, the thermostat opens and the cooling process begins. The fan works very much like a thermostat. Its operation is also dependent on the temperature of the engine.

Antifreeze, usually ethylene glycol, is mixed with water to produce engine coolant. Antifreeze serves several functions:

- It cools the engine (antifreeze conducts heat better than plain water).
- It lubricates the water pump.
- It prevents rust and corrosion (Water greatly improves the risk of internal rust. I have seen cases where the entire water pump impeller has rusted away completely).
- It prevents winter freeze-up (a 50/50 mixture of water and antifreeze is usually recommended. **NEVER USE PLAIN WATER IN A COOLING SYSTEM.** Freezing water expands and will create enough pressure to crack the engine block).

#### **UPGRADES:**

When you start those major engine mods, keep in mind that your factory cooling system was designed for your factory engine. A little radiator that was designed for a 4 or 6 cylinder may not properly cool a big pumped up V-8. On the other hand, a radiator that is too big will not allow the engine to reach its proper operating temperature. Probably the most common upgrade is the installation of an electric fan. This puts the fan right at the radiator and reduces the load on the engine. Very few electric fans can move as much air as their mechanical counterparts, so be sure that it has a high flow rate and is at least as large as the original, if not larger. Also, when you are doing this type of upgrade, buy a kit that includes the correct temperature switch, relays, and wiring. These kits cost a little more but will be worth it in the end. Installing a larger radiator creating more surface area, or switching to an aluminum radiator, are also common upgrades. Aluminum has a higher heat transfer rate than copper, so an aluminum radiator of the same size will dissipate heat faster than the copper one.

#### **TROUBLE SHOOTING:**

Common cases of overheating: LOW COOLANT LEVEL (due to leak or lack of maintenance). RUST OR SCALE (rust or mineral deposits clog the system). STUCK THERMOSTAT (T-stat. fails to open). LOOSE FAN BELT OR BAD WATER PUMP (either will prevent coolant from being circulated properly). FAN FAILURE.

Common causes of overcooling: STUCK THERMOSTAT (T-stat. fails to close). FAN RUNNING ALL THE TIME (stuck fan clutch or shorted fan switch).

Cooling system maintenance is pretty simple. Coolant over time becomes acidic and over time will start to eat engine parts causing many of the problems above. You will greatly extend the life of your cooling system by just draining the radiator and filling it with fresh coolant. Generally, this is done every 30,000 miles or 2 years. There are some brands of coolant that say they will go 100,000 miles but that is not always the case, and most manufacturers still recommend changing coolant every 30,000 miles. There is usually a good reason for that, and it's definitely not because they will go bankrupt if they don't get your eight bucks for a gallon of coolant. When you do your maintenance or repairs, please remember to contain and dispose of the old coolant properly! It is **FATAL** to people and animals, and is extremely detrimental to the environment. ~

# Feature Jeep...

By Sparky

## Cisco's (Warren Dixon) '95 YJ

Warren has put together a pretty mean YJ. Just check out the Specs.

- Front and Rear ARBs in a Dana 30 & 35 axels running 4.56 gears (Hey, can I borrow those ARBs Cisco?).
- Borla header with a Flow Max Glass Pack
- 33" TSL Super Swampers on Chrome Spoke Wheels
- JB Drive Shaft Conversion
- Rock-It Ram Air Tube w/K & N filter
- Jet Stage II Performance Chip
- The tub of the Jeep even has a Bedrock spray-In bed liner
- Ramsey 9500 Platinum Winch
- Rock Bumpers front & rear
- Best of all, Cisco has put in a 50Wx4 Sony CD Player complete w/a Bazooka Tube (The bass helps to move the Jeep through the mud -I know!!)



Hey Cisco, nice Jeep! Can I ride with you next time? I'll bring the tunes!!!~

## CLASSIFIEDS

- New TJ Hardtop, still in the box. Tan. Tinted windows, defrost and rear wiper. List price \$1,900. Has small scratch. Will sell at \$1,400. Contact Mikey at Jeep of DuPage. 630-653-4060.
- Peugeot Transmission. \$400.00. Call Frank. 630-307-7998.
- Set of (4) AWC Chrome Modular (Chrome Nugget) steel wheels. 15 x 10, 5 lug on 4 1/2" bolt pattern with an even 4" backspacing. Fits all new XJ's and TJ's, but not sure if they fit JY's or '76 to '86 CJ's. Will NOT fit '55-'75 CJ's! Never been used, still in the shipping boxes. Will negotiate price. Call Carson Tortorige @217-224-2819 or 217-653-5344, or e-mail with a phone number to [waybetterthanajeep@montero.zzn.com](mailto:waybetterthanajeep@montero.zzn.com) and I will call you.~



# Board Meeting Minutes

Submitted by Graham McNeill

Date: Mar 3rd, 2001  
Time: 5:00 pm  
Location: VFW Hall, Pittsfield, IL  
Present: O.R. Freesen, President, Dennis Anderson, G. McNeill, D. Miller, T. Miller, C. Seymour, H. Tate, G. Williams, T. Wombles  
Absent: L. Ator, VP,

O.R. Freesen called the meeting to order with a quorum present.

There were no comments from the club members present.

Minutes from prior meeting were approved.

## Officer's reports:

- **President's report** – A meeting took place to discuss a grant program organized by John Stevens with the Department of Resources. The D.O.R. is only interested in bikes and atvs.
- **Treasurer's report** – approved
- **Secretary report** – approved

## Committee reports.

- **Trail leader & maintenance** – An overview of trail readiness was read. It was suggested that some trails be widened to avoid tree damage. It was reported that the Awareness class was so successful that another class will be scheduled for later in the year. Details will appear in the next newsletter.
- **Communications** – A first aid training class would take place at the next communication meeting. Mike Myers would be the instructor. If this were successful it would be integrated into the Awareness classes. It was reported that the web page team was working well together and that the web site was coming together nicely. The ILFWDA – Storming Springfield is on schedule for May 17<sup>th</sup> and encourages all that can attend to do so. The response to the first aid kits was so successful that the club will purchase an additional 150 kits for sales as fundraisers at club functions. Paul Beyer will also look into purchasing fire extinguishers for club members.
- **Logo Development/Promotions** – No report

- **Landowner Appreciation** – No report

**Special Activities:**

- **Jeep Jamboree** – This year's event is expected to increase from 175 to 240 Jeeps with 450 people expected to attend. The Land of Lincoln Jamboree is the largest and first to fill up in the nation. Jeep Jamboree will donate 2 Platinum 9500 winches to the club.
- **4X4 BLAST** – Sign ups are already off to a fast start with over 50 vehicles registered. Carl reiterated the need for trails guides and volunteers to register for the event.

**Old Business:**

- VFW Hall: Or Freesen and Carl Seymour will meet with the VFW Commander to discuss improvement options for the VFW Hall and bring them to the next meeting.

**New Business:**

- Membership Cap review – it was decided to let things stand as is until next year.
- 36" tire review – a new plan will be implemented to increase the tire size maximum in 2002.

Resolutions – as stated above.  
Adjourned at 6:25pm.

Submitted by,

Graham McNeill  
Secretary/Treasurer

Note: The next board meeting of the Two Rivers Jeep Club will be held at the VFW Hall, Pittsfield, Illinois on April 27<sup>th</sup>, 2001 at 7:00pm.~

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**ADDRESS CORRECTION REQUESTED**

