



Two Rivers Tracker

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The Prez Sez

Lee Ator

As I write this we are just a few weeks to the Safari. After some bad weather at the early trail builders the rest have gone well and all trails are now ready. Registrations are up at this point but we will still have room for walk-ins so pass the word to those you know or meet. Lilly says it looks like we should have a good raffle. All is well for the Safari.



Saturday I let Dan talk Trent and me into running Atlas with Walt. Trent's Ox locker was slipping some and I had two flats so I was running Trent's spare and mine to get home. One Swamper is history and the other just needs a new valve stem. We'll both be fixed by the Safari and hope that will be the extent of our problems! I hope to see you all there. This is going to be a great Safari this year.

Upcoming Events

May 15-17: 13th Annual 4x4 Safari. Yes, we still have room for walk-ins. Registration begins 4 PM on Thursday at the American Legion. If you want to attend and have not pre-registered come and join the fun!

June 14: Miller's TNT Farm Father's Day Run & Catered Dinner. Leave from the VFW at 9 AM to caravan to the farm. A catered meal will be held that evening at the farm. All members are welcome. RSVP to trjcjeff@yahoo.com or call the club phone. There will also be a Board Meeting at 7:30 AM at the VFW.

July 12: 4th of July Run. Leave from the VFW at 9 AM. More details will be on the web site.

July 26: Trail Builder. Leave from the VFW at 9 AM.

August 7 - 9: 16th Annual 4x4 Blast. Registrations will be sent out mid-May. Tell your friends as this will be our last public event for the year. More information is on the web site.

Trail of Life

By Chief



Safari time is fast approaching and I am anxious. I am "Jonesing" for some Jeepin. My schedule has kept me off the trail except for the weekend of the Kickoff Dinner. It was a weekend when we able to have a genuine Snow Run. I know it wasn't August, but that weekend was a BLAST. It is totally amazing to me how much different the trail looks with about 10" inches of snow on the ground. I have guided Murphy's Law for at least couple of years now and there were a couple of times I found myself trying to figure out just exactly where I was. I stopped in the creek once to figure out where the Waterfall had gone and then discovered I was in it, or should I say on it. The thick ice held all the Jeeps as we moved on. The formidable wall we climb and sometimes have some difficulty with was only a baby ledge, not even a good speed bump. The fame of Murphy's Law did not take the winter off and showed no mercy as it seemed to enjoy living up to its reputation of carnage and mayhem.

The first victim was a front axle. The sound of the cold snapping metal echoed off the snow covered hills proclaiming to all who heard, "Houston, we have a problem." By chance, the way the axle snapped didn't prevent the Jeep from continuing on, it was just a three wheel drive instead of four. Then came the Can-opener. What a great place to play for a while. The snow and ice definitely increased the difficulty level a bit and also contributed to our next part failure. Once again the earsplitting sound of heavy metal snapping rang though the creek bottoms. One rear drive shaft appeared to be in more parts than normal. Not a problem, there is another drive shaft on the front which can be moved to the rear and we can limp out to the trail-head and then back to civilization. Great plan for a few hundred feet at least. Then once again the familiar sound of metal snapping filled the air again and the front drive shaft that was moved to the rear apparently was not satisfied being in the rear and revolted violently. Observation: Jeeps don't move well with NO drive shafts. Solution: Jeep Train!

We hooked up the broken Jeep to an unbroken Jeep and started out to the trail head very confident we could make it up the final hill climb one way or another. As it turned out, it was the "another way". Things were going well until the angle of the slope began to increase. Then wheels began to spin then slip and then forward progress was no longer noticeable. Not a problem, we have a whole bunch more Jeeps to tie together and that is just what we did. Finally, with five Jeep Engines pulling, we made it up the hill. There is a great video of this event I tried to download on our Facebook page but I couldn't get it to go. I will talk to some IT type people and maybe I can still get it posted. What a great day on the trail with a really good group of club members.

Once we got back to town, we headed to the clubhouse and had some awesome chili and vegetable soup to warm out innards and some sandwiches and dessert as well. It was a great weekend of snow fun, and as I have written before I LOVE SNOW. The ultimate best thing was, unlike the Pike County Mud that you have to scrub forever to clean off, the snow just goes away with no effort required. I hope to see you at the Safari. I know it is not in August, but I am sure it will be a Blast!!!

See Ya on the Trail,

Chief

Words of Wisdom: Do Roman paramedics refer to IV's as '4's'?

Why do they display pictures of criminals in the Post Office? What are we supposed to do, write to them? Why don't they just put their pictures on the postage stamps so the postmen can look for them while they deliver the mail?

Charlie's Ramblin's

By Charlie Ater

Well, I've been a little "hit n' miss" with my contributions to the newsletter for a while, and my fans (all both of 'em!) want to know what's going on with this ol' phart. I think most people know now that I've been diagnosed with Peripheral Neuropathy, and have been feuding- er, disagreeing with those learned members of the medical profession for about five months now. P.N. is a nerve disorder that is incurable; in my case numbness and pain in my feet and legs leading to balance problems and foot co-ordination difficulties. I've been on several different meds, including that wonderful Lyrica that made me way uncoordinated, made my feet and ankles swell, and changed my attitude about most things in life to I-don't-give-a-crap. I'm now on one that works to a point (not well), but at least lets me function.

Enough about my situation. I finally got the Landowner Appreciation checks mailed. I really am sorry that it took so long, and wish I could have done it sooner (see the paragraph above...). Thanks to the encouragement of Lora and an hour and a quarter phone session with Doug, I went out on a trail builder with a small crew of hard workers to get Hopewell opened up. On arrival, I was taken for a tour by Rick (that Dodge truck thinks it's a Jeep!) and shown some old trails that we could open up- that'll be in the future because there's too much overgrowth to cut out in a day. At his request we've done a slight rerouting that should prove interesting... We had a number of deadfalls to cut through; the worst of which was on the Creek Trail. Need I say more? We reopened an old trail that will bypass some trail sections so we won't have to deal with the Bad-Ess turn in the creek at the bottom of the long, steep hill as we go into the trail. There's another trail in there that we need to see if it can be reopened- I've been on it twice, and it is tough unless traction conditions are good.

I wasn't able physically to go to Moab this year (see the first - oh, never mind!), so Lora and I want to try to do some more local off-road parks. If anyone is going to do this, why don't you put it on our website and Facebook and we'll make an unofficial club run out of it. We've a number of people that are missing club functions and runs because of farm work, and this will give them an opportunity to get involved in an event with fellow club members. Several times I found out about some of our fellow Jeepers that had gone to SMORR, the Cliffs, or Badlands last year and "I didn't know you wanted to go..." I realize that there are times we want just a few Jeepers of our skill level to go with us, and that's fine. Please consider some of our newer members that are willing to try to bring their Jeepin' ability up to the next level- let's at least give them a chance. And don't forget to have some sympathy for us over-the-hill Senior Citizen offroad wonders...

The SAFARI is right around the corner as I write this- help get the word out to any Jeepers you know.

Jeepers- If three out of four wheels are touching Terra Firma- well 3 outta 4 ain't bad.

A Fun Day on Dutch Creek

By Karl Anderson

Amy and I were finally able to make a trail builder last weekend and had a great time on Dutch Creek with Lee and his merry band of thrill seekers. Yeah, I know Dutch isn't one of our hardest rated trails but it was actually more challenging in spots than I remembered from our last visit in 2011 and especially once Lee starts doing his Texas Chainsaw Massacre impersonation. I'm not griping though, his chainsaw actually was needed to unstuck me when I got our LJ hung up on a log. And I'm proud to say that it wasn't right at the very beginning of the trail. I'd feel like an idiot if I got stuck right at the beginning of the trail. No, this was at least a good 10 feet AFTER the beginning of the trail. I mean seriously, what kind of lame amateur gets stuck right at the beginning of the trail? And it wasn't my fault anyway. Amy must have packed too much ice in our cooler and the Jeep was sitting a couple millimeters lower than normal. (It's amazing how I can always blame her and get away with it since she's not watching me write this and won't see it till Dave puts it on the site or in the newsletter. Remember, it's always MUCH easier to get forgiveness than permission!)

A couple rigs behind us had to make some minor repairs not far into the trail, but after that it was pretty much smooth sailing. We had a good variety of mild to wild Jeeps in our original pack of 12, ranging from our LJ with nothing but lift and tires and a couple Cherokees to some seriously big YJ's. My personal favorite of the day was Jimmy Smith's 78 CJ-5. If you're not familiar with it, the body still looks mostly original, kind of a dark purple, but it's got a 350 Chevy and rides on 36 inch Swamper SX's. He made every obstacle look relatively easy and did anything the big boys on 39's were doing.



The creek ride at the beginning was extremely uneventful compared to 2011 when I accidentally tried to see if my old CJ-7 could play submarine and ended up with water over the hood and wet underwear for the entire day. Again, not my fault because Lee and Charlie were standing right there watching but didn't bother telling me I was too far to the left. With friends like that, who needs enemies?



Everybody made the first rock climb without a hitch and we got to play in some mud thanks to the previous week's rain, but eventually we got to the point of the trail where Lee wanted to reroute us to avoid a part of it that had begun to wash out quite a bit. That's why we call 'em trail builders after all. Out came the saws and with a little lifting and dragging we made a new approach to the ditch crossing. Unfortunately, the part of the ditch where Lee wanted us to now cross had a very sharp drop off into it a just as sharp of a climb out. No problem when you're locked up and riding

on 39's, but Amy and I were second in line after Lee, so I figured I'd get to hold up the process once again.

Lee of course gave it the first shot and well... he didn't make it. He tried to winch out but his Smittybilt decided not to play along, so one of the guys behind us went around the original route and yanked him free of the ditch's grasp. Unfortunately, the immediate right Lee thought we should try to take after the ditch ended up being, well, let's just say not a very good option for mild Jeeps either. Yes, he got stuck again. No, his winch still didn't want to live up to its intended purpose. Yes, the other guy had to pull him out again. And no, I wouldn't have spent so much time telling you about Lee being so helpless on his own trail if he hadn't taken so much glee in me nearly drowning the first time on his trail. Now we're even.

All in all it was a perfect day for trail riding, nice and warm (FOR A FREAKING CHANGE!!!!) and not too dusty or too muddy. Just about right. I did manage to take a lot of pictures that I've posted on my Facebook page and even posted a few short videos on Youtube. Just type in TRJC on there and you should be able to find them. I also posted a video on there that is a compilation of clips from trail rides with the club and on our land. It's a little over 38 minutes long and if you can sit through the whole thing, you might see yourself in it at some point. My name on my Youtube channel is pete101ise. Until recently, I always drove Peterbilts, my truck number was 101 and when you put pete101 as your name they say it's not long enough so I really have no idea how I came up with pete101ise and so far haven't figured out how to change it.



Speaking of that, our club and our events seem to be lacking in coverage from the national 4x4 publications and hopefully that will change in the years to come thanks to all this new technology. I myself plan to start posting videos for all the world to see from every event we're able to attend and I'd like to encourage anyone else that gets footage to do the same. You all know as well as I do that our events make

for interesting reading and viewing as much as most of the other stuff you see in the magazines. So don't be offended if you see an Impact Orange LJ sneaking to the front of the pack on a trail ride you may be on, I'm just trying to get up there so I can tape the rest of you. I might even start getting some names and info on your Jeeps and try to send in some shots and a write up into one of the mags someday to see if they'd have any interest in an article on our club and events and I want you to get credit if they use a picture you're in. It may end up being a wasted effort but you don't know till you try. And don't worry, your tech info will NOT be passed on to Murphy so he knows what parts are available when you break down on his trail.

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