



# Two Rivers Tracker

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

Volume 19 Issue 4

August 2016

## Upcoming Events

*All activities take place or start at the WBBA radio station building otherwise noted.  
Trails leave at 9 AM. Always check the website for trails to be run or any last minute changes.*

Trails to be run are to be determined. Check the web page for updates.

**September 10: 8 AM Annual General Meeting and Board elections, 9 AM Board meeting, 10 AM Ma Earth Run.**

Elections will be held for three Board positions whose term will expire this year. We need members who are willing to help guide the club. If you are interested in running, please send our Secretary, Jeff Sorensen ([trjcjeff@yahoo.com](mailto:trjcjeff@yahoo.com)) a short bio and why you would like to run for the Board. Please consider running, we need fresh ideas and new people to help. We have a lot of new members with ideas who can help move the club along. If you are willing to commit to helping our club, please run for the Board. There are a couple perks: free membership and free entrance to the Safari and Blast so please consider helping.

**October 8: 9 AM Road Run, 6 PM Board meeting with 2017 event planning.**

Members are encouraged to attend and provide input for the events next year.

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## The Prez Sez

Lee Ator

We had a real good turnout for the 2016 Blast and were blessed with nice weather both days. There was a mishap on Murphy's trail but no serious injury, mostly to Gary's Jeep and pride. We have more details later in this newsletter. And of course, I also broke my Jeep but thankfully at the end of the day Saturday .

September 10 is the Annual General Meeting of the club with three board members to be elected (gee, are you tired of hearing about elections yet)? But if you are interested in helping to run the club let club Secretary Jeff Sorensen know by September 8 so we have time to print ballots.

Also, there are only two more runs left for this year so let's make the most of them.

Hope to see you on the trails!

# 2016 Blast and Sponsors

We wish to thank the following sponsors for the Blast. Without their help we could not have had such great results for the raffle. Raffle proceeds will be combined with the Safari proceeds and the Board will disburse the funds as donations to various groups in Pike County by the end of the year. Results will be printed in the next newsletter. Please thank these folks for their help and please use their businesses.

**Barnes 4 WD**  
**BDS Suspension**  
**Frank's 4x4 Pittsfield Tires**  
**Full Throttle Parts**  
**Halpin Napa Auto Parts Pittsfield**  
**Hyline Offroad**  
**Jegs**  
**Kaiser Willy's Auto Supplies**  
**Lucas Oil**  
**OverKill Off Road**

**Painless Performance**  
**PowerTank**  
**Randy's Auto Repair**  
**Rugged Radios**  
**Rugged Ridge**  
**Stage 8**  
**Tub-O-Towels**  
**Warrior Products**

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## Trail of Life

by Chief

Talk about a Blast, we had one! I am not sure what message the Jeepin' gods are trying to send to us on Murphy's Law. I hope just because we conduct the recovery class on Murphy's Law doesn't mean we must have an incident on every run. I usually try to write humorous and clever articles for the Tracker but this time I am going to focus on the importance of recognizing that wheeling does have its risks and we must be aware and prepared when the trail takes its swing at us.



After guiding on Murphy's for over 15 years I can say the incidents we have had on Murphy's Law, (and the list is rather lengthy, hence the name Murphy's Law) have seldom been caused by someone doing something questionable (usually outside of the guide's eyesight) and never by guides forcing someone to do something beyond their or their Jeeps capability. We do have areas where the risk is higher for the drivers and the Jeeps themselves. There are incidents that occur during those higher risk endeavors, however the majority of the incidents are the result of something we all deal with from time to time in all areas of our lives. Complacency. We become familiar with a certain activity we have done over and over and we fail to notice the small change in conditions or we miss the warning signs that we might need to change our tact for this situation. In the fire service there is a adage which states, "Complacency Kills". It is easy to become familiar with high frequency tasks we perform routinely and those are the times we become vulnerable for a happening.

If for some reason you might not know, we have had two major incidents on Murphy's this season. During the Safari we had a four-door Jeep go over a cliff falling about seven feet landing on its roof. The two

passengers were uninjured #1 because they were being good Jeepers and had their seat belts on and #2 the factory roll protection system did its job and held up. The fact they landed on relatively soft ground helped I am sure. The irony of this incident was it happened exactly where we conduct our hands on portion of the recovery class. Anyway the group on the trail that day with little or no previous experience working together in a crisis situation performed safely and efficiently and in a short amount of time we were moving again. The only causality being the Jeep.

During the Blast we had a much more serious incident which resulted in two participants being transported to hospitals for precautionary exams. By the grace of God there were no serious injuries. This incident involved a Jeep doing a complete barrel roll down a hill and then landing on it wheels like nothing happened. The Jeep involved was a hundred yards ahead of me around a bend in the trail so I was the first on the scene after the driver called out to me on his CB he had an accident. The driver and passenger were both sitting in the vehicle noticeably shaken but at least conscious and able to talk and describe where they were hurting. Once again seat-belts were being worn. Now, I don't care how experienced you are in the area of emergency response, there is going to be a pucker factor in this situation. A hundred things go through your mind, the pressure is on and you don't want to make a mistake or miss something that might be important later. Now comes the plug: the TRJC Recovery Class not only covers the recovery of rigs, it also addresses the steps you need to take during emergency incidents to handle them safely, efficiently and to gather all the information needed if the incident goes to anything other than a trail incident, if you get my drift. Once again the group on the trail that day did an excellent job in responding. We were blessed in having a PA and a couple of firefighters on the trail with us that day and they stepped up big time and began securing the Jeep's occupants until the Paramedics arrived. Outside EMS was immediately notified and Jeeps were sent to transport them to the incident site. They were there quick. We made MASH ambulances from some Jeeps to transport the injured. Once it was determined we would airlift one patient to Quincy to err on the side of safety, we worked with the Fire Department to set up the landing zone for Air Evac. Those who were given assignments did them and did them well, those who were not involved stayed out of the way waiting for an assignment. Both occupants were at the dinner Saturday night, sore but smiling. Both were awarded a Eugene the Jeep award, one with the appropriate bandaging. Once again a big thank you to all who were on the trail with us that day. And once again a gigantic thank you to trail guide Ghost Rider, aka Randy Newport for his expert help.

From every incident lessons are learned whether we are trail guides, drivers, passengers or the responders. I will be adding some additional information for the Recovery Class to help guides and members assess and process the options during unplanned events on the trail. If you have not attended a Recovery Class I would encourage you to do so. If you have already attended one, do it again, there is always new material and discussions that you can learn from. Jeepin' with TRJC is a great family activity and TRJC is a perfect example of that. There is, however, an associated risk with such activity and we need to be prepared for the unexpected and unplanned event.

See Ya on the Trail

*Chief*

*Editors note:*

*Thank you, Chief! I try to keep quiet on issues in the newsletter but I would propose that we make it mandatory for all Trail Guides to attend the Recovery Course. A few hours of someone's time may save a life or prevent permanent injury. Our club was fortunate to have Chief on Murphy's to take charge but we know that won't always be the case. We need to be prepared for the unexpected and mandatory training of Guides, at a minimum, is essential to our club's commitment to safety. We also highly suggest members take the course also as one never knows when such training may be necessary, on or off the trail!*

# Blast Memories

by Warren DeWolfe

Well another Blast is in the books. I will say this one will be in my memory for a long time to come! As always Amy and I love seeing old friends, family and making new ones. This year it was different for us as we brought two of our children down with us. Normally this is mom and dad time, yet Quinlan and Teagan were out of school and really wanted to come. As well we were hosting and exchange student from Marseilles, France. What a better American experience than Pike County and Jeeping!! Friday was a good day out on Capps Canyon, first time in my new/used jeep. She got around fine, a few under belly photo ops and a new U-Joint so it was all good. Ryan gave Alex a thrill when he was trying to climb a rock wall in his jeep. I know he loved it!

Friday night is always fun as we get to break bread with all these great people and spend some cash on giving back to the community and maybe take home a prize.

Saturday started out GREAT! I was going to ride solo with the boys, Amy with Brenda and Teagan was riding with her new buddy Murphy! She was psyched. Well about 20 minutes into the trail, I broke another U-joint and the yoke this time. Seriously, I could not have been any gentler with that Jeep going up that little hill. So we urged everyone to carry on and we would catch up. Bill, Wayne, and Randy volunteered to stay and help me repair it. So as we were cussing at the darn outer shaft to break free the nut we heard over the radio there had been a roll-over. I said a quick prayer for whoever it was that they were be okay. So we sent Randy on their way to assist, shortly after we started to see the emergency vehicles stacking up. We were still working at it when Randy came tearing up and told me it was Gary and Teagan in the roll-over! My heart sank as any parents would. I knew Amy was nearby to be near here and provide some comfort to her. When we got the scene all I remember seeing was my baby girl strapped to a backboard and getting loaded into David and Sarah's Jeep. I wanted to CRY! Needless to say when they told me a helicopter was on the way to transport her I was even more scared. As everyone reassured Amy and I it was more pre-cautionary, I was still freaked out. Thank fully everyone from the responders to all the drivers and folks on the trail did everything the right way and took care of Teagan and of course Gary. I expect Chief to give a better recounting of the story anyway! Back to Teagan, she was flown to Quincy and my cousin Brian got us there quickly and safely as I or Amy would have been doing some crazy driving, I'm sure, and that would do nobody any good. We got to Blessings, they did some scans and everything checked out fine.



That night Teagan and Gary were both awarded Eugene dolls for their gallant effort and doing summersaults on the trail. They came away sore and scraped but thank God they are alive and no more

worse for the wear! Amy and I want to thank everyone for their thoughts, prayers, well wishes, help on the trail and anywhere else! YOU ALL ARE WHAT MAKES THIS THE GREATEST CLUB.

## It Was A Blast

by Karl Anderson

I'm sitting down to write my article about the 2016 Blast and my wife just got done weighing her melons. She's got some nice ones. The pumpkins aren't too shabby either, but I'm more partial to watermelon myself.

Gotta love fall... The garden is producing (no more weeding the freakin' thing), school is starting back up (getting stuck behind a school bus with 27 houses to stop at before he turns off the road and no passing zones long enough to get around him), pretty soon the leaves will start to turn all those pretty colors (then fall to the ground and need to be raked and that's just the ones that don't clog your gutters), harvest is on its way (crazy drivers that can't see a 15 foot tall combine in front of them with flashing lights all over it), football and hunting seasons are right around the corner and I can finally stand on the pond bank and cast a line without sweating like I just finished a marathon in Rio while trying not to catch any major diseases. And last but not least, Jeep season is almost over.



Actually, there's lots of good AND bad about fall. The end of our club runs for the year is the worst part, but it does give us time to reflect on the year and our big events and start to think about all the money that needs to be spent before the next season. And trust me, my eyes are bigger than my wallet once again but I hope to accomplish a few upgrades to the ole

brown CJ before February 2017. The Holley EFI setup seems to be working fine and the overheating problem seems to have been solved so now we're down to installing the overdrive trans (found a 700-R that needs rebuilt for \$50) upgrading the brakes to eliminate near cardiac arrest on the steep down hills and add a ram assist to the steering so it'll turn without causing embarrassing outbursts of profanity. (I keep reminding her it's a family event but there's only so much I can do).

Yeah, I know, this was supposed to be an article about the 2016 Blast. Forgive me, but as many of you know I have the attention span of a newborn hyena on meth.

So anyway.... This year's Blast was quite an event in more ways than one. The numbers were up over last year (good thing). One of our illustrious trail guides/land owners/board members rolled his Jeep on his own trail (bad thing). For those of you who haven't figured it out yet, Gary Williams isn't nicknamed "Murphy" because of his thick Irish accent. Honestly, his accent reminds one more of Hazard County than anything you'll hear on The Emerald Isle. I wasn't on the scene of the incident, but I do know nobody was hurt beyond some minor cuts and bruises thankfully. Murphy did tell me on the phone the next day that he plans to be dressed in full Nascar safety gear on trail rides from now on and he plans to spend the winter lining his trail with old mattresses, so if you have any you can donate to the cause be sure and give him a call.

Amy and I ran Murphy's Law on Friday, with no real excitement other than yet another failed attempt at the Can Opener by yours truly. Well, it wasn't a complete loss. I got to see what one of my rear shackles looks like when it gets flipped the wrong direction. Whoever was spotting me looked at my rear axle and said "Hey, your sh#t's twisted!" Lord knows nobody wants to spend the rest of the day in that uncomfortable scenario so with the help of a yank to my leaf spring by Randy Newport, my sh#t got untwisted and we finished the day with permanent side effects. We did, however get soaked on the way back to town so when we reached the motel I pulled the Jeep right up onto the trailer so I wouldn't have to get wet again later on doing it. This of course caused quite a few people to think I'd already broke and was ready to head home. No, I was just thinking ahead but I appreciate not being expected to make through the entire event again. And thank you Chief for asking me twenty or thirty times if I planned on making it through the day with no breakdowns. You are quite the confidence builder.



Saturday was a bit more interesting. A good dose of rainfall Friday night made sure of that. We had signed up for Lakeshore but seriously considered going back out on Murphy's since Lakeshore is quite a challenge for some of us even in dry conditions. We finally decided to go ahead and give it a whirl. For those of you who've never run this trail, it's definitely fun and challenging but doesn't always guarantee severe body damage to your vehicle. I can't say the same for u-joints though. (I'm looking at you Steve Hembrough).

There were a few almost brand new JK Wranglers running the trail with us and it was very impressive watching the psychos... er... owners slam them against the rock ledges and bounce their way up some of the gnarlier parts of the trail. I don't remember everyone's names but they were a great bunch to wheel with.

And of course I couldn't make it all the way through the day without some breakage on my own Jeep, so I let Doug Watret drive it. I had been taking pictures of everybody climbing a ledge in the creek and left Amy and the Jeep sitting at the back of the line with only his Jeep behind me. When he went to get in his I told him to tell Amy to pull mine on up and I'd try to get some pics of her making the climb. I forgot I'd never enlightened her on the tricks to getting the old girl in motion, so Doug brought it up for her. With Amy still in the passenger seat I told him to go ahead and bring it up the ledge so I could get some pics. Of course it's always fun to hammer on equipment when the repairs aren't coming out of your pocket so he just stood on it until the driver's side hub went flying. Or at least a big chunk of it did. Man, that's some kind of friend. (I finally told him I had forgotten to check the bolts on the lockouts which had a bad habit of working themselves loose, but it was fun letting him feel guilty for a while). Our day finally ended when I managed to grenade the other lockout on another climb.



I hope everyone else had as much fun as we did and we will hopefully be seeing all of you back again next year.



# Two Rivers Jeep Club

## PO Box 47

### Pittsfield IL 62363-0047

(630) 717-5337 or (866) 483-3982 email: [trjc1@trjc.com](mailto:trjc1@trjc.com) web: [www.trjc.com](http://www.trjc.com)

## 2017 Membership Enrollment Form

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Home \_\_\_\_\_

Phone Work \_\_\_\_\_

Phone Cell \_\_\_\_\_

e-mail(s) \_\_\_\_\_

Nickname(s) \_\_\_\_\_

Jeep(s) \_\_\_\_\_

Membership Type

<b>PAID MEMBER</b> (Choose one only) <input type="checkbox"/> Renewal (\$60.00) <input type="checkbox"/> New (\$60.00)
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OR

<b>COMPLIMENTARY</b> (Choose all that apply) <input type="checkbox"/> Land Owner <input type="checkbox"/> Board Member <input type="checkbox"/> Trail Guide <input type="checkbox"/> Special Volunteer <input type="checkbox"/> Newsletter Only
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Do not publish my address in the club directory

I hereby release Two Rivers Jeep Club, landowners, and any other party or parties involved in any Two Rivers Jeep Club activity of any liability whatsoever for any loss or damage to property or personal injuries sustained or occurring on any Two River Jeep Club event. I certify that I am at least 18 years of age and have liability insurance for vehicles I will use on the trails. Membership renewals are to be received by **January 1** if you want your name in the club directory. Make checks out to "Two Rivers Jeep Club" or "TRJC".

Applicant's Signature \_\_\_\_\_ Date Signed \_\_\_\_\_

Office Use Only: Amount Received \_\_\_\_\_ Cash or Check # \_\_\_\_\_ Date Received: \_\_\_\_/\_\_\_\_/\_\_\_\_

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