



Two Rivers Tracker

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

Volume 5, Issue 6

December 2002

Welcome New Board Members!

Congratulations to the new members of the board, Walt Gilbert and Bob Lyerla. Walt will be leading the planning efforts for the Safari and Bob will be the new Communications Chairperson. Lee Ator was re-elected and will continue as President of Vice. We also thank Carl Seymour and Durrell Miller for their years of effort as they leave the Board.



Walt



Bob



We also congratulate Doug Maxheimer on assuming the responsibilities of Trail Maintenance and Leadership. While not a Board position, Doug will be busy planning work weekends and trail line-ups. Thanks to Tim Miller who has done such a great job over the last few years. Tim will still remain active as a Board member and will be the chairman of the 2003 4x4 *BLAST*.

Kick-Off Dinner & Auction, February 1

Please reserve February 1. The annual Kick-Off dinner will be held at 6 p.m. following a 4 p.m. Board Meeting at the VFW. Immediately following the dinner we will be holding a silent auction. This is also a scheduled work weekend. Saturday breakfast will be served at the VFW. Additional information will be mailed separately at a later date.~



TRJC 2003 Calendar of Events

The 2003 Calendar of Events is found inside this newsletter. The dates of our two public events, the Safari and *BLAST* are included. Registration prices have increased this year, however TRJC members will **not** have to pay the higher prices.

2003 Officers, Board Members, and Committees

Officers and Board Members

President	O. R. Freesen	oryellow@hotmail.com	217-754-3505
Vice President	Lee Ator		217-437-5221
Secretary/Treasurer	Graham McNeill	madbrit@jeepingoffroad.com	630-416-6625 Home, 630-355-0956 FAX
Board Member	Walt Gilbert	walt-pj@bigriver.net	573-324-6464
Board Member	Tim Miller	jeepnwidow@home.com	217-875-2680
Board Member	Bob Lyerla	rca9@msn.com	708-479-6541
Board Member	Hamer Tate		217-833-2861
Board Member	Dennis Andersen	fuzzy@btc-skynet.net	815-365-4421
Board Member	Gary Williams	gwilliam@adams.net	217-285-4750
Board Member	Tom Wombles	twombles@adams.net	217-437-4361

Committees

Communication	Bob Lyerla	rca9@msn.com	708-479-6541
Illini 4x4 Safari	Walt Gilbert	walt-pj@bigriver.net	573-324-6464
4x4 Blast	Tim Miller	jeepnwidow@home.com	217-875-2680
Promotional Items	Chad Suhre	suhresp@myhtn.net	217-742-9818
Trail Leadership & Maintenance	Doug Maxheimer	drmaxheimer@netzero.net	217-287-7470

Newsletter and Web Page

Editor	Jude Fleeger	outbac4x4@aol.com	630-307-7998
Publisher	Dave Christensen	davec@millenicom.com	630-393-3314
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TRJC Web Page: <http://www.trjc.com/>
Club e-mail: trjc@trjc.com
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 June 1 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 for members who have participated in two work events (or equivalent) in the past year and \$120 for first year new members or those who have not met the work requirement. 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 Jpg won't work.) Scanned photos may be sent directly to davec@millenicom.com.

Column	Columnist	e-mail	Phone
Bloopie Blurb	Bill Zoetvelt	ScremnGepn@aol.com	708-205-0040
Classifieds			
Club Affiliations UFWDA/ILFWDA	Gina Zoetvelt	Stlscreamn@aol.com	708-205-0040
Club Events			
Jeep/Member Spotlight	Tony Prochaska	Sparky@aans.org	708-301-3751
Pike County Community Interest	Pike County C of C	pikeco@adams.net	217 285-2971
Safety Tips	Gary Schreiter	glsthorlic@postnet.com	314-225-8245
Social Coordinator	Steve Gambrell	chief351hfpd@email.msn.com	217-423-4144
Tech Tips	Mike Keller	mikeyCJ79@aol.com	630-665-5058
Trip Coordinator	Dave Christensen	davec@millenicom.com	630-393-3314

Next Newsletter Deadline: January 15

2003 Calendar

Date	TRJC Event	Location	Time	Registration/Information
Jan 2003	1 Club Run to Badlands (Attica, IN)	Attica, IN	9:00 AM	secretary@trjc.com
Feb 2003	1 Trail Building	VFW, Pittsfield	8:00 AM	trails@trjc.com
	1 Board Meeting		4:00 PM	secretary@trjc.com
	1 Kickoff Dinner		6:00 PM	
	15 Trail Bulding		8:00 AM	trails@trjc.com
Mar 2003	1 Trail Building	VFW, Pittsfield	8:00 AM	trails@trjc.com
	15 Trail Building			
	29 Trail Building			
Apr 2003	12 Trail Building	VFW, Pittsfield	8:00 AM	trails@trjc.com
	Awareness Training - Field trip		8:00 AM	
	26 Board Meeting		3:00 PM	secretary@trjc.com
	26 Appreciation Party	Tom Wombles	6:00 PM	twombles@adams.net
May 2003	10 Trail Building	VFW, Pittsfield	8:00 AM	trails@trjc.com
	15-17 Illini 4x4 Safari (open to public)	American Legion Pittsfield		Illini 4x4 Safari
	31 Memorial Day Picnic,	Mokena, Il	12 Noon	sandram@sgsupply.com
Jun 2003	14 Miller's TNT Farm Father's Day Run	VFW, Pittsfield	8:00 AM	durrellgmiller@aol.com
	14 Board Meeting		4:00 PM	secretary@trjc.com
Jul 2003	4-5 Wombles' Independence Day Run	VFW, Pittsfield	8:00 AM	twombles@adams.net
	19 Trail Building Weekend			trails@trjc.com
Aug 2003	2 Trail Building Weekend	VFW, Pittsfield	8:00 AM	trails@trjc.com
	2 Board meeting	VFW, Pittsfield	4:00 PM	secretary@trjc.com
	14-16 4x4 Blast (open to public)	American Legion Pittsfield		4x4 Blast
Sep 2003	20 Tombstone Invitational Rock Run (Tentative)	VFW, Pittsfield	8:00 AM	jpthing@adams.net
Oct 2003	11 Annual meeting	VFW, Pittsfield	8:00 AM	secretary@trjc.com
	11 Board Meeting		10:00 AM	
	11 Ma Earth Halloween Run		10:30 AM	
18-19 Pike County Fall Color Tours	Pittsfield	all day		
Nov 2003	8 Board Meeting (2004 Event Planning)	VFW, Pittsfield	1:00 PM	secretary@trjc.com
Dec 2003	6 Christmas Party (Tentative – only if people volunteer)			

TRJC's 1st Annual Off-Road Color Drive

Submitted by Tom Miller



I would like to start by thanking those who participated in putting this charity event together and making it work. Without their generosity, cooperation, participation and ideas we would not be the club we have become. The person that started this whole thing was Tom Wombles. It was his idea, and he arranged with family and friends for the acreage with these wonderful views. That brings us to the landowners. It's their generosity and cooperation that got us started and keeps us going. Tom & Debbie Wombles, Rick & Sharon Wombles, Dora Lee Claus, Virginia Williams and Gary & Sharon Williams gave us the views and the space to stage from for this event. There is also no doubt that without the generosity and participation of our own club members we would not be here, and without them we certainly would not be having successful events. The following club members were on hand and behind the scene to help make this 1st Annual Charity Off Road Color Drive a success: Dave Christensen, O. R. Freesen, Graham McNeill, Lee & Tammy Ator, Doug & Rachele Maxheimer, Chad, Franny, Cory & Danielle Suhre, Tim Miller, Gary

Williams, Carey & Janet Levoy, Gerald Bennett, Walt Gilbert, Bill & Sandy Lovstad, John & Mo Winckler, Stu Fotta & Jerrylynn, Mike Phillips, Dave & Denise Jacobs, Elmo Johnson, Ray Coleman, Allen & Alex Applebee, Rick Culberson, Dirk Tucker, Allen Grady and myself. Plus, Hamer & Jenny Tate and Tom & Debbie Wombles loaned us their Cherokees for the event. We must also thank those in the county that helped make sure that folks heard and read about this event and the Jeep Club. The Pike County Chamber of Commerce and the Color Drive sub committee, the Rotary Club, WBBA Radio and Pike Press. We would also like to thank Suzan & Gilman at Motel Pike for making sure any Jeeper helping out had a room when needed. Congratulations are also in order. They are proud new grandparents.

As for the stats, we were asking for a \$5 donation per person per view (some folks gave more). We collected \$620 in donations from 121 people that wanted to enjoy the ride and view (90 on Sat. & 31 on Sun.). We had 18 Jeeps for Saturday and 14 for Sunday. The most popular spot was Atlas, followed closely by Hopewell Views. As for damages (if you can believe it) Elmo lost a drive shaft (something about a tree), and Gary broke a hub (I think it had something to do with that high torque John Deere motor he had in his Jeep).

Now for something a little less boring. As I awoke from a short nap (1-1/2 hours) Saturday morning I was thinking about the rain that had started Friday afternoon. Everything was still wet when I looked out the window. After a quick cold shower to wake me up, I called Tim to make sure he was up (he was riding over with me). I got dressed and quickly finished loading the Cherokee and as I was rushing over to Tim's I noticed I had forgotten to gas up. Finally, with Tim picked up and the Cherokee gassed up, we were off. The roads were still wet and we were running late. About half way to Springfield I remembered something else. I had forgotten to pack some extra warm shirts. As we reached Pittsfield we stopped to top off the gas and were greeted by Doug Maxheimer who had just finished fueling up and was headed to Virginia's. When we arrived at Virginia's, Doug was busy unloading under the bright orange and white tent awning provided by Doug Schmitt Tents for guest registration. And everyone appreciated the fact that Scotty's Potty's had the other necessities taken care of.

It was quite nippy and windy (thoughts of the warm shirts I forgot kept popping into my head) but it was sunny. While Doug and I were preparing, Tim thought it would be a good idea to scare a few cow pies out of Gary's young cows that were next to us in a small pen. After their mini stampede (seems this was quite amusing to Tim) he further terrorized them with his laugh. You know the one! As the young cows slowly regained what little sense they hadn't knocked out of each other, they regrouped on the far side of the pen. They lined up in a straight row and stared intensely at Tim (still laughing). I wished I'd unpacked my camera. It was like one of those mass hypnosis things or they were scared "cow pie less" and frozen with fear. What do you think?

About then Franny, Cory and Danielle Suhre arrived with Chad following in his Jeep. I had a quick talk with Gary and Hamer about how much rain they had in Pike Co. (3/4" in Atlas and 1.8" in Griggsville). Soon Tim and I decided to give the cows a break and left to pick up Tom Womble's Cherokee. When we returned most of the Jeeps had arrived and Franny and Rachele had the registration set up (which they handled wonderfully). Franny also had a small display of club stuff for sale. Things started out rather slow, but soon our first victims, oops... guests, stopped for a ride. The couple was from Mt. Zion, IL. They were co-workers of my Mom and Dad (they

drive school buses). Right behind them was Graham McNeil and his business partner Tim from overseas. Graham had planned their business trip so they would come back through Pike Co. and attend this event. With our guests loaded up and a few drivers not familiar with the route we would be using, we headed off to see what kind of trouble we could find. Everything was going well and Graham was getting some pictures for the newsletter and web site. Our guests were truly impressed and as we were finishing up the last view at Murphy's Law I thought it was dry enough to go through the bypass at Carburetor Ally. I was wrong. About 2/3 of the way down the hill we lost all traction and had a joy ride the rest of the way down. Elmo and Stu were sliding right behind me. Through the thrilling downhill ride Graham's partner Tim seemed pretty calm. As we slid to a slow stop at the bottom he said something about that being fun! With Elmo and I at the bottom and Mike Phillips sorta stuck on the side of the hill, the rest were still on dry terra firma and we pondered our situation. Mike was soon assisted to the drier part of the hill and Elmo made his first of several attempts to get back up. With swampers and a heavy foot he finally made it. Then, while Graham, Tim and I were watching Elmo, someone asked how we were going to get out. Being as how I didn't have any stinking mud tires. I replied that I didn't think we would. Having said that, Graham opened his door and got out, taking his camera with him, and started walking (slip sliding). Tim started to look a little concerned. I made my first attempt and made little progress, doing a few 180's on the way back down, but each time I made an attempt I made it up a little further. Tim was still looking concerned.

While I was playing like a pig at the bottom, Elmo and Stu were prepping for our rescue. With Elmo at a dry spot on the hill, Stu was hoofing down with the hook. Over one-hundred foot I would guess. Now, upon seeing this the old Cherokee got it's second wind, not wanting Stu to get bragging rights I would guess. It was around the 6th or 7th attempt and Tim and I very slowly continued going up, up and away past Stu and on up the hill. The look of disappointment on Stu's face, unfortunately, was not caught on film. Sorry. I think Graham made it up about the same time as Tim and I. I guess he just wanted some exercise.

As we returned to Virginia's I noticed the other Jeep's were gone. We were promptly scolded for being gone so long. Sorry, my fault. Franny and Rachelle said it became busy shortly after we left. Well, Tim said he really enjoyed the ride and the views, and our guests from Mt. Zion said they would be back next year, quite possibly with a bus load of friends. They truly enjoyed it. Another couple stopped Saturday for two views and enjoyed it so much that they came back Sunday for the other two. Many people wanted to see the old cemeteries at Atlas. A few folks stopped there to look for relatives and I was told that somebody did find one. Many of the locals didn't know the cemeteries were even there and some who have been in Pike Co. many years commented they hadn't seen views like these before.

Originally it was proposed that this might be a Cherokee only event because of the cool and unpredictable weather thinking that most folks would rather ride in the warmth and comfort of a Cherokee but it was apparent early on that it needed to be opened up to any Jeep with a seat in order to have enough Jeeps to keep a steady flow for the event. It was a bit of a surprise then when the most requests were for open top and modified Jeeps. Yes, there were requests for Cherokee's too. I think Walt Gilbert, Doug Maxheimer and one other were the only ones that showed up topless and Walt made more trips out than anyone did.

A plus for us was having home cooked and homemade goodies right next door at Virginia's. Virginia and Sharon Williams have been doing something for the Color Drive for the past 14 years.



I'm told Sharon has quite a following for her homemade chicken & noodles. She has some of the same people stopping by year after year just for the chicken & noodles. Sharon said there were folks knocking on the door at 7:15 am Friday to make sure they got theirs before she ran out. I heard Sharon say she and Kelly had cooked over two hundred pounds of chicken for that weekend and they did run out Saturday. Sharon went home Saturday night and made more for Sunday and in her spare time she whipped up some beef stew. Wow! Some of the other stuff that was there besides the chicken & noodles and beef stew included, Italian beef, beef & noodles, BBQ pork, sloppy Joe's and hot dogs. As for baked

goodies they had all sorts of cookies, quick breads, tarts, lemon squares, and other pastries.

Saturday turned out to be fairly busy and steady. We were scheduled to give rides till 4:00 pm, but people kept stopping by 'till around 5:00 pm and there were still enough club members on hand to take care of them. Then everything wound down and we all left for dinner.

Sunday morning started out a little nippy (there was a hard frost on the ground) but only a slight breeze and not a cloud in the sky. Things were pretty slow early on but Sharon kept us busy when she fixed up some home made

apple fritters with powdered sugar and cinnamon & brown sugar. She passed them out to us still hot and Virginia was offering up some fresh hot coffee. Seemed like a nice way to start a morning to me. Needless to say I didn't go hungry all weekend, thank you very much! By the way, it was Gary's birthday on Sunday and he chose to share it with us (since he had to be there anyway to make sure Tim didn't scare his cows again) and we sang Happy Birthday to him. We did get an 'Aw-Shucks' out of him but he wouldn't tell us how old he was. Then things started to pick up around 10:00 am and by the early afternoon we were pretty steady again. The weather was beautiful all day and things were drying out. We even made it around carburetor ally. Again, just like Saturday we had folks still stopping by 'till after 5:00 pm to get a ride and we still had club members on hand to take care of everyone. I think we were all back by 5:30 pm and had things all wrapped up and taken down by 6:00 pm.

Although this weekend was not peak color (it was just starting to turn) the views were still awesome and enjoyed by all. I heard nothing but positive comments about the whole event. Most of those that took a ride returned excited and thrilled by the experience and said they would return next year with family and friends. Some of the critters spied by our guests included deer, wild turkey, great blue heron, owls, vultures, red tailed hawks, chuckers and of course cows (some of which will never forget Tim).

To wrap things up, I again would like to thank everyone involved for yet another successful club event. Our club has done many good things for Pike Co. and the residents of Pike Co. have done many good things for our club. That personally makes me feel good about being a participating member of Two Rivers Jeep Club. I think we all have a sense of pride in what our club has accomplished here in Pike Co. and with the generosity, cooperation, participation, and ideas of landowners, club members, businesses and organizations throughout the county, I know that next year's events will continue to be successful.

I would like to take this last bit of space to encourage club members to consider participating in next years color drive event. It will be October 18th & 19th. And if there is anyone that would be interested in coordinating next years Charities Off Road Color Drive event, please let any board member, Doug Maxheimer or me (Tom Miller) know. Hope to see you at the Kick-Off Dinner!~

Color drive October 2002

Submitted by Elmo and Barbara Johnson

The first annual color drive event for the TRJC club was a great success. We had over 100 people come to see the parts of Pike County that only the club members, land owners and a few hunters get to see. Our most requested ride was the one to see Ms. Dora Lee Claus' picture window. Dora Lee's picture window is a view from the top of what we call Atlas trail. The view is one of the pictures on the web page right now. The picture does not give you the true dimension of this spectacular view.



Not to brag, but I had the pleasure and honor of taking Ms. Dora Lee, her niece Cinda and Cinda's husband, Jim to see Dora Lee's picture window. This view was named such because Ms. Dora Lee always has wanted a home on the hill with a picture window to view the Mississippi valley. Ms. Dora Lee is aunt to our club founder Tom Wombles and Cinda is Tom's sister. Cinda told me she has a few stories about Tom's early wheeling and she said something about being able to out-drive Tom on a bad day. I think I will have to interview her and get back to you with those stories!

Our trips to the picture window, up until Ms Dora Lee's ride, had been almost like driving your car. In fact one trip I made in two wheel drive. Some of the more adventurous riders had been taking the steep trail back down to the trail head. The first few trips down the steep side were a little slick due to the rain the Friday night before the drive.

My trip with Ms. Dora Lee and guests was pretty much like the other rides to the top, but the trip back was a lot different. Ms. Dora Lee had requested the top be taken down to enjoy the view a little better, and to sit in the back seat as well. She found that request to be a little chilling on the ride to Atlas, as the sun was shining brightly but the

temperature was in the 60's. As we climbed the hill to the picture window we passed two cemetery plots. Ms. Dora Lee told us of a trip she and a friend had made to the top of the hill years ago to place some flowers on the grave site of her friend's mother. As the story goes she and her girl friend were walking and talking, as girls do, with flowers in a basket and a horse in tow. When the girls got to the top of the hill to the grave site, they went to place the flowers on the grave and found the horse had eaten all the flowers. Now, the reason I am telling her story is that it leads to our story. Ms Dora Lee asked if we could drive down a different trail past the cemetery she and her friend had visited long ago. Ms Dora Lee told me the trail was not very hard as she had driven her pick-up truck up and down it in years past when living at the bottom of the hill leading to the trail head. I had no problem with meeting her request and proceeded down the hill as she directed.



The problem came when we got to the large tree (again with the tree problems and wheeling). The large tree was cross ways of the trail. I first thought I might be able to push the tree out of the way but the little push I gave it proved not to be the way we would move this tree. We then tried to cut it with my chain saw. This also proved fruitless as that tree, what ever kind it was, is the hardest thing I have ever tried to cut. The chain started to smoke after only digging in about a quarter inch. John and Stu were following us in somebodys Jeep they had procured and suggested we pull the tree out of the way by using the winch on my Jeep and the block (pulley thing) to pull the tree down the hill and out of the way. It was a great idea and was working until a large vine that was holding the tree from going the way we wanted began to pull my Jeep into the tree. I carefully unreeled my winch cable and began backing up when a strange clunking noise came from my front right wheel. This noise, as many of you probably know, was my axle joint breaking while I backed up to get in position to again pull the tree the rest of the way off the trail. Wouldn't you know, just the night before I had been bragging to Tom Miller about how well my Dana 30 was holding up. Once the tree was out of the way we proceeded back to the tent by

the old drive- in theatre which was our staging area for the rides. Ms Dora Lee made my day with her stories, and I guess I made her day with breaking my Jeep.

Once again I would like to take this opportunity to thank our land owners for their hospitality and for allowing us to play in their yards.

Club Affiliations

Submitted by Regina Zoetvelt

The United Four Wheel Drive Association displayed a booth at the annual trade show event in Las Vegas for Specialty Equipment Manufacturer Association (SEMA). The show was held Nov 5th – 8th and was open to industry only. The trade show is for aftermarket product manufacturers to show their product line. United's booth was a great success and allowed the volunteers to meet with companies' top management that support United as well as meeting new prospective supporters.

ILFWDA held their 4th Annual Fall Classic on September 14, 2002 at the Badlands in Attica Indiana. To see pictures of fellow TRJC members and others, log onto <http://www.ilfwda.org>. On December 7, 2002, 101 Awareness Training class will be held from 10:00 a.m. to 2:00 p.m. at Balzekas Motor Sales in Chicago. For more information contact Jack Sahr at jackandiana@attbi.com. Also on December 7th, "The Badlands" Off Road Park in Attica Indiana and the U.S. Marine Corps Reserve are having the 4 Wheels to Freedom Toys for Tots Campaign. Bring a new unwrapped toy with a value of at least \$5 with a receipt and receive \$5 off admission; if it's worth \$10, receive \$10 off; worth over \$15 gets you in free.

Tread Lightly! Inc. will be conducting its first Tread Trainer Pilot Course on March 26, 2003 at the OHV Managers Workshop in Charlotte, North Carolina. This course will provide certification in instructing the Tread Lightly! message. The importance of the program is to spread the Tread Lightly! message across the country. For more information on this program contact Tread Lightly! at (800) 966-9900 or at tlinc@xmission.com.~

Trail of Life

Submitted by Chief



Has anyone noticed a definite change of weather these last few weeks? I think winter is just around the corner and with it all the hustle and bustle of the holiday season. Let me be the first to wish all the TRJC members a blessed holiday season.

I have a few items to pass along, but before I get to them I want to tell a story from the Ma Earth run. Murphy's Law is the trail I lead, which is on Gary (Murphy) William's property. The trail head is right across from his mother, Virginia's, place. I normally drive my truck and trailer out to the trail head, park it there and unload my Jeep. I did this the day of the Ma Earth run. When we came into Virginia's for lunch I thought it might be better to park my truck and trailer at the farm, rather than leaving it sit at the trail head. I asked Virginia if that would be okay and she graciously consented. One less worry while out on the night run, and there would be lights to load up by in the barn lot. "Good thinking, Chief!!" Well, when we returned from the super night run (thanks to everyone responsible) and I got my Jeep loaded, I made a circle check to make sure everything was strapped down, connected and working. Much to my surprise, I had no trailer lights. With *dogged* tenacity I began to search out the problem. Hummm, there is a wire broken by the tail light. A quick splice, and still no lights. I looked under the trailer and happened to notice a four foot piece of wire missing from the front to the back of the trailer. "What the heck??" I thought. Then as I was lying on the ground wondering, I looked over and there was Virginia's black lab pup, Molly, with the wire in it's mouth. Well, at least I know that it wasn't Al Qaida trying to sabotage my trip home! As most of you know I carry nearly everything in my Jeep, so out came the spool of wire. A few splice sleeves and all was well. I haven't had a chance to talk to Virginia or Gary since then, so Molly's "trick or treat" will be news to them also. The Trail of Life is always full of surprises. I'm glad I followed the advice of an old farmer I used to work for, "Check it every time before you take it on the road", or a state trooper might have given me a trick or treat!

Congratulations to Harry Wright and Tammy Ator on their re-election to the Pike County Board.

Best wishes to Harry Wright on his recuperation from heart surgery.

Once again, have blessed holidays and remember: "Blow your own nose but don't toot your own horn"~

A note from the Ators:

We'd like to thank all the people who helped set up, on the 5th and the 12th, for the Halloween Run. We'd also like to thank those who came back on the 13th and helped take down all the props. We couldn't have done it without your help. Thanks!

Lee, Tammy, Chuck and Lisa

Doc's Discourse



Now you've gone and done it. You've built yo'self a real trail Jeep, She's got great big tires, great big gears, and all the doodads you need to go trail ride'n, onlyest thing is, you fear for your life every time you even think about a highwayofframp (O' mah Gawd! O' mah Gawd!...). Seems as though your supper soft ultra flexi suspension requires you to almost come to a complete stop anytime you want to turn, and you'll risk permanent hearing and butt damage if you have to travel more than about fifty mile at one time. What's a feller to do? Why, get you a tow rig of course! Then you can cruise along in luxury while listen'n to your favorite tunes instead of them swamper lugs slap'n the pavement, drink'n a Coke, and saving your butt muscles for the up commin trail ride.

So you ask yo self, what do I need for this rig? First you'll need a tow vehicle, second ya need a trailer and third ya need to learn how to drive the rig. Now I don't consider myself an expert about tow rigs or drive'n um, however, I've been drivin one for a while now and you may be able to benefit from all the mistakes I've made and paid for over the years.

The tow vehicle: Now if ya scoot down to just about any vehicle store you will find a helpful "sale associate" who will double dang guarantee that the new Ultra Luxo Canyonaro will pull you and yo fambly and all yo gear right up Mount Everest. Sorry, with a few rare exceptions you'll have to do your own research to find the right vehicle for you as most sales people will be less than informed. Here are a few things that have worked for me over the years. Body on frame construction, yeah, I know how unibody is stiffer and all, however, I have yet to see a hitch assembly pull away from a full frame vehicle while I have seen a couple of unibody rigs separate from their hitch assembly. Does size really matter? Well, sure! A full grown Jeep will weigh between four thousand to forty eight hundred pounds add a tandem trailer between fifteen hundred and two thousand pounds and ya end up with a trailer weight between fifty five hundred and sixty eight hundred pounds,(or more) and you haven't added the spares you'll carry yet. Now that half ton rated vehicle may pull u're trailer rig up the grade with its base engine but you may need to move all your other appointments into next week so you'll have time to get to the top.

Once you finally get to the top of the grade ya got to come down t'other side, are those half ton brakes up to slowing ya down now that you've added another three tons push'n ya down the hill? Meby, meby not. How long do ya want that tow vehicle to last? If ya want Her to last as long as the payments ya really ought to consider a three quarter ton or larger vehicle. Get the big engine, you don't have to use all the power all the time but it will sure come in handy on long steep grades when u're hurry'n home to see u're Honey. That three quarter ton will also come with bigger brakes, heavy duty transmission or gear box, stronger axle assemblies, stronger frame, or to put it another way it'll be heavy duty like the Jeep ya built.

Go for the low axle ratio if you get a gasser mid range if ya go for an oil burner. There are lots of other options the "sales associate" will be happy to sell ya if you order one from the big vehicle factory, less if you buy off the lot or "preowned". The trend for tow rigs seems to be paralleling Jeep development i.e. bigger, so don't rule out a one ton, of course drive thru's are heck on the fender flares.

Next time, Trailers.

Regards, Doc

Superlift ORV Park

Submitted by Allen and Sue Huntington

My wife Sue and I left the afternoon of Wednesday, October 16 and drove down to Hot Springs, AR to Superlift ORV Park and spent Friday and Saturday wheeling in the mountains southeast of town. The wheeling was great! We had been wanting to go down and visit friends in Hot Springs and when I saw on the Superlift ORV web site that Superlift and Sports in the Rough were having an event we decided to go.

We pre-registered for the event and sent \$136.00 for the two of us. That included all land use fees, Friday dinner, Saturday breakfast and dinner and Sunday breakfast. It also included a couple of stickers, a dash plaque, and 2 raffle tickets for the Saturday night drawing. Everyone provided their own lunch on the trail each day. Trail rides were for all day Friday and Saturday and for Sunday morning. Because of the long ride home we left Sunday morning and reluctantly skipped the Sunday morning trail ride.

This was not a Jeep only event and there was a really good variety of vehicles, but the Jeeps were probably a 10 to 1 majority. There were people there from Minnesota, Iowa, Utah, and a lot from Missouri, Louisiana and a very large number from Texas. There was some camping available at the park and a ton of camping and motels available within a very short distance of the park. It was 465 miles from Hot Springs to our home in St. Peters, MO and with quick meal stops and construction slow downs it took us 8 hours to drive our Jeep each way.

Friday we signed up for the 2-3 rated trails and thought we'd go to a higher or lower rating on Saturday after we got our own opinion of the difficulty. We run a 2000 Jeep TJ with a 2 inch spacer lift, 31X10.5 BFG Mud Terrain KM tires, and a rear Powertrax No-Slip Locker. I feel we were well suited for the 2-3 trails we chose and we found them very challenging for our skill level. We've been to the Hot Springs area before and the trails are very similar to most of the roads; it was a real roller coaster ride. The closest we'd have to compare would be the Powercut trails in Mark Twain National Forest in Potosi, MO because of the ups and downs, but these trails were also very different from the Powercut. Going up and down had off-camber, trees and big rocks to dodge and they also seemed to be steeper than anything we had ever done before. And every hill had smaller rocks and loose gravel with a little soil mixed in here and there to give you a chance to spin your tires as much as you'd want.

We were with a group of about 20 total vehicles including 14 from a club in Nacogdoches, Texas and about five other various vehicles from all over. There were some stock vehicles with no modifications in our group and there were some really well built vehicles there as well. Everyone had a great time on the trails and even the stockers were able to make everything on the 2-3 rated trails we rode, but they did have to try a little harder. There was one minor dent to a Cherokee rocker and another Cherokee ripped out a tire side wall on a sharp rock when crawling down a hill. Everyone enjoyed it and was wishing the day didn't have to end.

Overnight Friday and into Saturday morning there was a steady rain that accumulated almost an inch, so after the hills we had encountered on Friday we were a little nervous about the challenge that the wet conditions would add.

As we left the staging area the trail guides took the time to ask who had lockers and also took the vehicles with winches and spaced them out among the group. The Saturday trails were very similar to the previous days, except there was no longer a dust problem. I have been on wet trail rides in Potosi, MO at the Sayersbrook Bison Ranch and Mark Twain National Forest and also on wet trail rides in Pittsfield, IL with Two Rivers Jeep Club and I have to say that I was really surprised at the lack of problems caused by the rain.

As a conservative chicken by nature I often try to position myself in line behind vehicles that are either very similarly equipped or if possible less modified than I am. I do this to get a look at how they approach obstacles and decide whether to use the same approach or try a different line because they had more trouble than I would want. I was right behind a TJ that had no lift or locker and was running on slightly wider than stock street tires. The rain certainly didn't improve the trail conditions, but I don't think the trails were noticeably worse either. The

stock TJ in front of me had to try a little harder on a couple of climbs, but his lack of lift, no locker and the street tires he was running really didn't hold him back from anything and he finished the day with no damage and really enjoyed himself. I think that a rainy trail ride would be much less of an issue for stock vehicles than it would be in Potosi or in the Pittsfield area because of the difference in soils.

Wet rocks are usually much harder to climb than dry, but no one seemed to have any real problems. There were the large rocks that we had to get up and over and also the solid rock areas of the mountains that had nothing but a smooth, wet surface and even though these wet rocks were combined with steep inclines, the traction was very good for everyone regardless of tire brand or tread pattern. The Wal-Mart street tires did just as well as all of the Swampers and BFGs and Goodyears. It was a pleasant surprise to all of us. Even walking up or down a smooth, wet rock face was not a problem. Whatever type of rocks they were, they offered very good traction when wet.

The stories from Saturday were just about the same as Friday's run had been. Everyone completed our trail with only a minor problem or two and everyone loved the trails and level of difficulty.

Our trails crossed or intersected with a few of the more difficult trails and we got to see a little of the action that they had signed up for. There is plenty at the park for everyone to enjoy and the scenery is incredible. If your trail rig were to suffer breakage there were miles of connecting roads and easy rated trails that you could travel with your Grand Cherokee or other tow vehicle and still enjoy the scenery. Or if the wife and kids don't want to go on the difficult trails with you, they would be just fine on a scenic ride of their own. These connecting roads and easy trails would have little or no chance to even scratch your vehicle. The trails were very well marked and, with the maps provided, getting lost shouldn't be any type of a problem.

If you want a challenge, they've got challenges for even the most extreme. We saw quite a few vehicles with 44 inch tires and a lot of V-8 engines and bodies that were very similar to the rock buggies I've seen in magazines. Some of the more difficult obstacles have only been conquered once or twice since their inception and a lot of the rigs I saw were built bigger and more powerful and tougher than any that I had personally seen before. Friday, on the more difficult trails, a Cherokee had gotten cross ways on a hill and did a three quarters roll. I didn't see it, but talked to the owner and she said it had been rolled before and this time her husband was talking about turning it into an off road only crawler of some type. And on Saturday a TJ did an end over roll while coming down a steep hill. I saw the TJ as he was loading it onto his trailer, and there is no doubt it will survive. It wasn't very pretty, but it was still drivable and he had completed the run with the rest of the group.

If you'd want to call it a complaint, my wife and I weren't too excited about the meals. Everything was served outside under a tent in the parking lot and most of the chairs and tables were wet for the Saturday breakfast. It was also cool and damp enough outside that it was very hard to keep the food warm. We enjoy Jeeping and like the outdoors, but would rather have a good hot meal in a more comfortable setting. The only other events we had been to were Jeep Jamboree events and the food was far superior. But to be fair, I can't really say that the food at a Jamboree is worth the extra \$200.00 plus per person. We chose to skip most of the meals and went into Hot Springs to get a good meal and it was still much cheaper than a Jamboree.

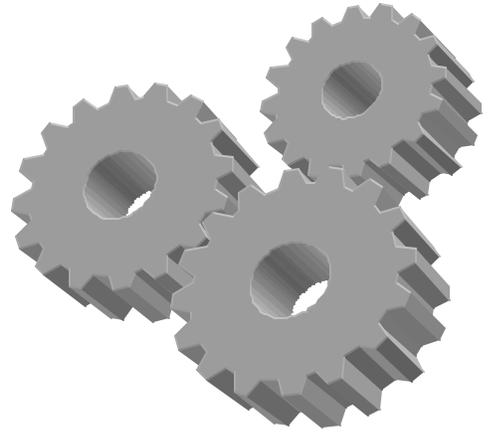
Hot Springs would be a good place to go for a spring or fall run, but much too hot in the summer. It was nice having trail guides that knew the trails and could offer experienced advice, but probably not a necessity since the trails are very well marked and the marker signs also have each trail rated at just about every intersection.

Overall I'd give the park very high marks for organization, variety and difficulty of trails offered, and we look forward to returning. The facility was very nice, and as usual, the people we met were a great bunch of people from all walks of life and experience levels. The park itself hasn't been open very long and they are working to continue to get out the few little kinks they may have. The people I talked to were very eager to get opinions and make this a success. I think they are headed in the right direction and would recommend giving them a try. ~

Let's Shift Gears...Or not!

Submitted by Mikey

The TJ shifter linkage has been a problem from its start in '97, causing problems ranging from noise and difficult shifting to falling apart during extreme flex situations. The problem lies in the mounting points of the linkage pivot (aka the bell crank). The bell crank is a pivot that changes the up and down movement of the T-case shifter lever into a front to rear movement that engages your transfer case. One side of this pivot sits in a bracket that is attached to the T-case. The other side sits in a bracket that is bolted to the body tub just below your right foot. Here is the problem. Under normal driving conditions the drive train is continually moving around a little (engine vibration, bumps in the road, etc.). This movement is only taking place on the T-case side of the pivot, and though not dramatic, is not in sync with the side that is mounted to the body. To reduce problems caused by this (noise, vibration, and binding) Chrysler put a small bearing that can swivel 360 degrees on the body side. Great when on the road. Now, let's go wheeling.



That normal movement of the drive train is now multiplied 10x. High engine rpm used when powering over obstacles or through mud holes, combined with continuous brake and clutch use can cause a lot of movement. Then we throw flex into the mix. You're powering up a slightly off-camber incline, like a rock ledge or a wash out. Your rpm's are up, you're braking to keep from rolling back and using the clutch (if you have one) to keep from stalling. Sounds like fun doesn't it? Now, you're right front tire leaves the ground, the Jeep leans left and the drive train and T-case try to lean right. OK! Catch your breath and finish the trail. The linkage pivot is now hanging under the Jeep, but you probably won't know it until you try to get out of 4-low at the end of the day. When the body and the T-case went their separate ways the pivot simply fell out.

Enter Advanced Adapter's linkage relocation bracket, a reasonably priced remedy to this problem. For approximately \$45.00 you get a new bracket to replace the body side bracket and all the necessary hardware. The new bracket mounts to the T-case allowing everything to move together, maintaining the geometry of the pivot. The old body mount is removed and discarded, but be sure to save the pivot bearing that is attached to the bracket. If the bearing doesn't move freely it should be replaced. The new bracket attaches to the same place as the T-case bracket and two new studs will have to be installed, replacing the two currently in the T-case. This will make up for the thickness of the new bracket. You're looking at about two hours of your time or your favorite shop's time, assuming that the skid plate doesn't cause problems.

Good Luck! I'll see ya on the trail.~

Welcome New Members

Dustin Cassady, Normal, IL - 79 CJ7
Jerry Priessnitz, Joliet, IL - 75 CJ5
Cara Wielgus, West Allis, WI - 00 TJ
Stephen Polcyn, Oak Lawn, IL - 01 TJ
Tim & Trish Wolf, Willow Springs, IL - 03 TJ
Patrick R Nudo, Springfield, IL - 98 TJ

Feature Jeep

Submitted by Sparky

This month's feature Jeep is a tuff looking Scrambler, owned by club member Bill Harrmann. I'm not sure I have had the pleasure of meeting Bill yet, but from the look on his passengers face, I'll go wheelin' with him anytime!

Maroon 1982 CJ-8
36" Super Swampers
Locked front and rear
Dana 300 with twin shifter
AMC 20 with 1-piece axles
Dana 30 with Warn axles

If you think you have a Jeep worthy of gracing the TRJC newsletter, then what are you waiting for? Send it in to me at sparky@ans.org!~



Bloopie of the Month



"Can someone get that rock out from under my Jeep, please?"

Membership Reminder

The following members will be removed from the membership roster on December 31st, 2002.

If you wish to remain a member in good standing, send in your 2003 application and check for \$120.00 immediately. This is your last reminder and also your last newsletter.

First Name	Last Name	First Name	Last Name
Harry	Allen	Neil & Jerry	Khant
	Baker Family Farms Inc	Robert & Karen	Kirk
Stacy	Barlow	Tom	Knop
Dave	Barrick	Kurt	Kolseth
Leonard & Hollace	Bartkowiak	Adam & Marcy	Kreoger
Christopher	Bawden	Ted	Litt
Brad	Behymer	Michael	Long
Brad	Bennett	Ron	Lovstad
Paul R.	Beyer	Shawn	Lucky
Lana	Bilderback	Gerald	Moore
Dean	Bone	Dave	Morris
Jeffry	Bowers	Michael	Myers
Dennis	Boxdorfer	Loren	Nagy
John & Stephanie	Brownlee Jr.	Richard	Naylor
John	Bruder	Phil	Naylor
Matt & Judie	Carrino	Louie	Nelson
Jeff	Christensen	Josh	Nyboer
Shannon	Clapham	Jerry	Osterdock
Kris	Daniels	Nate & Courtney	Ostrye
Jeffrey	DeGroot	Bob	Pawelek
Nate	Dillon	Joe & Kerri	Penkal
Dan	Dinelli	Jeff	Persons
Cory	Donahue	Stephen	Peters
Mark	Drauden	JoAnn	Pool
M David	Ference	Tim	Preston
Ryan	Field	Tony & Andrea	Prochaska
Wayne	Finson	Robert	Richter
Jim & Peggy	Forrer	Ted	Ruehl
Stuart	Fotta	Rob	Schlenker
Brian & Karen	Frank	Ken	Simmons
Lane	Fry	Michael	Smith
Alan	Grady	Frank	Smith
Kevin	Grice	Jim	Smith
Craig & Jeannie	Hansen	John	Stevens
David	Harris	Carl & Pat	Tortorige
Dwayne & Julie	Hoffman	Dirk	Tucker
Keith & Pat	Hunt	Gilbert	Tyson
Craig	Jesseman	Brandon	Waters
Douglas & Janet	Johnson	Merrill & Rosaleen	Weber
James	Jones	Mike & Veronica	Westphal
Marc	Kassing	Jake & Brenda	Williams
Mick	Kell	Bruce	Woodbridge
Ken	Keller		

If you need another membership application please download one from the club website or request one via the club phone. Contact the club secretary if you have any questions.

Annual Secretary Report

October 12th, 2002

I. Membership Classifications Summary:

Membership Categories -	October	2002
Associate Family Memberships		112
Regular Family Memberships		82
Land Owners		26
Trail Guides		23
Special Volunteers		7
Complimentary		10
Board Members		5
Total		265

II. Geographical Membership Statistics:

States Represented by Membership -	October	2002
Alabama		1
Iowa		5
Illinois		210
Indiana		2
Kansas		1
Maryland		1
Michigan		3
Missouri		28
New York		1
Wisconsin		13

Vehicle Membership Statistics: - Jeeps represented in the club membership

CJ2A = 3, CJ3A = 1, CJ3B = 3, CJ5 = 35, CJ6 = 1, CJ7 = 76, CJ8 = 13, J20 = 1, Commando = 2, XJ = 32, YJ = 65, SJ = 3, ZJ = 9, TJ = 67, WJ = 96, KJ = 1, LJ = 1, Grand Wag. = 1, Cherokee = 8, P/U = 2, Willys = 1, Grand Cherokee = 2.

Total Jeeps – 334 - 2002 (326 - 2001) (274 in 2000)

Meeting Minutes

Meeting minutes from the AGM and the last Board meeting, as well as the annual Treasurer's report are not included in this issue due to lack of space. If you would like a copy, please send an email to trjc@trjc.com requesting a copy.

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C/O Graham McNeill
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Naperville IL 60564

ADDRESS SERVICE REQUESTED

