



Two Rivers Tracker

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

Volume 10 Issue 2

April 2007

Safari and *BLAST* News

By the time you get this newsletter it will be only a few days before the Safari. There are still a few openings so if you know of anyone who might be interested, please let them know. **We will accept walk-in registrations Thursday as long as we are not full.**

This Safari, combined with the BLAST in August, will be our **15th club** sponsored event which is open to the public! This has not only provided a lot of fun for us 4-wheelers, but has also made a significant positive impact on the community. Come join us!

And speaking of the BLAST, registration will open for the BLAST next week. Kelly Knoll has done a great job of coordinating these two events but she can always use some help. If you have the time and want to help out the club and the community, please contact her.

We need articles and photos from the Safari for both the web page and the newsletter. Please ship your photos and articles to davec@millenicom.com For those who can't attend the Safari, this is a great way for them to see how much fun everyone had. Articles don't have to be long but we'd like to get a few from this year's event. Thanks!

Club Directories and Membership Stickers

Durrell and Syndy Miller printed, packaged, and mailed out the 2007 club directories a couple weeks ago. Thanks Durrell and Syndy for volunteering to help! The directories look great. Along with the directories, the 5, 10 and 15 year membership stickers were also mailed.

If you didn't get yours or if you need extras, please contact Frannie, our club secretary.

The Trail of Life

By Chief



I understand the need for a variety of stores. I believe everyone needs a special place to shop and spend their hard earned money and purchase items they need. I say that to qualify myself as one who recognizes everyone's needs, and to ensure you all that I am not sexist or a chauvinist. I like stores with "man stuff." Tools, gadgets, boots, outdoor supplies, farm equipment, you know what I mean.

We used to have several stores like that in Decatur. Then the Wal-Mart of "man-stores" came to town. (I started to write the name of the store, but just in case some executive or other big wheel of the company might read this somewhere, we are on line you know) and become offended and try to sue me, I will just call it "The Store". It was great for while. "The Store" had everything you could ask for. They did so well, all the other "man-stuff" stores closed up and left town. Then it happened. Gradually there was a shift. Some of the unique stuff you could not find anywhere else began to disappear. The selection of items seemed to diminish. There were places where things used to be, but there was nothing there. I went one day to buy a 9/16" bolt and nut and they were out. How can that be? All the other sizes were there in mass, bins full of them. Do they have to sell the last one before ordering anymore?

After the ice storm, I needed to replace my bow saw. Okay, there was no doubt a run on bow saws following the storm, but the ice storm was the first of December, it took them until the middle of February before they had anymore in stock. The trend I noticed was, the area of frilly woman's clothes began to increase, and fancy lawn decorations took the space once occupied by tractor parts. Household appliances began to spring up. Hair dryers and curling irons in the hunting section and the hunting section were squeezed into a corner. Could you believe they even took out the display of BUCK knives!! Everything held sacred by men everywhere was being cast aside.

I still find myself returning to "The Store" in hopes of finding the former glory which it once was. This last week while doing a project for my mother in law, I had the revelation of the inevitable. "The Store" is evolving from a "man-stuff store" to a woman's store. While I was approaching one of the two out of ten checkout lanes that were open, I saw it. Women in both lines buying clothes!! Not work clothes, not jeans or work boots, but pastel slacks and frilly blouses. One even had one of those rhinestone studded t-shirt things. Meanwhile, men were standing behind them with tools and items needed to finish jobs they were working on. I think there should be separate lines at the checkout lane - one for man stuff and a separate line for the woman stuff.

As I stood in line, I could feel the tears well up in my eyes, another bastion of manhood being eroded away. There is a ray of hope however. This last Monday, a new full blown, MAN-STORE opened up on the other side of town. It has character. When you walk in you get the encouraging smell of fertilizer, leather and animal feed. Tractors are lined up in the front. A football field long line of yard rollers and other yard tools. When you walk in, the familiar Carhart signs welcome you in. They have clevis of all sizes, tow straps up to 6", and parts for trailers including fenders. I may have to drive a little further, but it's a ManStore. I only hope it can stay that way. We all need a place to shop.

Our condolences to Susan Brown, manager of the Motel Pike. Her husband Gilman passed away March 21.

Words of Wisdom: Indecision is the key to flexibility and the other line always moves faster until you get in it.

See Ya on the Trail

Chief

Member Appreciation Day

by Alan Grady



4 friends go fooling around four wheelin' for fun on almost April Fools day. The usual extra large group sign up for the Atlas trail(2 trail guides & 2 club members): Alan & Thomas Grady, Walt Gilbert with Jeff Sorensen & Dan Reineking. It was a very wet and slippery day with some climbs just impossible with lots of sliding down hill and full throttle attacks going up. We all had a blast. Walt had the most interesting situation of all with a tree stuck between his bogger and bumper. Jeff & Dan performed the tree-ectomy and soon we were on our way again. Bogger Hill lived up to its name not letting any one up without bidders. It was a great day with no fires, roll-overs, electrical

shocks, broken windows, etc. We had a great meal at the Tates, whose road (after all the rain) almost needed 4 wheel drive. Thanks all, for a great, great day!

A Typical Day at the Rocks

by Alan Grady



Saturday, stock class. 35" tires...had a rocky start on the first stage. Things started gaining momentum in the afternoon. . . maybe to much momentum or confidence. A slip of one tire led to a roll down a 14' tall course (2 -1/4 side roll.) Thanks to lots of tubing, a 6 point roll cage, a grill bar, motor bar, and aluminum roof, the driver and Jeep escape with no injury and go on to finish the day finishing 7th out of 8 adults. Saturday evening brings a change of tires to 40" rubber and Sunday's Legends class goes quite well with lots of full throttle climbs and skillful driving - taking a 4th place finish out of 9 adults! (with young Thomas Grady at the wheel) even with the stage that rolled him on Saturday! It was great to see John & Sandy Toumbs and other club members cheering us on. After many successful finishes, I decided to concentrate on spotting for Thomas so he can get maximum seat time driving Stock & Legends class courses.

By the way....congratulations to Thomas who had almost a full page write up about him and his dad, Alan, in the April 22 issues of the Joliet Herald News!

Welcome New Members

We welcome the following new members to Two Rivers. Please make a point of introducing yourself to them at our gatherings. This year we'll start to include their email addresses. Please drop them a line, welcome them to the club and help them become acquainted with items that we take for granted – like what to bring to the trail builders, where we meet, when, etc. A little encouragement will help new members feel a part of the club.

If you have joined recently and do not appear on this list, please contact our club secretary.

Rocky & Jessica Humke	Quincy IL	99 TJ	RockJess@sbcglobal.net
Jacob Williams	Camp Point IL	07 TJ	
Janice Thomson	Winchester IL	48 Willys	janakay2@yahoo.com
David & Cyndi Yeargain	East Peoria IL	99 TJ	yeargain_d@yahoo.com

From our Prez.....



Our wheelin' season is in full swing! We've had a number of successful Trail Builders as well as a few club events already this year.

First, let me thank all the volunteers who have helped prepare for this year's Safari. It's a lot of work but when you see the people who come here and are smiling from ear to ear it's all worth it.

Also a thank you to those who came to the Trail Builders, as well as Doug and others who helped lead and organize the Builder weekends. Without your help maintaining the trails, we'd not be able to have our events. Besides that, Trail Builders are a lot of fun!

I want to encourage everyone to try and attend the Safari and Blast. Our numbers are down a little but we're doing fine. It would be nice to fill up both events. If you know of anyone, please tell them about our events. By keeping our events full, it means that we can continue to provide fun trails for everyone.

We have more club events coming up: The popular Father's Day Run, Ladies Day on the Trail, a Night at the Movies, The Blast, the "Better Late than Never 4th of July Run" to name a few. With a couple of new events and the Builders that have already occurred, this is going to be a great year!

Lee Aitor

Recovery

By Charlie



I'm pretty good at reading writin', but I ain't too sure about writin' reading, so bear with me while I write about some aspects of vehicle recovery. Some of you who know me will wholeheartedly agree when I say I ain't too smart in many areas.

But, I am willing to learn from those who do know, so I've cribbed a bunch of info from various sources for you to consider. Pirate4x4.com has the most comprehensive tech section on winches, winching, wire rope, hooks, shackles, etc. of any source I've found- well worth a read. After I finished the draft copy, I ran it by a military trained 'vehicle recovery specialist' for comments and received a 'thumbs up' for as far as I went.

First, I want to restate some of "Doc's" writing- Mother Nature is a Bitch. Mother Nature will kill you if you're not careful! At all times, you must work safely, and not create an opening for the natural laws of gravity, motion, energy, etc. to bite you in the butt or some other painful area, or even kill you. **Slow Down, THINK! Use common sense.**

So, you got yer Jeep and you started doin' 'stuff' to it- tires, lift, bumpers (what the heck are bumpers), winch, etc. And you did the right thing- yer winch is rated at one and a half times yer Jeep's weight. Or is it? Didja weigh it after you got yer goodies on it, or didja look in a manual and say "OK, this is it"? Did you consider spare parts, tools, high lift, cage, whatever? Unless you actually weighed it, your best rustication may be off by a half ton or more! Oops!

Alright! You take it out on the trail- Hot Damn! We be Jeepin' now! Down the hill and into Snickers-STUCK ! (True story and the inspiration for this article) Yer bud helps you out with a tree saver on the nearest tree and hooks your cable up. You kick in the remote, and the winch moves a few inches, then starts howlin' and yowlin' and smoking! Damn winch ain't no good - we'll put a snatch block in there and we'll git'er out! So, yer bud (the expert) puts a snatch block in the tree saver and hooks back into (tada!) another tree saver on another tree 20 feet away! To shorten the story, they did get it out, but you coulda fried eggs and bacon on that "no good winch".

I was just another 'Old Fart' offering opinionated, unnecessary, and unsolicited advice, but I did get them to throw a coat on the cable. So, what happened? Glad you asked; I was gonna tell ya anyway...

The winch wasn't properly used, and the "expert" was an ignoranus (that's not misspelled; you figure it out...). The winch was poorly selected for the vehicle weight. And then there's stuck, really stuck, and "Oh \$h!T" stuck. This was a really stuck, pushing the number three definition just listed. The front bumper was pushing dirt, the wheels were mostly submerged, and the wheels were against a nearly vertical slope. And it smelled bad, too.

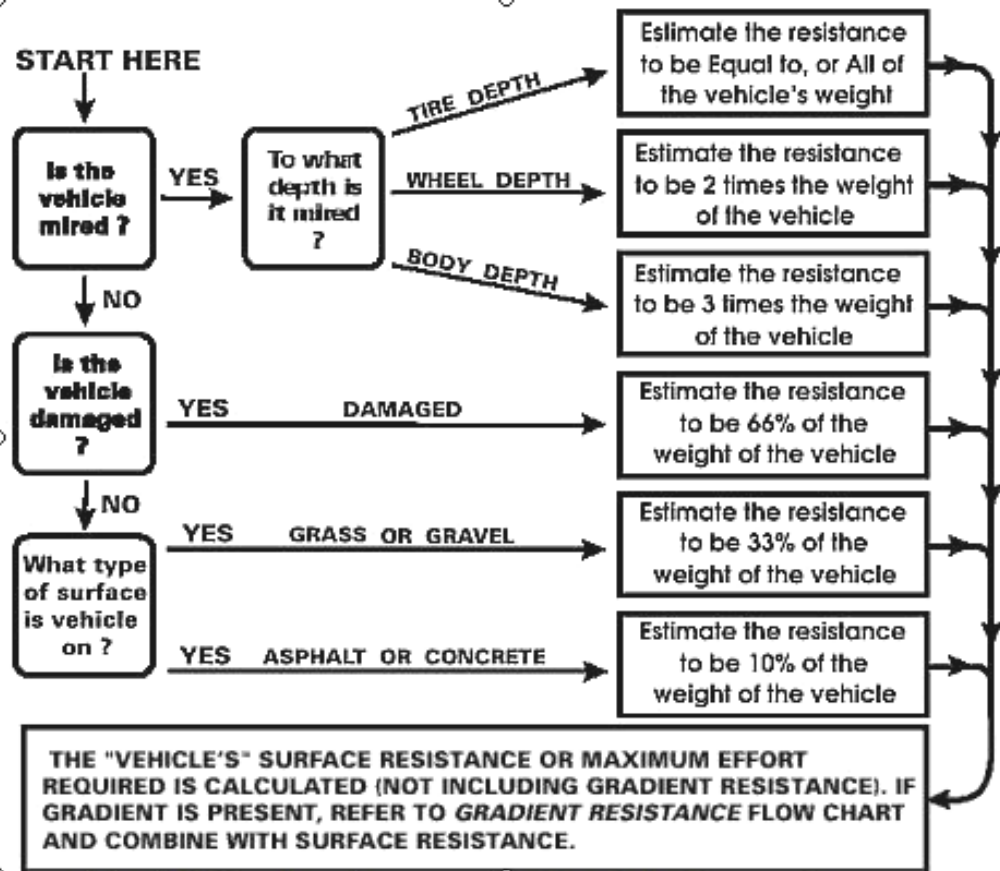
So.... What was the winch really doing? Assume a 4,000 lb. vehicle. The mud and slop was over the top of the tires, and that will double the resistance the winch has to work on, or 8,000lbs. Add the nearly vertical angle coming out of the hole, and we can add the weight of the Jeep again for 12,000 lbs, total. Initially, they were pulling from the fifth (top) layer of wire rope on the winch, which further reduces pull by 53%. That "no good" 6,000 lb. winch was trying to move 12,000lbs with a 53% handicap!

What? Snatch block? Each snatch block will cost a 10% increase in frictional losses, so if it had been hooked back to the bumper like it should have been, it would have been, effectively, a 2800 lb. winch pulling a 12,120 lb. load. A couple more snatch blocks were in order... Check the tables attached for guidelines on determining resistance.

Another thing to consider is yer anchor point-make sure it is solidly attached to Mother Earth, or is an immoveable object. It'll ruin yer day if that tree yer anchored to comes down on top of yer Jeep, or that boulder starts to roll down atcha...

You'd rather use a snatch strap? OK, but do NOT use a tow strap which has metal hooks attached to either end. The proper name for those hooks are missiles. A strap has looped ends that are sewed on. Make sure it is properly secured to a well anchored part of the vehicles pulling and pulled.

I have seen bumpers come off and shackle pins break- it ain't pleasant to watch! Start with slower, short distance yanks- I'm told that the forces involved with 'snatching' are even greater than those incurred with winching. Can't reach? Hook two straps together? Pass the strap ends thru the loops of the other strap and insert a short branch or rolled up newspaper between the loop ends to keep from forming an "Axe Knot" (it takes an axe to untie it...)



Have I covered everything? Nope, I just skimmed over a few high spots. Read your winch manual, get a realistic idea of what yer ride weighs in trail-ready condition, and read the winching tech articles in off-road magazines. Check out Pirate4x4.com tech section for winching info; it'll tell you way more than you need to know. Above all, **STOP, THINK, slow down, use common sense** (it ain't as common as it used to be...).

Happy Trails!
Old Fart - aka Charlie Ater

2007 Board Members and Responsibilities

Board Members

President	Lee Ator		217-437-5221
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Secretary	Frannie Suhre	franjan@verizon.net	217-742-9818
Treasurer	Hamer Tate		217-833-2861
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	Jim Catt	riddle01@comcast.net	815-469-1484
	Walt Gilbert	waltpj@big-river.net	573-324-6464
	Alan Grady	cgrady5600@sbcglobal.net	815-838-8611
	Tim Miller	jeepnwidow@insightbb.com	217-875-2680
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Coordinators

Illini 4x4 Safari & <i>BLAST</i>	Kelly Knoll	cjflyrod25@aol.com	815-978-9802
Promotional Items	Chad & Fran Suhre	franjan@verizon.net	217-742-9818
Trail Leadership & Maintenance	Doug Maxheimer	drmaxheimer@netzero.net	217-287-7470
Public Relations, Newsletter, Web	Dave Christensen	davec@millenicom.com	630-393-3314

TRJC Web Page: <http://www.trjc.com/>

Club e-mail: trjc1@trjc.com

Club phone: 630-717-5337 (JEEP) or 866-483-3982 (toll free)

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. 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 newsletter coordinator. The preferred method to send articles and photos is email but hard copies of photos and typed or handwritten articles will also be accepted. If you need assistance in writing an article, we can help proof it and correct spelling errors. Photos can be black and white or color with a description of what, where and when. Scanned photos may be in any reasonable graphics format (medium to high-resolution.) Low resolution photos do not print well. Hard copy photos will be returned to the owner.

Next Newsletter Deadline: May 24

Two Rivers Jeep Club
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