

Two Rivers Tracker

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

Volume 15 Issue 5

October 2012

The Prez Sez

From Lee Ator

Fall is here and we're winding up our 2012 wheeling year. It's been a great one and this Saturday (Oct. 20) we'll be planning more great events for 2013.

Congratulations to Dave Bell who was elected to the Board at our Annual General Meeting and to Hamer Tate and Gary Williams on their re-election.



2013 TRJC Officers (l to r). Jeff Sorensen (Secretary), Lee Ator (President), Hamer Tate (Treasurer), Gary Williams (Vice-President).

It's membership renewal time. If you did not get your renewal or misplaced it, we included one in this newsletter. Please renew now or if you already have, give the membership application to a friend of yours. Our club grows only by word of mouth so you can help keep it alive and well by inviting others to join.

The December newsletter will have the 2013 events schedule but the online version will be on the TRJC website by Oct. 22.

And thanks again to all those members who attended our events this year and to those members who organized and ran them. This was another great year of the best wheeling in the Midwest thanks to all of you!

Upcoming Events

October 20: Road run and planning meeting. At 9 AM we will have a road run as most of the trails will be closed for hunting. At 6 PM we'll have our last Board meeting of the year where we will decide on the 2013 calendar of events and disbursement of the 2013 raffle funds. This meeting and last run of the year are open to all members.

New Board Member, Dave Bell

I would like to thank all of those members who attended the Annual General Meeting. I feel that it is important to attend to vote for your Board, as well as voicing concerns, or just to get a better understanding of how the club operates.

For those of you who may not know me as well as others, I would like to take this opportunity to give you a little information on my background.



My wife (Jen) and I have two kids, Taylor (9) & Emma (7) and we currently live in Quincy, IL. We have been members of TRJC for almost 7 years now. In the last 7 years I have helped with the RTI ramp during the Safari and Blast. I help teach the Recovery Course and have assisted with my wife's duties as the Special Events Coordinator/Merchandise position.

From 5th grade on I grew up in Hardin/Calhoun, less than an hour south of Pittsfield, so yes I am a "Houn". I bought my first Jeep when I was 17 and since then we have lost count of how many we have owned. I tentatively say that count is now in the 20's but according to my wife as long as it is under \$500 when I buy it, it doesn't count. As of today, we have a 76 CJ5 (future trail rig), a 08 JK, and a 78 CJ7 that I use to compete in RRock & WE Rock, rock crawling competitions.

I work fulltime as the Manufacturing Engineering Manager at Knapheide Manufacturing, and I run a small fabrication side business called Taboo Customs. Prior to Knapheide I worked in the automotive industry and spent 8 years as a mechanic in the Army Reserves.

I feel that as a Board member one of our biggest responsibilities is to listen to our members and help to steer the club towards the future with the member's and club's best interests at heart.

If anyone wishes to contact me for any reason, feel free to send me an email at taboocustoms@comcast.net.

Charlie's Ramblin's

By Charlie Ater

I think most people have read the article in November JP Magazine "Don't Be That Guy". They missed a few things. As Trail Guides we are expected to render assistance where necessary including spotting drivers thru a difficult place. 95% of the drivers I've dealt with are great- they try to take direction even when "stuff" happens. You know, when it's too slick to put that tire where it's needed, or the ground is too loose to get good traction- that sort of thing.

But some people have a problem with accepting direction even when they admit they (desperately) need it.

The Independent does not think the spotter knows what he's doing and as you're yelling "Straight, Straight, STOP!", they are starting to turn into the drop too soon and do a flop. And you know whose fault it will be. Or they'll stare straight ahead like they can see thru the hood, motor and suspension as they inch forward ignoring "left . Left! LEFT!!" and then get all but hurt when you yell "STOP" - "Oh, did I do something wrong?"

Another type is the Slow Responder (or maybe just Confused...). As they inch closer to disaster and the spotter is yelling "left, Left", it takes three seconds to reach their brain where it rattles around for a few more seconds, then slowly travels to their arm - which goes right. So you switch tactics (which probably confuses them even more) and say "driver, Driver, DRIVER" and it's the same thing. They really can't tell right from left or driver from passenger?

And then there's the Mudder- He's in his element when the trail is slick or muddy. If it's the least bit slick, they KNOW that progression can only be achieved by full-throttle application to spin those big mud tires violently- oh yeah, they air down to 20-25 psi (that's more than I run on the street!) It doesn't matter that they just watched three Jeeps go up that grade and make the turn "just walkin' the dawg", they must spin those tires and generally end up on a strap or rope to get back on trail.

Sometimes my patience wears a bit thin- I even halted a run to give a short lesson on driving on a rain slickened trail, but I should have saved my breath. I should have sent the "drivers" back to town after some 1D 10T oil...

All that being said, some of the new Jeepers are the BEST! You guys and gals make it worthwhile when we work together to get thru a squeeze or over a tough obstacle without damage. You seem to realize that spotters do try to keep you safe and undamaged. I have never been deliberately spotted into a situation that put me or my vehicle in danger, nor will I knowingly do that.

I heard of a very successful Mennonite light carriage builder that recently assessed his offerings to his customers and discovered that he had "Fifty Grades of Shay..."

Bad decisions make great stories. (If you survive...)

Atlas - A Really Fun Trail - Really!!

By Alan Grady



The Atlas trail has a reputation for being challenging, which is why it has a 4 plus rating. But, there have been relatively stock Jeeps on the trail with 33' tires that have made it all day without incident. There have also been days when built Jeeps with 39" tires have had to struggle to make it to the top of the hills!

However, the Atlas trail has never been able to offer a section that would keep even the most hard core Jeeper wondering "What was I thinking???" when they see the next section, till now...Ring and Pinion Canyon.

It's long (approx 2500 feet), it's tall (about 300-400 feet), it has big, car-sized rocks, oh, and it's uphill all the way!

There have been attempts to run it uphill, hence the name, Ring and Pinion Canyon. We have run it down hill on really dry days a few times.

Unfortunately a really large oak tree fell in the middle of the trail. On the Ma Earth run a group of "volunteers" spent some time Sunday trying to get the tree out. We had some success and decided to get the rest in the spring. Why? Because its always wet and slippery in the spring and we like a challenge on Atlas.

So if you are looking for a challenge at the 2013 Safari (or when Atlas is run on a work weekend), sign up for Atlas. The tree will be gone and there will be a bypass for Ring and Pinion.....if you bring your helicopter!

After all, it is a 4 plus trail. We really don't know what the "plus" means, but it's always fun and entertaining on Atlas. Join us if you dare!

Trail of Life

By Chief



The 2012 TRJC Jeepin schedule has nearly played itself out, and I will say it has been a quick but enjoyable season. I have not been able to make it to as many events as I wanted to, but the ones I have been able to attend have been a great time.

Last issue I described our adventure to the Black Mountain Off-road Park in Kentucky so I really didn't mention much about the Blast. Well, we did have a great time on Murphy's Law during the Blast. We had really good groups both days with Saturday being filled and a little overbooked as once again Murph and I had a communications breakdown and added a couple of Jeeps without consulting each other first. The good thing about Murphy's Law is we can continue to keep moving no matter what the conditions. The rain on Thursday was much needed and it really put the trail in top condition. I should have taken some notes on all the events and adventures of the trail because I have some problems remembering all the details. I cannot, however, ever forget the look on Mad Dog Larry's face when his trusty green and yellow Jeep was dead in the water in the middle of the Waterfall pool. It just wouldn't move. Engine was fine, driver was ready, drive train had left the building.

Another good thing about Murphy's is there is nearly always an escape route not too far away. Murphy was able to pull Larry to safety and the rest of us continued on our merry way. This really didn't work out too bad for Larry. He was awarded the "Eugene the Jeep" award that evening at the banquet and then went on to win the evenings big prize during the raffle, the winch. Here is the real kicker and an indication of how important and valuable the Eugene the Jeep award truly is. After winning the winch, I informed him he would have to return the Eugene the Jeep due to a clause in the Murphy's Law Eugene the Jeep award agreement which says you cannot be awarded the Eugene the Jeep and win the winch on the same evening. Larry looked at me with a gleam in his eye and said, "You can have the winch, I earned the Eugene the Jeep!!" I had to agree and made the only decision I could. I let him keep the Eugene the Jeep. Isn't it amazing how many times I was able to repeat Eugene the Jeep?

I really want to thank Gary, Sharon, and Virginia Williams and Victor Boston for allowing us to run on their land. It is a beautiful area to wheel in. I also want to say that both Murphy and I know we would be in real trouble on the trail without the expertise and off-road capability of Randy "Ghost Rider" Newport. Randy and that tank-like silver Cherokee has pulled us, literally, out of some tight spots. I would also be amiss if I did not recognize the work of that special trail development crew Gary contracted earlier this year to identify and build new trail. Their additions received rave reviews for all who got stuck and broke parts while maneuvering through them.

I am really looking forward to the 2013 season. Of course that depends on whether or not the Mayans really knew what they were talking about or just got tired of making calendars out of rock and were waiting for something easier to use. I can't imagine what an inconvenience the Mayan version of the pocket calendar must have been. Speaking of calendars, Mrs. Chief and I celebrated our 25th wedding anniversary on October 9th. I want to thank all of you who were so thoughtful in sending her the dozens of sympathy cards.

Well, the holidays will soon be upon us. Enjoy the rest if there is any and we will see you on the Trails in 2013.

Chief

Words of Wisdom: I used to eat a lot of natural foods until I learned that most people die of natural causes. and The easiest way to find something lost around the house is to buy a replacement.

A Weekend in Wyoming

by Karl Anderson

I recently faced quite a decision that almost got the best of an experienced decider like myself. On July 3rd I unloaded in the town of Concrete, Washington, (I didn't name it, I'd never name ANYTHING after pavement) and being a holiday week the loads available were pretty skimpy. I knew I wouldn't be able to load anything till July 5th, and my only 2 choices were a load of onions to New Jersey that paid so poorly it would bring tears to your eyes. (Hey, they can't all be winners). My only other option was a pretty decent paying load of lumber from the Portland Oregon area to Denver. The thing was it picked up on Thursday the 5th and didn't deliver till Monday the 9th and it was only a two day drive. That's a lot of time to kill. Fortunately for me one of my best friends, Jerry Williams, lives in Rock Springs, Wyoming, which is only about 5 hours from Denver and right on my way.



Well, my hard decision turned out to be relatively easy seeing as how Jerry has a TJ Rubicon Unlimited and 5 million acres of BLM ground to explore sitting right there at the edge of town. I let him know of my intention to spend the weekend mooching off him and before I knew it he and Clyde Sherman, his buddy, next door neighbor and the owner of a really sweet old 350 powered 76 CJ 5 had a 2 day mountain adventure planned for us. Of course, planning a weekend in the mountains is about as difficult for them as filling their Jeeps up with gas and icing down however many Silver Bullets they think might be required for said adventure. Their camping gear and plastic tubs of snacks are always in the

Jeeps or at least within arms reach of where their Jeeps are parked and once the guns and coolers are loaded it's time to rock. And I do mean guns. Jerry's Jeep never leaves town without a high powered rifle mounted to the dash and his 480 revolver hanging on the right side of his seat. Clyde had his lever action 30-30 mounted right behind his driver seat. You might wonder what the heck they're so scared of and the correct answer would be NOT A DAMN THING! Besides, in Wyoming, this was all perfectly legal. Ah, yes, a real America still exists in some parts of this country. And for some reason neither one of these guys has ever been carjacked. Go figure.

I arrived in Rock Springs Friday evening and we were headed out of town shortly after 6 am Saturday morning. That was Clyde's choice and when I asked Jerry what the hell we were sneaking up on he said Clyde likes to get an early start so he can see the elk that are still moving around in the early hours. Seems the elk keep the same kind of hours I kept in the service when we were just getting in from bar row in time to go to work. Anywho... we never saw any elk for some reason but we saw a ton of antelope and even quite a few wild horses. The horses were really cool for me because I'm pretty sure I've never seen any before. And, I learned something really weird about wild horses I never



would have expected. After seeing some really big piles of horse droppings on the dirt roads we were traveling on (and I mean BIG... maybe 3-4 feet across), Jerry explained that the horses mark their territory that way. They have piles of leftover horse food spread out about 2 miles apart and once they establish their territory they only go number 2 in those same piles. If a group of horses is hanging out and one of them needs to answer nature's call, he runs up to one of the piles, does his business, and then heads back to hang out with his buddies. And my wife thinks my bathroom habits are strange.

We ended up taking all day riding the two track trails up Pine Mountain and by around 6 pm we reached a big flat open area in top. As we rounded the trees headed toward the rim we saw a pickup and gooseneck camper sitting back against the trees. I of course asked how the hell did they make it up here? Jerry and Clyde informed me that there was a pretty nice road that you could take all the way to the top, we just took the fun way. The cool part is that all the two track trails are wide open for anyone to explore and as you're driving along the big gravel county road, everywhere you look there are two tracks shooting off in every direction. This goes on for around 5 million acres. The guys said we could camp on top of Pine Mountain and spend an entire week just riding the trails that cover it and never hit the same trail twice. Plans are being made to do just that next July. Another cool note... as you look over the rim I mentioned, you look straight south and you're looking at Colorado. Look to the west and you're looking at Utah. All 3 states come together right there. I asked if there was a marker of some kind there and the guys said oh yeah, and a big sign too. It was right over the hill from where we were standing. I asked if we could run down to see it and was informed it was at least a 2 hour ride. Maybe next time.

Now these trails aren't exactly 3-4 rated stuff like we see in Pike County, not nearly as challenging for the most part, but instead of pushing you and your Jeep's limits you're exploring and taking in some of the most amazing scenery you can imagine. You ride along for awhile through the pines and all of a sudden it opens up and there you are looking 50 miles in several directions. Along the way you'll see old mining cabins and some settlements where nobody has lived for decades. And with 5 million acres to cover, it's not like the trails are crowded. As a matter of fact, all the way up the mountain we never saw another soul. Once on top, we saw a couple camps set up, most likely hunters or guides doing some planning for this winters hunting seasons.



And speaking of camping, my buddies Jerry and Clyde have got it down to a science. I couldn't imagine living out of a CJ-5 for an entire weekend, but I believe Clyde could live out of his for a week. All his bedding is strapped to the roof and all the cooking equipment is neatly stored in compartments in the rear. Open the tailgate and it's all there for easy access. And we're not talking fancy store bought storage containers like you can pay big bucks for from 4 Wheel Drive Hardware or Quadratec. Nope, old leather belts are riveted to the roof of his old hardtop and the

compartments are mostly plywood. All the cookware, including the water to boil for doing dishes is right there with the stoves for cooking and warming the water for cleanup.

I will have to say, though, the ham and beans Clyde brought to heat up for supper was not exactly the best idea for 3 guys who'd been sitting around camp drinking beer. Use your imagination. Breakfast, on the other hand, was some of the best I've ever had. Jerry had his griddle out doing bacon and eggs while Clyde did hash browns and cornbeef hash on his stove. He even made some toast on the grates of the stove.

The one thing the fellas don't pack with them is any type of porta potty. No, for that chore the only piece of equipment they provided for me was a shovel and a roll of toilet paper. Again, use your imagination. I found out just how coordinated I am NOT while trying not to do permanent damage to my boots and worrying about rattle snakes gettin' just a little too familiar with parts of my body I'd rather not have show to the emergency room nurse.

After eating, doing dishes and cleaning up the campsite, we started our journey back to town. It only took us about four hours to cover the 20 miles or so and as we approached Rock Springs all I could think about was how we could pack our TJ Unlimited with a week's worth of camping gear for a visit next summer and how I'd convince my lovely bride that all the rattle snakes had somehow decided to move to Nevada. Or I may just have to buy a porta potty.

2013 Board Members and Officers

Board Members

President	Lee Ator		217-437-5221
Vice President	Gary Williams	gwilliam@adams.net	217-285-4750
Secretary	Jeff Sorensen	trjcjeff@yahoo.com	815-790-5433
Treasurer	Hamer Tate	hltate51@gmail.com	217-833-2861
Board Members	Charlie Ater	c8r3@irtc.net	217-742-3275
	Dave Bell	taboocustoms@comcast.net	217-316-3039
	Rick Culberson	rick1@consolidated.net	217-562-4145
	Alan Grady	cgrady5600@sbcglobal.net	815-838-8611
	Bob Miller	miller5@adams.net	217-779-1462

Coordinators

Illini 4x4 Safari & <i>BLAST</i>	Lilly Vittetow	lillysvintage@gmail.com	815-977-7365
Trail Leadership & Maintenance	Doug Watret	watret4@royell.org	217-652-9587
Special Events Coordinator	Jen Bell	belljen@comcast.net	217-7792391
Newsletter, Web	Dave Christensen	davecc@millenicom.com	630-886-6412

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: Dues are \$60.00 per year for a family membership. Yearly membership runs from January 1 through December 31. Dues are to be paid by December 1st each year with a 30 day grace period. Landowners, Board Members, Trail Guides, and major Committee Chairs receive 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 upon request.

Next Newsletter Deadline: December 15



Two Rivers Jeep Club

PO Box 47

Pittsfield IL 62363-0047

(630) 717-5337 or (866) 483-3982 email: trj1@trjc.com web: www.trjc.com

2013 Membership Enrollment Form

Name(s) _____

Address _____

City _____ State _____ Zip _____

Phone Home _____

Phone Work _____

Phone Cell _____

e-mail(s) _____

Nickname(s) _____

Jeep(s) _____

Membership Type

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

OR

COMPLIMENTARY (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

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 **December 1** if you want your name in the club directory. Make checks out to "Two Rivers Jeep Club" or "TRJC".

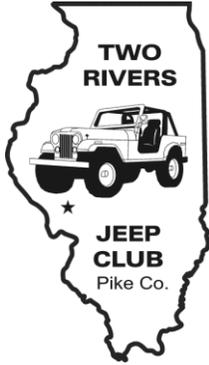
Applicant's Signature _____

Date Signed _____

Office Use Only

Amount Received _____ Cash or Check # _____ Date Received: ____/____/____

Two Rivers Jeep Club
PO Box 47
Pittsfield IL 62363-0047



FIRST CLASS MAIL