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# Tracks

*The Official Newsletter of Baystate Jeeps*

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September 2014



## The "easy" trail @ the August 16 run

*"Going down the trail was deceptive as it was untouched. As soon as you drove over it you realized it was basically a mud pit with a nice covering of leaves and pine needles. Pretty sure it was a trap.....🤪"*

*-Marky-Mark Rocheleau*



# Mud Mountain, August 16

“We need to turn around”..... I returned a blank stare to our trail leader, Maryk Mark, as his words hung in the air. Do you remember that scene in the Terminator, when Arnold's landlord asks “you got a dead cat on there?” And it shows this list of Arnold's possible responses? It was kind of like that. I'm thinking, in no particular order, “What?..... Huh?..... Seriously?..... Why?..... Really?..... NO!!!!..... How?” And for the record, the response Arnold went with? I never considered it. I mean, not really. Not really, you know, seriously. Considered it. For very long.

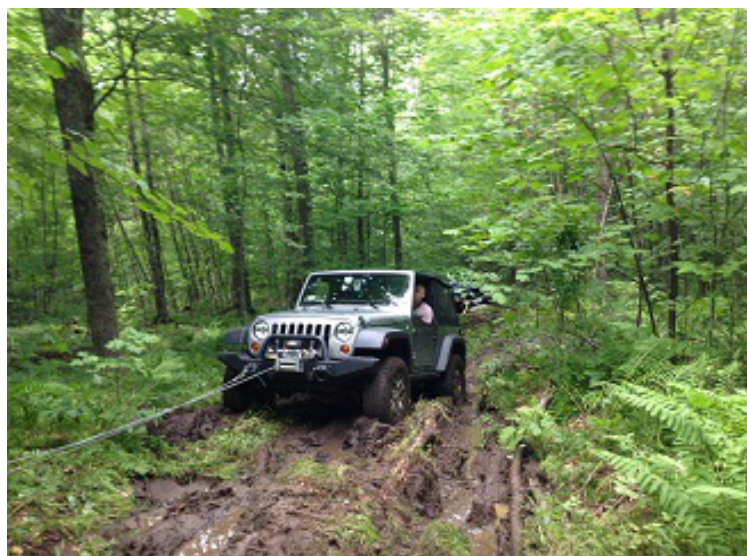


Class VI roads were muddy but passable



We turned around and then ran the VI backwards

Mud Mountain isn't the name of this place but we have rules about using trail names. The important thing is we were wheeling on private land, with permission. But the locations initials are “M.M.” We had a couple newbs with us, on their first wheelin adventure. Mark offered to lead a group on Class VI's to, you know, get their feet wet. Looking back, it's funny how prophetic that was. I was the tail gunner and experienced off-roader Ish was also in the pack, with his Rubi. The first couple hours on Class VI's were uneventful and everyone had a good time. And then we hit the second loop. “Pretty sure it was a trap”



Mark wanted to give Ish a tug but Mark wasn't going anywhere. So Marky hooked up a tree saver and snatch block, winching not only his rig but Ish's rig, in tow. Yeah. It was that muddy. These are two Rubi's, with experienced drivers





This is where we had to turn around, on a section of mud ruts that were two feet deep. On the left, pretty sure that's Rob's JKU in the midst of a u-turn. Sort of. It took hours to turn around five rigs but you know what? It was an awesome day. Nobody got hurt, everyone helped each other and there were plenty of laughs



Airing up, we heard stories from the group that didn't start with Class VI's, but went straight to the muddy pits of hell. I mean, if hell has muddy pits. I don't know if it does or doesn't but if it does, we know where to find them. The big dawgs had a few dings, primarily cosmetic damage. Nothing that required welding or metal fabbing to get the rigs back on the road. Yay. All in all, it was an awesome day and everybody really enjoyed themselves. This is exactly what your editor needed – a great run with old and new friends. Can't wait to do it again!

# Tech Talk: Sheet Metal Repair Basics

If you have a TJ then there's a good chance you have rot on the top of at least one of your fenders. Not sure other models have this same factory feature but what's covered here might help you, what I did is applicable to most any repair. There's different ways to patch sheet metal - fiberglass, bondo, welding in new metal or a combination of these methods. For the patch, I bought some 22 GA sheet metal at Home Depot and for welding, a 120V MIG feeding .035 wire and an Argon / CO2 gas mixture

Stuff that's required to do the job:

- a welding rig. Or a friend that can weld. If you opt for the latter, buckets of beer and / or a gift card to said friends favorite eating establishment is in order. If Sam Adams is used as tender, it's wicked important to wait until the job is done
- clean, straight steel. You have options, I opted for a sheet of galvanized steel at Home Depot

Not Required, but nice to have:

- Bondo and basic body repair tools, to smooth out the repaired area
- weld thru primer (for the patch), Rustoleum primer and paint in your favorite hue



On the left is a shot of what I started with. With rust, most times what you see is just the tip of the iceberg. I got lucky. After I took a grinding wheel and cleaned it up, this is what I saw (on the right).

Next up, cut out the rotted metal. Trust me: rust never sleeps. You have options – cut the rotted metal out or take steps to stop the oxidation. We're not looking at chemical options, this is a cut and replace operation



On the left you can see the marks I made with a Sharpie and on the right, the incisions I made with an angle grinder





Pry it up by the edges.....



Success

You can see why TJ fenders always rot here. Dirt, mud and whatever gets trapped between the support (seen on the pic on the right) and the fender itself. The fender starts rusting from the bottom. If you see a bubble in your paint, that's the first sign



Remember last months lesson, "if you can't cut the shape out of cardboard how the hell are you going to cut it out of metal?" The same rule applies here. Slowly and methodically cut, grind and trim your metal patch to fit. The hieroglyphics you see are nothing more than notes I made with a sharpie to assist with the cutting, grinding and trimming



On the left you can see the patch and fender cleaned up and primed with weldable primer. On the right, a few tack welds I laid down. Patience, low-as-you-can-go MIG power and more patience is the key. This gets HOT and you don't want to warp your metal or in my case, melt my fendah flares (that I didn't take off because they were a PITA to put on)





On the left is one seam, welded and ground down. Not quite 100%, but close. On the right is the welded and ground patch



Remember how it used to look? Before.....and After

In a case of “do as I say and not as I do”, you might have noticed I didn't remove my fender flares. Why? I was lazy. I just got them on a couple weeks ago and they were a wicked PITA to install. You can ruin them, the fender can get so hot during welding they can melt. But I was careful, kept the area around them from getting too hot. I don't recommend doing it this way but hey it's your rig, do what works for you.

Finally, you might be wondering how long this took. It was quicker than you might think. Not having a garage to work in, I'm a slave to the weather gods. Their spokesperson (Pete Bouchard) said I had 2 hours before the sky's opened up, with torrential downpours and hail on the horizon. How long did it take? Less than two hours :-). My primer was dry when the rain fell

# Wheelin Events

## 2014 NEA4wd Fall Crawl

The registration period for the premier wheeling event of 2014 has been extended to August 24 (with a t-shirt and meal) and if you're really, really on the fence or unsure if you can make it, you might be able to sign up as late as September 1. **The Fall Crawl is for NEA clubs and it's members ONLY.** If you're not a member of an NEA4WD club? Sorry bubba, you're persona non gratis. Regarding the registration, there are cut-off times and more details, all you need to know can be found at FallCrawl.org (<http://fallcrawl.org/home.html>)

## CFAC

Crawling For A Cure, *On the Trail for Breast Cancer Research and Survivors* is gearing up for our second year and this year will feature two events! The First of our events will be on October 4th at the Backwoods Farm in Rumney, NH, this year we are looking forward to the same great features of that site with the Muddy Road, man made obstacle course, RTI ramp and this year we are looking forward to adding a chance to run the trails across the street which has some terrain for everyone. Our second event will be in Monson MA at the Quaboag Riders property on October 18<sup>th</sup> 2014. This location promises to be a great draw with some great trails, a man made comp course that challenges the best built buggies as well as demonstrations throughout the day on the Monson Monster with some competition built trucks and motorcycles! Its always a treat to watch these rigs climb that hill!



Both events will also feature vendors and raffle prizes. Admission for either event is \$15 for the driver and a recommended \$5 dollars per passenger (children under 12 are free). As always Breast Cancer Survivors and patients ride for free. The first 250 rigs will also get a swag bag, shirts will be available for purchase onsite along with food and raffle prizes. Both events will start at 9am rain or shine! Proceeds from the event will again benefit the Dana Farber Cancer Institute and the Pink Angels Inc. (a 501c3 a New England-based charity assisting breast cancer patients and survivors with various needs). Last year we were very happy to donate a combined total of \$5000 to these organizations. If you are interested in being a vendor, volunteering for the event or donating a raffle prize please email us at [CFAC.org@gmail.com](mailto:CFAC.org@gmail.com) Also we are offering event shirt sponsorship for the back of the shirt for \$100.

Please plan to visit us our booth at the Second Annual Ocean State Jeep Festival on August 16<sup>th</sup> in North Kingstown RI or the Great American Jeep Rally September 12<sup>th</sup> in Ellington CT to pick up stickers or swag and sign up for our event.

<https://www.facebook.com/crawlingforacure>

Thank you for all of your support!

The CFAC Team



# 2014 Great American Jeep Rally

Saturday September 13th



9am—4pm

Located at:

Valley Truck and Off Road  
43 Lower Butcher Rd  
Ellington CT

\$15 donation at the gate per Jeep  
up to 5 people. Donation includes  
Rocks and Mud trench



As Our Title Sponsor



OVER 750 Jeeps in 2014!!!

## Some of our Vendors



OFFROAD  
ELEMENTS



Mud Trench Sponsored by  
Strafford Tavern



OVER \$7,000 in Raffle Prizes



Huge Rock Pile Sponsored  
by Quadratec





# BSJ is Looking for a Few Good Jeeps

(and the guys and gals who drive them)

Baystate Jeepers is accepting membership and the cost is only \$50. What does that fitty dollah get you? Invitations to club runs, camping trips, trips to off road parks, access to the Members Only BSJ forums and if that wasn't enough, you're eligible to attend 'NEA only' events. Baystate Jeepers is a family oriented, stock(ish) friendly, Jeep-specific club. We understand that we're not for everyone and if you're on the fence about joining or not sure BSJ is a good fit for you, then can ask about joining a club run as a guest. No commitment required

You can download a BSJ membership application here  
[http://baystatejeepers.com/aboutus/membership\\_information.htm](http://baystatejeepers.com/aboutus/membership_information.htm)

Or visit the BSJ web site [Baystate Jeepers Forum](#), sign up for complimentary access to the forums and under 'New Member Checkin', introduce yourself and ask about joining us on a trail run

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## Jeeps, Jeep Pahts and More

Looking for Jeep parts? Who isn't? Or maybe you want to thin your herd of parts?

Then you need to check out my lightly moderated, Jeep specific forum where the rule is, play nice. We're closing in on 1,000 members, so check out [New England Jeep Parts](#) and ask to join for free. But caveat emptor!

Just like any other forum or site, you list, buy and sell at your own risk

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Baystate Jeepers member Evelyn Howe was taken from us, her life cut short while trying to help a friend in a dire situation. Those of us who knew Eve remember her as a fun, loving and fiercely independent spirit, a loyal friend who put her son above all else. Please help us remember our friend by showing your support for the Evelyn Howe Memorial Scholarship fund, [Evelyn M Howe Memorial Scholarship](#)

(August 4, 2014 update posted on Baystate Jeepers web site, courtesy of Kelly)

Spring was a decent success, trying it again this summer/fall for SPRING bulbs!

For those of you that didn't know her, she was a BSJ member. We lost her because of her never ending desire to help her friend who was drowning. Neither made it out of the waters off Gloucester alive.

Please help us honor her memory with this fundraising effort. This Spring we awarded THREE students with scholarship funds and also were able to send her son a check as well.

You can find the Fundraiser here; [http://www.flowerpowerfundraising.com/c...n\\_id=19610](http://www.flowerpowerfundraising.com/c...n_id=19610)

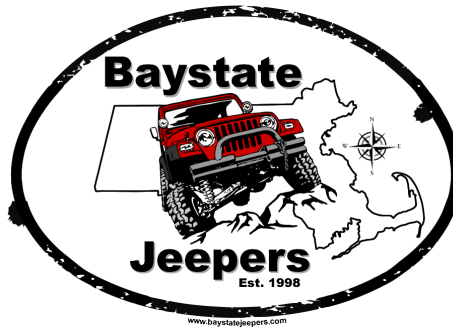
And our Facebook page for further info here; <https://www.facebook.com/EvelynMHoweMem...e=bookmark>

If you have any students that would like to apply, please have them contact us at; [EvesFund.Kelly@gmail.com](mailto:EvesFund.Kelly@gmail.com) and we can send them an application. Doing this early ensures they have time to have FUN with the application process! This applies to High School graduating Seniors going on to college.

Thanks in advance gang!

Sure do miss her!





## Baystate Jeepers 2014 Board of Directors

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## Baystate Jeepers forum

<http://forum.baystatejeepers.com/>

**Baystate Jeepers is a member of the Northeast Association of 4WD Clubs (NEA)**

<http://forum.nea4wd.org/index.php>

NEA Delagate – Kurt Klopp

## Tread Lightly

<http://www.treadlightly.org/>

Pat Charron

Don Dewar

This edition of Tracks was written and edited by Carl McIsaac, except where noted  
(Carl McFly on the [BSJ boards](#))



## Time to Air Up and Head Back to the DeathStar

**DID YOU KNOW** that as a member of Baystate Jeepers, your rig can be on the cover of Tracks? Send me a pic, and you're in. Preferably a Jeep in it's natural habitat but nobody's beating down my door with requests so I'll take what I can get

I hope you enjoyed reading this issue of Tracks. I always welcome suggestions for additional Jeep related content  
Email your ideas to me @ [Carl McFly](#)