

TRACKS

May 2019

Jeep 101

Gary "JeepAddict" Longo
Director of Events

With 170 Baystate Jeepers members and growing, one thing is for certain, Jeeps appeal to all types of people. They can be rugged and no nonsense or pimped out like a show truck. Jeeps will haul your family to the beach, camping or as many found out on April 6th at our Jeep 101, Jeeps will potentially take anywhere you want to go.

As the upper field at Ray's farm began to fill up and the morning gave up its chilly grasp and dismal start, Jeeps descended on that tiny patch of land in New Braintree like an invading army. Jeep owners from all over the state (and a few from out of state) had made their way here for the opportunity to experience something new or to simply shake off the winter and brush up on some trail skills. Volunteers greeted the seemingly endless line of Jeeps, checked everyone in and helped get them get ready for the day ahead. The initial haze of apprehension quickly faded, as one by one, people introduced themselves, asked questions and made new friends. Friends that now had one thing in common: a love affair for these beautifully versatile, non-aerodynamic, paycheck-consuming, god-I-need-bigger-tires, Jeeps.

**"Thank god the 101 is free,
because after seeing all
these Jeeps, I'll be broke
by the time I get done
tricking out mine"**

The first wave of Jeeps assembled, aired down, and after a brief greeting and orientation, were off to the trails. The second group, divided in half, would engage in lectures and driving skill stations. Volunteers manned the skill stations. Presentations from some of our more seasoned members were soon underway.





As we neared the midpoint of the day, the first group emerged from the trials. Dirty tires, tons of smiles, thumbs up and undercarriage inspections soon gave way to sharing their experiences with other members curious about what they would soon be experiencing.

"My son in the back seat kept wanting me to take the hard lines"

Once again, Jason did a phenomenal job of ordering and preparing the food for this now record-breaking crowd. From the deli platters to the piles of hand sliced tomatoes, no detail was overlooked for this lunch time feast. There was absolutely no shortage of food, beverages or laughter on this day.

Topics such as knowing your Jeep (thanks Carl) winching and recovery (kudos Ken) and tools / gear that you many need compliments of Kurt (kind of like a Jeep Jedi master) were all covered. Frank had his CJ Mona there, but I suspect that was simply to make the rest of us jealous.



As the second wave began to depart, I couldn't help but feel a little jealous. It wasn't that long ago that I was in the line of Jeeps at the 101 waiting for my turn to head on to the trail. I knew what they were about to experience. The thrill of knowing that they were about to get a glimpse of what their Jeep was going to be capable of would be a feeling I won't soon forget.



“I had no idea what I was scraping, BUT it sounded awful”

In an effort to recapture that feeling and to perhaps share in someone else’s experience, I made my way up to the trail (on foot) with Jason. Once we arrived, we quickly found a rhythm of walking and spotting. We balanced these acts while engaging new members and reassuring them that they would be just fine and that the rubbing they heard underneath was normal. I watched as people

wincing, puckered and smiled as they traversed several “what the hell was that” obstacles.

One by one, the new Jeeps owners christened these pristine vehicles with some mud and in some cases a little less paint underneath. Some of the more experienced members used this as a way to reconnect with friends and to test out any modifications they had made over the winter. It was readily apparent that regardless of the reason, everyone got what they wanted from this and had a great time doing so.

“We had a great day!”

This is my inaugural year as your director of events. The success of the Jeep 101, as with all of our events is solely credited to you, our members and volunteers. I was absolutely thrilled and humbled by the level of support and number of volunteers who came out to assist with this event. Much like being on the trail, we succeed by working together. I would love any feedback you have about this or any other events. I encourage you to participate as much as possible and to consider helping us with this newsletter. Thank you one and all for starting our 2019 season off right!

“It was awesome, I definitely want to do more”

I’ll see you all out there again very soon.

Adventures in Mona

Lisa Horowitz

I stole Mona. Frank offered to let me drive her, so I jumped at the opportunity. I have been learning how to drive stick, and I figured if I was offered the chance to destroy Frank's Jeep and not Pumpkin, why not, right? Two weeks prior to my excursion in Mona, our fearless leader and Pumpkin's former owner, Mark, took me to an empty school parking lot on the Saturday after the 101 setup. Minus a few kindergarteners running around, or what I like to call "obstacles," it was a decent place to learn and right across the street from my house.

The parking lot is more like a driveway with a short little turn around. You enter by driving down a small hill, going about 50 yards, and then into the school parking lot where there's a small little cul-de-sac. So, I basically drove in a circle and got Pumpkin up to 3rd gear. I practiced putting her in reverse once I got up the hill towards the street again, and I didn't even hit the dumpsters that were off to one side.

We went over the basics and really, once I was able to get into 1st gear, I kind of thought I was starting to get the hang of it. But then, Mark, who had been standing outside the entire time, watching from a safe distance, had me park on the slope exiting the school. Oh, Hills. I hate hills, which is sort of a problem living in Worcester, affectionally known as "The City of Seven Hills." As I write this, I'm thinking about how to get to work by avoiding all the hills I'm required to traverse on my 2-mile journey to work every day. Yeah, it's a brutal commute, especially Bell Hill during the morning school hours and crossing guards in neon vests. I imagine them purposely waiting for an Impact Orange TJ heading up just before the crest on Belmont Street, so they can stop me and watch me roll backwards. But I digress.

Anyway, back to carjacking Mona. Our expedition started off by me jumping in the passenger seat of Frank's beautiful blue and yellow CJ5 as the second group of Jeeps were headed out on the trail. I

volunteered Frank to gun for Cassandra and Don, which was a fantastic idea since Frank's radio was definitely fully charged and working properly, and absolutely on the right channel (or maybe not, but anyway). We followed the group down the road, and all of the Jeeps passed through the gate, as they entered the trail. We were the last ones through the gate, and that's when Frank put Mona in 4-low, stopped, and got out, leaving me in the passenger seat, while his Jeep stayed there, idling. He started walking up the trail, following the line of new Jeepers as I sat there, figuring out if I was supposed to turn the Jeep off, get out, and walk behind everyone as well. Frank got about 25 yards, turned around and shouted "hey, get in the driver's seat and let's go." Wait, what? Initially, I was relieved I didn't actually have to walk the entire trail, but then realized I was just handed over a Jeep that had one extra peddle than what I was used to, no stereo, and no one watching over me. So, being left unsupervised, I did what anyone would do in my situation: I got out, ran around to the driver's side, climbed up into the seat, secured the 4-point harness as tight as I could get it, threw it in first, and started following the group of Jeeps.

From the second I got in, I had a blast. Driving Mona isn't exactly difficult when she's in 4-Lo. It was fun to get comfortable feeling her crawl slowly and after a while, I stopped overthinking anything and got to enjoy following the group of Jeeps in front of me. It was a perfect way to get to "wheel" Mona since I didn't have to worry about much except following the trail of Jeeps. Though Frank is known for being a total jokester, he was still serious when it came to giving directions and showing me certain things about driving his CJ that helped me through some tighter spots and steep inclines. We got held up a few times due to the large group Jeeps learning to navigate going around and over some obstacles, and even though it was a slow pace, the ride went smoothly, and most importantly, everyone seemed to enjoy themselves. Stopping and watching

people learn to get over some rocks and stumps was fun, and it was a pretty relaxed time out there, which helps when you're learning. Everyone was patient with one another when we would be stopped, and it seemed like people were out there talking to each other, which was also great to see. Though I was "gunning," I got out a few times and make my way up towards the front and met a bunch of new people.

I've been to 2 previous Jeep 101's, and this was definitely a different perspective than the others. The first time I went, I got to play on the obstacles and be a participant. Last year, I was strictly volunteering, but this year, I got to do both. It was cool to see it from the perspective of being a new member, as well as a volunteer. I have to say, that even though I was out on the trails in a vehicle I'm not completely comfortable driving or know well enough, the helpful nature of everyone put me at ease. Both seasoned vets, such as Frank, as well as new folks in their Jeeps in front of me watching me drive Mona, were super patient and we all seemed to enjoy being out there. It was a fun 101 for me and a pretty special one, at that. I look forward to getting better at driving standard and taking Pumpkin out on the trails. It's also made me realize that while I've started to feel comfortable in my automatic Jeep over the past few years, learning this season to wheel Pumpkin will make me feel like I'm a new Jeoper all over again. I'm glad I have a great group of people to help me learn.

Frank, thank you again for trusting me with Mona. I can't wait to see you all out on the trails now that the season has officially started.



Dogs in Jeeps/ Member Spotlight

(Forum Name: Tunatoo)

My name is Gary Canedy and joined BSJ last year after purchasing my first Wrangler, a 2017 Sport. This is Copper (wearing his Jeep bandana), our second rescue, a six-year old bloodhound. Every time he goes for even a 10-minute bank run, I spend 30 minutes vacuuming the Jeep!



Here's a picture of my new bumper and winch which I just installed last weekend. I'll be installing my 2.5 lift this weekend, just in time for the Harris run, which I did stock last year and had a blast pushing myself and seeing what it (and I) could handle.



My build so far:

- Barricade rock sliders
- M.O.R.E. oil pan and trans skid plate
- Grabars front grab bars
- Smittybilt XRC Gen2 front bumper
- Smittybilt X20-10 Gen 2 synthetic winch
- Teraflex ST2 2.5 lift with Falcon 3.1 shocks
- Falcon rear shock skid plates
- Spidertrax 1.75" wheel spacers

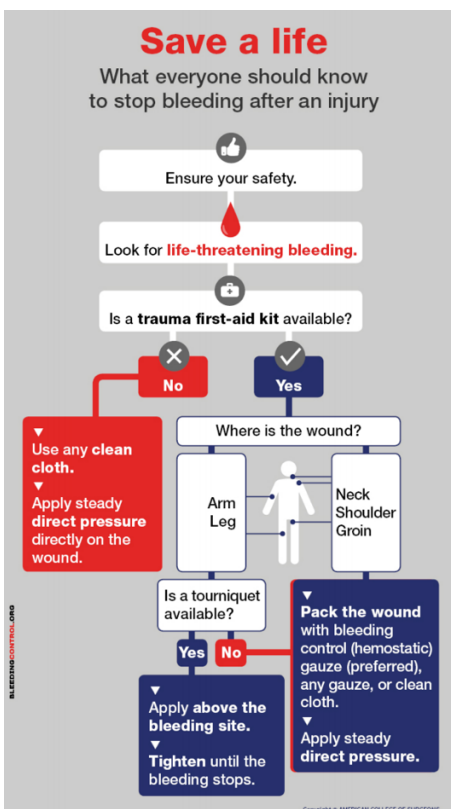


Lisa Horowitz

May is “Stop the Bleed” month, and since all Baystate members are required to have a first aid kit as part of the mandatory equipment, I thought I’d just share some tips and dispel any myths about tourniquet use and bleeding control.

Stop the Bleed is a national awareness campaign intended to encourage bystanders to become trained and equipped to help in a bleeding emergency before professional help arrives. Because it only takes 5 minutes to die from blood loss, those nearest to someone with life-threatening injuries are the best positioned to provide care.

I would encourage everyone to check out the website <https://www.bleedingcontrol.org/> for everything there is to know about basic bleeding control.



Tourniquets

So, let’s talk about tourniquets, first. Extremity bleeding is one of the most preventable causes of death. Years ago, tourniquets were a last resort. It was thought that you should do everything in your power to stop the bleeding with direct pressure. If that failed, applying a tourniquet was it: knowing once you put it on, the limb will probably have to be amputated if left on for more than 2 hours.

Additionally, once the tourniquet was applied, someone was supposed to release the tension every 15 minutes. Updated data has since changed that thinking and tourniquets are found to be safe to use and the effects from placed tourniquets have been studied more closely. The majority of updated information on tourniquet use has come from the U.S. military following battlefield use in Iraq and Afghanistan. While tourniquets have been feared by civilian first-aid providers, the military has shown that not only are tourniquets effective, but they typically have minimal complications. Furthermore, data has shown tourniquets have been left on for more than 6 hours with no tissue loss or loss of limb.

Tips:

- Applying loose tourniquets do not stop the bleed. They are meant to be applied tightly until distal pulses cannot be felt. ***It will hurt!***
- Use commercially available tourniquets first, if available.
- Apply tourniquets that can be self-deployed and have a locking mechanism once applied.
- Used improvised tourniquets only as a last resort if a commercially made one is not available.
- Write the application time tourniquet was placed on patient.
- Clearly indicate on a patient that a tourniquet was applied.
- Do not loosen or remove tourniquet once it is applied.
- Monitor bleeding. If one tourniquet does not control bleeding, apply another one above the first.

Hemostatic Dressings

While tourniquets are meant to prevent arterial blood loss to limbs, hemostatic agents are also useful to control bleeding, especially if injuries are located on parts of the body that tourniquets cannot be used. Injuries that do not require tourniquets but still produce a significant amount of blood loss can be controlled with a pressure bandage or by gauze/chemical powder directly packed into a wound. QuikClot® is an example of a hemostatic agent. It's a nonwoven gauze that has been impregnated with kaolin to prevent bleeding. It comes either in a roll form, or as a package folded in a "Z" pattern, decreasing the gauze from unraveling while packing the wound. Additionally, the gauze has an X-ray detectable strip. Celox-A® is also an example or another type of hemostatic aid, but rather than packing the wound with a gauze, loose granules are poured from the package, directly into the wound.



Pressure Bandages

The Emergency Bandage, also known as the Israeli Dressing, is an elasticized bandage with a non-adhesive bandage pad sewn in. The bandage has a built-in pressure bar, which allows the person to twist the bandage around the wound once, and then change the direction of the bandage, wrapping it around the limb or body part, to create pressure on the wound. Aside from this, the pressure bar also makes bandaging easier. A closure bar at the end of the bandage means that it clips neatly into place and will not slip. This can be used to cover a wound after packing it with a hemostatic or just to cover a

wound on its own. This video explains it better:

<https://www.youtube.com/watch?v=wNR8rRFgwNk>



Below, I included a photo of my own "Stop the Bleed" kit. It's simple but has everything required to treat immediate life threats and the most important first aid kit I have. I also made a list of the common and universally issued brands of hemostatic agents, emergency bandage, and tourniquets used by military, police/SWAT, Fire, and EMS.



- (2) Tourniquets (I keep one unwrapped)
- (2) QuikClot Combat Gauze Z-fold
- (1) Pair of Shears
- (1) Israeli Dressing/ Pressure Bandage
- (2) Pair of nitrile gloves
- (1) Small Sharpie

Emergency Bandage: <https://ps-med.com/products/hemorrhage-control/6-emergency-bandage-green/>



Tourniquets: <http://www.combattourniquet.com/>
(CAT Tourniquet Gen-7 version)



<http://www.swattourniquet.com/products.html>
(SWAT-T Tourniquet)



Hemostatic Agents:
<https://quikclot.com/QuikClot/Products> (Z-fold)

Note: The information provided above follows national standards from the American College of Surgeons, The Hartford Consensus, and The Committee on Trauma. Additionally, my views, preferences, and recommendations as to specific tools and brands expressed here are my own and not those of Baystate Jeepers.

Adventures with BEV

Matt “MattJ” Janchar



This month I wanted to share an update about BEV and let you all know that she is in a serious long-term relationship. She met her boyfriend back in 2017 – the same month that she joined BSJ! Who knew that BSJ is really a dating site for Jeeps to meet? BEV is a 2016 Rubicon in the color Mojave Sand, so she instantly fell for a 2017 Rubicon in Gobi (the color that replaced Mojave Sand). It was love at first sight.

Anyway, BEV and her boyfriend have had some wonderful dates together: romantic breakfasts at McDonald's, fishing trips, camping adventures, and of course LOTS of trail runs (see photos). Nothing more fun than crawling rocks and getting muddy on a date in the woods! BEV and her boyfriend have also grown up together, upgrading their skid plate systems, adding additional armor and gathering lots of overlanding gear.



Who knows how long this relationship will last – there are plenty of other Jeeps out there, and BEV's boyfriend recently caught her hanging out a bar with a new Gladiator (led to a HUGE argument). But for now, BEV and her boyfriend still list their status as “in a relationship”. Stay tuned for more updates!



Matt Janchar and Brad “MtMan” Overland Jeep JKU Rubicon Build Lists

MattJ and BEV:

- AEV 3.5” DualSport SC lift and high steer kit
- AEV premium front and rear steel bumpers with Warn 9.5CTI winch
- Metalcloak UnderCloak Integrated Armor System
- EVO front and rear control arm armor
- Rock Star III wheels and 35” Toyo Open Country AT II Extreme tires
- Maxximus 3 roof rack with side rails and dual ladders
- White Knuckle Off Road DOM tube steel rock sliders
- Rugged Ridge light bar with lowering kit and SPOD JK 6-switch SPOD
- Red Rock wrap-around tail light guards
- Tepui Autana Sky roof top tent with custom low-profile direct mount system





Brad “MtMan”

2017 Jeep Wrangler Unlimited Rubicon

Suspension and Tire Upgrades:

- 4” Mopar Suspension Lift
- ATX Series 201 Rims with 35” Nitto Ridge Grappler Tire

Body and Armor Upgrades:

- VPR 126-SS Front Bumper
- VPR 123-CSC Rear Bumper with Tire Carrier
- MetalCloak Full Overland System
 - Overland Front and Rear Fenders
 - o Overland 4-Dorr Rocker Exo-Skins
 - o Overland 4-Door Rocker Base
 - o Overland 4-Door Rocker Flip Step
 - o Inner Fender Liners and LED Marker Lights
- MetalCloak UnderCloak Armor Skid Plate System
- Ballistic Fabrications Front Differential Cover
- Garvin Industries Wilderness Expedition Roof Rack
- ARB 2000 Awning (Driver and Passenger Side)

Accessories:

- Genesis Off-road Dual Battery Kit with G-Screen Monitoring System
- NOCO Genius GEN2 On-Board Smart Battery

Charger with AC Port Plug

- Smittybilt X2O 10K Wireless Winch with Synthetic Rope Winch Line
- Onboard ARB Twin Air Compressor
- sPOD Power Distribution with Touchscreen
- 10 lb. Power Tank CO2 Portable Air System
- Front and Rear Grabars
- Vector Off-Road JKE Dock (Full Width)
 - o iPhone Mount
 - o iPad Pro Mount (for mapping)
 - o GroPro Mount

Lighting:

- J.W. Speaker LED Headlights
- J.W. Speaker LED Foglights
- J.W. Speaker Tail Lights
- ARB AR32 Intensity Driving Lights on Front Bumper
- Rigid Industries D-Series Lights with A-Pillar Mount
- Rigid Industries D-Series Flush Mounted Lights in Rear Bumper
- DCS V2 Hood Lights (Windshield Bumper Mounted)

Communications:

- Midland MXT400VP3 Two-Way GMRS Radio
- Cobra 75 WS ST CD Radio



Where in the World is Frank?

HUGE thanks to new member, Amy English-Marshall (AEMarshall), and her incredible Photoshop skills!





Highway Cleanup

Katherine "Kathe" Crew (Bullwinkle's Owner)



We pulled off the road onto the grass verge and Pat unloaded the litter control gear: spikes that looked like spears, safety vests and huge thick yellow trash bags. She sent us off to the 'off' and 'on' ramps in pairs.

Oh boy, the cars wiz by fast. We speared, picked up, pried out, uncovered all sorts of things, some good enough to keep! Come next time and find a "treasure."

Thanks to everyone who helped out! We didn't get a group shot, but here are the following members who were out there cleaning up the highway with us:

Daniel Beyea
David Alexander
Ethan Elkin-Frankston
Hunter Hewig
Katherine Crew
Pat Charron
Peter Stone
Ted Brown
Willow Pfahler



We all worked hard. Hope to see you all out there next time!

The Journey to Harris Mountain 4-28-2019

So, this journey started actually back on November 18, 2018 I was involved in a bad accident with my 05 GMC 2500HD. I was quite shaken up but I walked away without a scratch and without a truck...I had no collision coverage for it, I figured the truck was 13yrs. old and I was a good driver. Well at this point I wish I did have the insurance coverage.



How does one find themselves out with a great group of people on Harris Mountain? Was it fate, luck, or was it already part of a bigger plan than I even knew about? I have thought about several times...probably a combination of several.

I am a Managing Partner for Classic Burgers in West Springfield, MA a retro 50's restaurant. One day I was telling my paper goods vendor about my accident and that I was looking for something relatively cheap vehicle to get me back and forth to work.

He tells me his daughter has a 2004 Jeep Liberty 4X4 for sale, so I asked how much? He says, "500 bucks." Next, I asked what does it need? "Oh, just an exhaust and a battery." So, I went to look at it. Well, it probably should have been towed to the junkyard. Tires were flat, it had been sitting for a year, it not only needed a battery, and exhaust, but when I met his daughter she says, "Dad did you tell him about the brakes?!?"

All of the brakes were shot, CEL light on, driver door bottom rotted out (hence the green door) and the list goes on. So, what did I do? Grabbed a battery, aired up the tires and drove it home. But I only paid \$350 for it... 😊 I was somewhat satisfied with my purchase, I put the time and money in to fix it and now I had a point A to B commuter.

The next thing was tires. I picked up a set of 235/70/16 BFG All Terrains and some Cherokee rims.

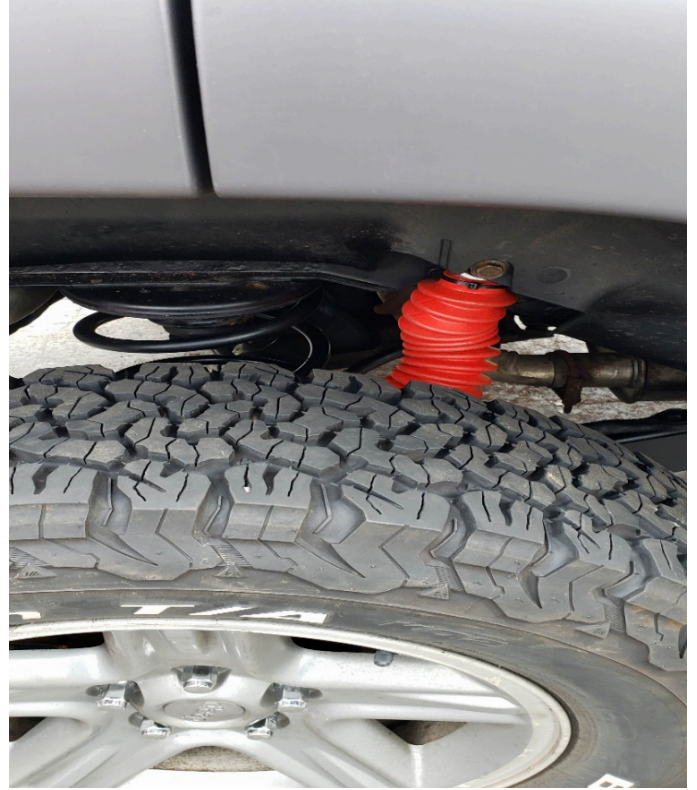
(Bellow are the old and new rims)





Now mind you, I never owned a Jeep before. I have owned several IH Scouts and I also currently have a 1977 SSII Super Scout.

Once I had the new tires and rims on the little Liberty, it was a pretty fun, peppy V6, great in snow, good on gas, etc. The Liberty was starting to grow on me...



I was scouring the internet one night and saw several lifted Liberty's. Uh Oh...

So I found a 2.5in Rocky Road Outfitters lift kit. It has full new custom struts, I added on the custom tubular upper control arms with beefier ball joints, and full rear coil springs and longer rear shocks. I had to fab a bracket for the rear brake line drop down, and I also did the pinch weld modification to add tire clearance. Now mind you all of these parts as they came in went to my wife's craft room / office: not good.





Then the Evite came in for Harris Mountain. I clicked YES! Then I asked my wife if she wanted to come along in the Liberty she eventually said yes too! I thrashed working on the Liberty for two weeks prior to the run, but finished it up on the 26th just two days before the run.

On the morning of the 28th when Patti and I arrived, we were both a little intimidated by the well-built and equipped TJ's, YJ's and JK's.

Here we are showing up in a KJ Liberty...LOL! So, I aired down the tires and got ready to hit the trails, I have been off-road before but DEFINITELY not like this before!

Both of us having a stomach full of butterfly's as we descended down the trail opening.

At first, we though great not many people saying HI probably because we showed up in a Liberty...LOL, well I like to be that person the quiet one, one that doesn't draw a lot of attention. We had met up with Mark great guy. (glad to meet you) he was the trail leader for group 2.

So while waiting on more parts, I decided to look for a local Jeep club. I found Baystate Jeepers I signed up and joined. What did I get myself into? 😊 My wife kept asking when the parts would get out of the room.... I had received the Evite for the 101 class in April but no way would the Liberty be ready by then.

Harris Mountain is pretty surprising, at first as you enter into the trail pretty tame, so as we are driving, I'm feeling a little confident pretty easy stuff nice but easy. Then came the first obstacle a steep (to me) decent followed by a left turn up hill, only one slight problem...MUD! As I went into the decent to make the turn the Liberty kinda got swallowed up by the mud especially on the passenger side. I was stuck... we hooked up the strap and pulled me out. Thanks to the gentleman in the green JK in front of me.

We got to the top of the hill and HOLY SMOKES! We couldn't see nothing underneath us but air! Marky was spotting us and lead me down the trail! WoW! What a rush! Now I see why everyone in BSJ builds their rigs for! Most of the day was uneventful, and only stuck a total of 2 times. The OPTIONAL Marky loop was fun even it was in a Liberty. I got a "Impressive!" from one of our fellow members. Made me feel pretty good! I know I surprised a few people as I headed up the mud waterfall. (ya'll expected me to get the strap! LOL! Thanks for the cheers!) This is a fun property to wheel on, Patti and I had a great time, nice to meet some great folks, if the chance comes up again soon

to "wheel" here we would definitely do it again or for anyone who has joined BSJ and is having second thoughts.

Just get out there and get dirty!



Harry & Patti