

Tracks

September 2022

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Brookridge Run 8.13

This “tragic” run was set for a beautiful day in mid-August. Twelve rigs showed up and divided into two groups, 6 Jeeps in each. Ken led one group with Kurt leading the other. Group 1 focused on blues while Group 2 hit up blacks and a touch of red. It was a great day made “tragic,” or humorous depending on your ability to wheel home, as there was some significant breakage.

Total accounting:

- 1 broken rear sway bar which then pulled a break line
- 1 busted bead
- 1 broken track bar
- 1 winch pull at the top of the black hill climb.



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Moral of the story: *Don't wheel a white Jeep!* As all white Jeeps came away with damage to some extent. In short, great spotting, great weather, great company, and a great run!

See **BROOKRIDGE** page 5 for more pictures

Meet the Board

Secretary



Name: Jeffrey Brunsell (Jeff)

Forum Name: TheDirector

Years in BSJ: Just one year, I joined in early 2021, although I used to run my own club so the BOD let me run for secretary.

What's your Jeep: '21 JLUR

Favorite place to wheel: I love exploring the class IV trails. There are so many and it's fun to see what you find out there.

Past positions in BSJ: Member

What should club know about you? I am easy going and like to just escape from my busy life with some moderate off roading as much as busy life allows me. I am always willing to help, offer advice, and I love to talk about Jeeps.

Hobbies outside of Jeepin':

Racing in the 24 Hours of Lemons. Attempting to restore a 46-year-old Unimog.

Town, state you live in: Auburn, MA

What do like most about being a part of BSJ: This is a very well-organized club. It is well established and is welcoming to new enthusiasts. I like that we have options for stock Jeeps, and I particularly like that we do a highway cleanup every year.

Advanced Class VI 8.8

Our latest Adv. Class VI ride was a success. There was a quick rainstorm during lunch and a ridiculous down-pour on the way home, but the wheeling was all excellent! Noel posted a great short video of himself driving home with doors off in the pouring rain. Hilarious! (Unfortunately, it's on the Facebook page and I can't link it here but check it out if can.) Good thing he has three hands to keep two on the wheel and one on the camera!



See **CLASS VI** page 5 for more pictures

Carnage (popup run) 8.25



This popup run was a blast for the few who took advantage. Dale, Paul, and Eric met up at Mike's Mini Mart and headed over to the Carnage property. It was a beautiful day although got a little hot when out of the shade. We took on just about all the trails we could find and wrapped things up with a gnarly black. That trail gave each of us a bit of trouble and ended up dealing our only

damage of the day. Dale's Jeep, Jonathon, created a battle royale between his winch, a tree, and his left rear fender. Sadly, it was a draw as his tub took the brunt of the force. The steel tube fender just pulled right out of the body. What's a little damage among friends, right? Anyway, it was a great midweek ride!



Rig of the Month

Agnes

Rig Name: Agnes. Why? When I first got her, I lived on Cape Cod and primarily wheeled in NH. I told my mechanic to build her to get me home, not be the best on the trail, but to get me home. Remember that aunt you could always count on to bring the Green Bean Casserole on Thanksgiving, her name was Agnes, wasn't it?

Make, model, year: '95 Jeep Wrangler "YJ"

Forum name: NotThePainter

Who does the primary work:

The initial build was done a Doc Wheels in Yarmouth. When I moved to Keene, NH, I found Steve Gunseth, who only does off road Jeeps and the occasional Land Rover. He's the one who did the major transformation. I've put the front suspension on myself and will be doing the rear over the winter, or maybe the spring.

Dream Mod: Agnes is my dream mod. It took about 10 years, but she is built the way I want, she's rugged and can crawl really well. Some of my local Jeep friends laughed when I said she was "done."

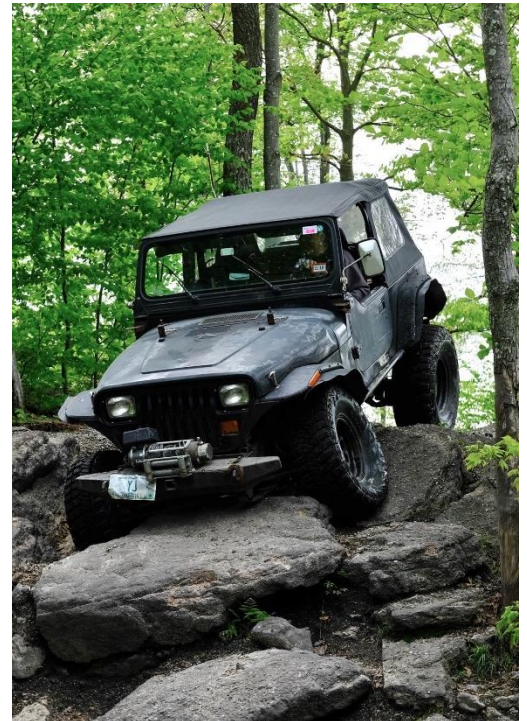
Do I want AC? Yeah, that would be nice but not with an underpowered 2.5l. Should I put a V8 in? Then it wouldn't be Agnes, then again, I could drive faster than 60mph. Do I want ORIs? Of course, but then it wouldn't be a YJ.

I'd like some power and comfort, but that's what JKs are for, right?



Major damage: It was at Field and Forest half a dozen years back with another club. We were at the exit of Buzzkill and I got wedged between two huge boulders, taller than Agnes boulders. I was high centered, so they started winching me out. It was barely moving, so they hooked up a second winch. At this point I was getting concerned, I wasn't that stuck. I noticed that one of my tube fenders was caught. I told the run leader that I was losing a fender. He said something like "That happens."

In retrospect I should have pushed more, I think he must have thought I had plastic fenders. I eventually made them stop but the damage was done. The fender was pretzeled, the tub was stretched slightly so the doors wouldn't close, and the steering shaft was pulled apart! We eventually freed Agnes and got 1 or 2 threads of the steering shaft attached but she came home on a flatbed that day.



Mods: OMG, the list is huge. How about just what's on her now? She runs 15" steelies with 35" Goodyear MTR.

Front suspension is Old Man Emu with the OME Add-a-Leaf. That just went in recently. Rear is still the Black Diamond Suspension that will be replaced with OME leafs. Front has shackle reverse, rear has Terraflex revolvers.

Transmission is a GM Muncie SM465 which has a 6.55:1 1st gear, transfer case is a Rocktrac 2410R which was purchased as NOS from a Jeep place that was seeing fewer and fewer TJs and just wanted it off his shelf. Front axle is the standard HP Dana 30, CAD delete, rear is a Ford 8.8, both geared to 4.88s. ARB lockers front and rear.

Engine is the stock 2.5l 4 cylinder but that has been relocated forward 3-4 inches so the rest of the drivetrain fits.

Rear DS is an Adams, front is unknown.

Interior is gutted. Mastercraft seats sit on a custom set of risers. Interior is lizard skinned and bed lined. Rockhard shoulder harness bar with a 5-point harness. Spare is located in the rear held down with 20k lb. ratchet straps covered by a wooden platform.

Custom steel fenders that the PO installed, custom tube sliders.



Wildest adventure: We almost lost Agnes to the ocean! It was winter and there was a huge snowstorm. The Governor had closed all the roads in the state for a few days. As soon as he lifted the ban, we were out the door to hit the beach. The Provincetown sand pass is good over winter, but you are restricted to something like 8AM to 5PM or something like that. We headed out around 3:30 to make a quick run to Race Point. Winter sand is very weird. Summer sand stays the same, but winter sand moves all around and is much softer. One should stay above the high tide line but that was covered with drifts which could



potentially hide debris, so we went low. Oh, the sand was squishy. Out past the lighthouse it got even softer, and I wasn't comfortable so I figured I'd drive up the bank to get above the high tide line.

I hadn't thought about the fact that storms make sand ledges, not slopes. The drifting snow made it look like a slope. I hit it with some speed, maybe 20mph and got firmly turtled.

I have a shovel, part of the required equipment for beach access, and I started digging. It wasn't really helping much at all. It would take hours we didn't have that. You see, the tide was coming in! I eventually got the idea to use the high lift on the front bumper and jack it as high as I could go. Susan grabbed reverse and moved back a foot or so. The jack came crashing down. I did it again and Agnes crashed down again, cracking the windshield, but she was free. We stayed low and drove as fast as we dared to get out.



We weren't in danger. The plan was to break into the lighthouse keeper's house if we needed to spend the night. But I couldn't even imagine what the fine would be for the environmental cleanup of losing Agnes to the sea.

But wait, there's more. The next day I went to wash all the salt spray off and the windshield wasn't getting clear. I figured there was salt inside, Agnes doesn't seal very well. And it wouldn't come off. The 25+ mph winds had sandblasted the glass! In retrospect, that's probably where her paint got wrecked also.

Upcoming Events

9.9-11 Fall Crawl

This is an NEA event running trails at Field and Forest and on Class VI roads. Tickets went on sale a while back. Check out the forums for more information.

9.18 Class VI

We'll be sending out two groups for this day. Runs are expected to be shorter to make a 3pm dinner. Evite is not yet out, so pay attention.

9.21-25 Rausch Creek

This is our second scheduled trip to Rausch Creek this season. The first one went by without anyone able to attend. The forums have been silent about this trip. If you are interested, post up and see if others will join you.

9.24 Old Florida Road

For those looking for something a little closer than Rausch Creek, we will be hitting up OFR again this month. Keep an eye out for the evite.

10.1 Scavenger Hunt Deadline

I'm putting this notice in this month as the next issue will not come out until deadline day. Make sure you send your photos to Cassandra (*imnotcassie* in the forums) before the 1st.

Brookridge continued from page 1



Class VI continued from page 2

