

Trailchasers

July 2010

Volume 189

Red, White, and Lifted

Let freedom ring; let it be lifted and come with a roll cage! Sunday July 4th was the annual Piedmont parade. Although the rain was threatening the fun of showing off our rigs it decided to break and let us roll through the town with the tops off and the windows down.

When Dave and I arrived at Phil's house we were very surprised to see that we weren't the only ones that decided to brave the rain and head out. Tom and Jan Malone, Marty, Biggy, and the newest Trail Chaser members were all ready in the drive way waiting to head out.

Shortly after we arrived Gary Olvera arrived.

We unloaded the Jeep and preceded to "bling" it out. While in the works of decorating the Jeep Tom Davidson arrived with his truck. Phil and Tom set out to hook up a trailer so Tom could pull the Trailchaser flag behind him. We would hate for people not to know who we are!

After everyone was unloaded we then headed into town to get in line for the parade.

"Cruising fire

roads ain't

wheeling, we

use the wife's

car for that."



Once we all were lined up everyone started to get out there 4th of July decorations. There were streamers, flags, tensile, and everything red, white, and blue you could imagine! It really was nice to see everyone getting into the spirit! While we were waiting for the good times to start we were joined by Gene and Carol Wilson, who were accompanied by their granddaughter. Tom led everyone with the flag, followed by Phil Bargman, Tom and Jan Malone, Robert Grassino and

Red White and Lifted.

Sarah Hughes, Dave Cox and Sara White, Marty Young and Biggy, Gene Wilson ended the line. We thankfully were not placed behind horses this year! That is always something to be thankful for when you are in a parade.

We all had the pleasure of awing the crowd as we drove down the street! There were tons of people and I am sure all the children enjoyed the candy that was being tossed from both sides of the vehicles. I however will have to remember for the next parade to buy a lot more candy! I always enjoy when people get to look at what we call a hobby and the vehicles that allow us to do!

After the parade we all headed back to Phil's for the dinner. Although Dave and I could not stay all the food looked YUMMY! I even got to try Jan's Spicy Black Bean Dip; I think I could have eaten the whole bowl! Dave and I had the great time and we really enjoyed meeting the newest members of the club, Robert Grassino and Sarah Hughes. They are very excited about the club and I can't wait to wheel with them!!! Oh I really enjoy the fact that they drive a JEEP!!!

Sara White,

Editor.



Few, But Fun

Memorial Day Weekend at Clayton was a ton of fun. Tom had volunteered to lead the Moderates at Freilings for our Saturday run. We met our fellow members at the Old Timer BBQ Restaurant for breakfast. That sounds a little strange, but its just regular breakfast, not BBQ. We had expected about 6 rigs but when all was said and done, there were only 2 rigs. Tom led and Connor Fitzpatrick with his friend, Tim had no choice but to be the Tail Gunner. We had expected Brian Fitzpatrick who was home on leave from Korea, to come with us, but he broke his rig the day before. They did try really hard to fix it, even finding an axle with Brian's Dad, Don, picking it up and bringing it to Clayton. They found it was broken worse than they thought and couldn't be fixed until they got home and ordered parts.

Conner was driving a big Chevy pickup (Blue was its name). He did really well on all the trails. I think that Tom was leading us around in circles, but no one seemed to mind. At one point, we came across some other wheelers who were blocking the trail and having lunch, so we just went off to other trails. A while later, we thought they might be done, but they were still there. We decided to try to go around them this time. It was a tight squeeze, but we made it. We headed for the top of TSOB . It was a fun trial and really well. But near the top, something weird happened to our rig. All of a sudden Tom said that he couldn't steer. We had to stop, so Tom tried to put the transmission into reverse, but the shifter just broke off in his hand. It was in neutral when it broke off and just lay there. We were on an incline, so Tom was stuck behind the wheel with his foot on the brake. Conner and Tim got out and opened our hood. The power steering belt had broken. This is an important piece of equipment for steering a rig with 38 inch tires. Conner had a bunch of different size belts on his rig, but we couldn't make any of them work. So now we will tackle the second problem. They took the boot off of the shifter. The shifter was broken in two, leaving a very small 1/2 inch or less shifter. We tried vice grips to move the shifter into first gear, but that didn't work. Then Tim asked for a box end wrench. We tried several different sizes before we got the right one. Tim was able to get it into first gear, but it wasn't easy and there was no way we could shift it or get it into reverse. Now we could actually go forward. We still didn't have any power steering. It was extremely hard to get through those trees. Then we came to a right turn in the trail. Tim got out of Conner's rig and tried to help Tom turn the steering wheel. They did pretty well, but our rig is long and the turn was very sharp. We finally had Conner put a strap on us and drag us around the corner. That was our last problem before getting to our trailer. We both headed on back to town. I couldn't believe we had

broken two things that had nothing to do with wheeling. It was getting time to quit wheeling for the day anyway. We drove straight to Clayton Country Inn where Gene Wilson and Dale and Tanja Williams had parked their RV's. We knew that Dale had a welder and if we asked nicely, he might fix it for us. Everyone came back from wheeling, so we all went to dinner together before we started working on rigs. Dale and Tanja Williams, Phil Bargman, Gene Wilson, Buddy Harris, Chad Williams, Gregg Contreras and Tom and I all had a nice dinner at Clayton Country Inn together. Then the guys went on out to work on the Yota and various other rigs. Tom got to work on taking the shifter out of the rig for Dale to weld, then, Tom and I drove to McAlester to get to Auto Zone before it closed at 9:00pm. We made it by 8:45pm to get our power steering belt. It was a long ride back to Clayton and we were tired from the day and the heat. I had Tom drop me off at the motel so that I could get clean and cool again. When Tom got back to Clayton Country Inn, Dale had finished with welding the shifter back together. It was late, so Tom decided to call it a day and finish the Yota after breakfast in the morning. Sunday morning we had breakfast with the whole group at the new café, K-Country II. The Extreme group had already planned on going home on Sunday, except Dale and Tanja, who stayed to run with the hardcore group. After breakfast, all that were left (Dale & Tanja, Gregg, Larry Thomas and Marty Young with riders Cowboy and Robby King) went on out to Green Acres. Marina Thomas, Marty, Jr. and Jenn King all stayed back at the camp to go fishing. Tom worked on the Yota getting the belt on and putting the shifter back in, along with plates and the boot. Tom finally got done and we met up with the last of the Trailchasers at the entrance to Green

Jan Malone

*"My best
buddies name
is WARN!"*

History of Off Roding

We all enjoy the sport; whether it mudding, rock crawling, river running, trail rides, or just cruising we all in have a bug and can't seem to get rid of it. I thought it might be a little fun to explore how it all became such a phenomenon. Although some may all ready know these facts I however did not, and decided I wanted to learn a little about it.

Wikipedia defines off road vehicles as any type of vehicle which is capable of driving on and off paved or gravel surface. Now that applies to all of us! We all have some sort of vehicle that we enjoy tearing up in some sort way. I then decided to try to find the first record of the official "off road" vehicle. This was lots of fun to find out. It is not any thing near what we considered "off road", but we had to get started somewhere.

The first off road vehicle was built by a man named Adolphe Kégresse. He designed the original while working for the Tsar Nicholas II of Russia between 1906 and 1916. His designed used caterpillar tracks; which used a more flexible belt rather than interlocking metal segments.



Kégresse's version of the off road vehicle was then used in Citroën cars between 1921-1937. His designed was used for off road vehicles and for military vehicles. After World War II there as a huge surplus for light off road vehicles, such as the Jeep. Now I don't want anyone to think that I am in by any way favoring the jeep, but it does so happen to be the most popular. The public tended to by Jeeps because they used them utility vehicles. Thus began the start our crazy sport called off roading.

Although after awhile the wartime Jeep was worn-out and Jeep along with others such as, Land Rover, Toyota, Nissan, and Mitsubishi all started to produce more of a civilian vehicle. These vehicles all came with a hard top to product the riders. These vehicles became very popular with rural buyers due to their capability of off roading and

load lugging. These vehicles essential are what we would call a station wagon on light truck frame with four wheel drive.

During the late nineties car manufacturers started to started adding more luxuries to these vehicles thus giving birth to what we now call the SUV. Thus began the birth of what we call “Rigs”.

I must say that I am glad that Kegresse decided to think outside the box and throw some caterpillar belts under a car and test it out. If it had not been for him just think many of us would not have something to occupy our time with.

Sources quoted from Wikkipedia: The History of Off Roding.

Sara White

Editor

Upcoming Events

July 24-25; Moderate run to Tuttle.

This is pretty close to home, so I am assuming that no one will plan on staying the night.

It is locally owned and there are a few rules that we HAVE to follow by if we want to be allowed to play out there.

IF IT IS RAINING, we will not go. The land owner does not want the land destroyed.

You must take with what you brought in with you. Even if you broke it, get it home...this also includes your trash.

Since this normally is a day run, I would suggest you bring lunch. It is close to town, but why miss out on an hour of wheeling when you don't need to.

We normally meet in front of Street Bike Depot's Shop. The address is 203 West Main Street Tuttle, OK 73089

July 24-25; Extreme run to Clayton; Places to stay;

A&A Motel	918-569-4101
Sardis Motel	918-569-4665
Clayton Country Inn	918-569-4165
Little Piece of Heaven	918-569-3333 (I could not verify this number)
Sportsman Lodge	918-569-4751
Hickory Ridge Cabins	918-569-4992
Sardis Lake Cabins and Motel	918-569-7878

August 7-8; Hardcore run to Clayton

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MOR INFO ON RUNS, MEETING,
AND OUR FORUM

Letter from the Editor

I would like to start off by saying this actually, believe or not, was a fun project for me to take on! I really enjoyed putting it together. I think with it now going quarterly that hopefully they articles will become easier to obtain from members who participate on the runs.

I have really enjoyed being a part of the club and I am looking forward to growing in my position and starting to get the newsletter back to where people want to read it!!!!

Dave and I are heading to Mudstock in Sparks June24-25th and I can hardly wait. I hear it is a blast. You better believe that I will be writing an article on the trip. I highly doubt that I will be including some of the stuff that I hear goes on there. I can't decide if I am looking forward more to the trip or just the spectacle to be seen!!!

Sara White

I had the Jeep thing, but a little penicillan cleared it right up