



# Rover Tracks

April 2007

## Upcoming Events

The 2007 Calendar Of Events is available on the club web site and is constantly being updated. Check often for new and revised events. Please use the RSVP link for any event you plan on attending.

**May 12 (Sat) - Monthly Meeting:** 7:00 pm at Mr. Beef and Pizza, 1796 S. Elmhurst Rd., Mt. Prospect IL.

**May 19 (Sat) - Cliffs Off-Roading:** The Cliffs Off Road Park, Marseilles, IL ([www.thecliffsinsaneterrain.com](http://www.thecliffsinsaneterrain.com))

**May 26 (Sat) through May 31 (Thu) – Midwest Rally:** Upper Peninsula of Michigal. Details to be announced soon.

**Jun 9 (Sat) – Monthly Meeting:** 7:00 pm at Mr Beef and Pizza, 1796 S. Elmhurst Rd. Mt Prospect IL.

**Jun 16 (Sat) – Highland Games and British Car Show.**

**Jun 21 (Thu) through Jun 24 (Sun) – Southern Missouri Off-Road Ranch.** Details TBD

**Jul 7 (Sat) through Jul 8 (Sun) – Rockport Off-Roading:** Rockport Off Road Park, Rockport IL. Details TBD

**Jul 14 (Sat) – Monthly Meeting:** 7:00 pm at Mr. Beef and Pizza, 1796 S. Elmhurst Rd, Mt Prospect, IL.

**Jul 15 (Sun) – British Boots & Bonnets Club 9<sup>th</sup> Annual British Car & Cycle Show:** Poplar Grove Airport (Vintage Wings & Wheels Museum), Poplar Grove, IL

**Jul 21 (Sat) – Knauz Picnic:** Details TBD

**Jul 29 (Sun) – Cliffs Off-Roading:** The Cliffs Off Road Park, Marseilles, IL

## Congratulations to John Shenberger! (aka Jonn-e Bravada)



He and his crew finished first in the expert class at the Real Truck Club Challenge which was held at The Badlands in Attica, IN last August.

## 2007 Chicago Land Rover Club Officers

**President** – David Studer  
**Vice-President** – Frank Neiman  
**Treasurer** – Irene Spitz  
**Secretary/Newsletter Editor** – Alicia Bassett  
**Membership** – Marty Koning  
**Webmaster** – George Hanley

## CLUB WEB ADDRESS

[www.chicagolandroverclub.com](http://www.chicagolandroverclub.com)

## Inside this Issue...

- Off-Roading in Alaska (page 2)
- Winter Pipeline Trip (page 4-5)
- What's new on the Website? (page 3)

## MAJESTIC MASTERY

by Ryan Quandt

You know you're a long way from home when you pass a road sign reading "Scenic road to Alaska!" It's approximately 40 hours of driving from Chicago to the city of Calgary, Alberta, and then another 6 more to Hinton, which is just outside of Jasper National Park. This is where we start our hike into the backcountry. You all might remember Calgary from the 1988 winter Olympics bringing us great movies such as "Cool Runnings," a movie about the Jamaican bobsled team.



Like any good road trip adventure the last minute hustle of making sure everything is in order can become a little overwhelming! With a 5:00 am start I am on my way. I chose driving through the United States and then cut up into Canada, because the Trans-Canada highway can get slow in sections. Driving through the U.S. also brings me into the Badlands and Black Hills of South Dakota and the mountains of Wyoming and Montana. And also Sturgis, which was in the height of Bike Week. Picture thousands of Bikers and a Land Rover Defender driving through the midst of them! Who was the real freak show? I will be joining my friends that live in Alberta but I have Chubbs (an English bulldog) for company on the ride out. Chubbs also served as the official bear bait. Just kidding Chubbs!



This really is expedition type of off-roading. There is no such thing as a day trip. You travel for hours along back forestry roads just to reach the trailhead. There are no services, so bringing enough petrol is vital, along with any spare parts, recovery gear, food, shelter, and proper clothing. All of this is pretty much common sense, although I was cutting it close with only 3 jerry cans of gas. It's a whole different story off-roading with so much extra weight. Maybe next time Chubbs will shed some of those pounds.

We traveled to two areas: one known as Ruby Falls where you end up at a beautiful remote waterfall and the other known as Margaret Lake which is like a mirror reflecting the majestic Rockies. The first destination was Ruby Falls and then divert to a small mountain town to fill up our tanks and jerry cans and then back down the forestry roads to Margaret Lake.



This trip was about 5 days of camping and wheeling. Be prepared for huge mud bogs, deep ruts, fallen trees, a ton of streams to cross, black bears running across your path along with other wildlife, and rain quickly turning into snow! It was the first week of August and yes it got very cold. Having a blazing campfire was very necessary for comfort and safety from predators at night. Having a good pair of spotlights doesn't hurt either. It can get spooky out there. There's nothing scarier than when a dog stares into the darkness and starts to bark and growl. We all packed a lot of good food to eat and took turns cooking. Waking up to eggs and bacon in the mountains was awesome! Followed by chicken stir fry for dinner. Believe it or not my gas grill turns into a Wok. Along with hamburgers, pizza, and grilled cheese we were well fed. Good friends and breathtaking scenery makes this off-roading adventure one never to forget!!! Don't forget to make sure your papers are in order to cross the border.



## Things to have in your truck for Off-Roading

- Candles
- Cell phone and/or CB (Note: steel whip CB antennas can be dangerous out on the trail)
- Cigarette lighter
- Coat hanger - don't underestimate the number of uses for a common household coat hanger!
- Compass
- Duct tape
- Extra gas - enough for a round trip & in an appropriate container
- Extra motor oil (1-2 quarts)
- Fire extinguisher
- First aid kit (packed in a tight weatherproof container)
- Flares Flashlight/lantern Flashlight/lantern/spotlight - with extra batteries
- Food (dehydrated foods take little space and last a long time)
- GPS unit
- Hydraulic/hi-lift jack
- ID card, with emergency phone number contact info & medication/allergy information Jumper cables
- Leather gloves
- Maps
- Mirror
- Multi-fit hose and a roll of rubber-weld tape - to repair a blown radiator hose
- Paper towels
- Pen & paper (a china marker writes on anything!)
- Radiator Stop Leak / Tank sealant putty
- Rags
- Repair manual for your particular vehicle
- Rope
- Rubber gloves
- Shovel
- Spare clothes
- Spare key kept on your person
- Tarp (6'x6') - to keep yourself out of the mud and to catch small parts
- Tire pressure gauge & tire pump;
- Fix a flat
- Trash bags - heavy duty
- Water - enough for you (to drink, clean up) and your vehicle (battery, radiator, washer fluid)
- Waterless hand cleaner
- Waterproof matches
- WD-40/lubricant
- Whistle
- Winch kit - including straps, snatch block (pulley), shackle
- Zip ties/cable ties



## What's new on the Club Website?

### Paypal



Membership dues can now be paid online using Paypal. (Member Form link). Use your existing PayPal account, or create a new one to pay by credit card. Dues can still be mailed in by check

### Calendar of Events

Upcoming events are listed by month in the calendar (Upcoming Events link). Also be sure to RSVP for each event so we can get a headcount on who is coming to each event.

### Member Page

Check out the Member Page link! Each member can post a picture and a brief biography. Tell us why you joined the club, what kind of truck you drive, and the modifications you've made.

### New CLRC Store!

The Chicago Land Rover Club (CLRC Store link) has set up a store on Café Press with lots of items for sale, including shirts (mens, womens, and kids), hats, and mugs.



### In Next Month's Newsletter:

- Write-up and Pictures from the recent Spring Pipeline Trip
- Detailed information on upcoming events, including the 2<sup>nd</sup> Annual Highland Games and British Car Show
- Your articles are needed! Newsletter Contributions can be emailed to:  
secretary@chicagolandroverclub.com

## Two trips for the price of one?

by J. Carlos Sirtori

Since I was not able to attend the Club's yearly fall pipeline trip to Mountain, Wisconsin, I was pining for the chance to take the Disco wheeling again. Several more upgrades and modifications have taken place since the summer of 2006, and we were eager to test them. With invaluable help and guidance from a couple of club members (alright, just Steve, but who's counting!), I've installed a rear Detroit locker with heavy duty axles, a front sewer-cap differential cover with a heavy duty curved pan rod hard from Rovertracks, and a front Trutrak locker. I've also added a full CO2 set up system and built a 2-drawer storage box, complete with latches, retractable handles, and matching carpet. Steve's help has been invaluable because of his technical ability, not to mention his willingness to jump in and complete a project.

Sometime around November 2006, a friend of a friend of somebody I used to know mentioned something about a return trip to the Pipeline, as a winter land adventure. Hmmm...never been done before! Sounded awesome, and it would kill two birds with one stone: all recent mods would be tested, and the itch to wheel would finally be scratched. Excellent! Several telephone, e-mails, letters, discussions, arguments, and bulletin board posts later, we were ready for a late January trip: a three day trip in the middle of the winter where the final six - newly elected-Membership Officer Marty, newly-elected Club President Dave, newly-minted member "English" Dave, old time-member Zack, my wife and I (it was going to be the Fabulous Four, but I decided to go with less drama!) would eventually stay in an off-the-beaten path log cabin that Marty dug up on the internet. The place turned out to be really nice, with a large fireplace, a well stocked kitchen, and plenty of rooms and bathrooms for all. There was even a secret room upstairs that we did not even find until the second day. It was a very peaceful lake front place, with ample parking for our rigs and plenty of scenery.



Due to everybody's hectic work schedule, we ended up driving up separately. Dave and I left a bit late on Friday, and arrived at the cabin about midnight. We met and greeted Marty and Dave, and after much needed shut eye, we were on our way the very next morning with no certain plans in mind. This was to be an "exploration trip," where returning to the well known pipeline routes was not in the cards. Instead, our fearless leader Marty just picked up a map and did some fuzzy math to arrive at the conclusion that anything that had no pavement on it was good enough for us.

Off of Route 32 we turned into who knows what road, to quickly discover why they were not in the maps. Very narrow trails (sometimes for snowmobiles only, sometimes for logging, and sometimes what it seemed to be for bicycles only!) kept appearing in front of us, as we forged forward. There were lots of sharp corners, razor back hills, and off camber ruts. We never crossed paths twice, and were out about 4 hours, when we decided to stop for lunch. It was bitter cold, but the trail we stopped at seemed so quiet and peaceful, we forgot about the cold...for about 20 minutes anyway. In the middle of nowhere, Dave set up a Coleman two-burner stove to bring water to a boil in 3 minutes flat, in order to enjoy some hot cocoa. Yeah, this was no wine and cheese trip alright!

We quickly cleared up a space and built up a huge fire in minutes. "English" Dave gathered up some dried up barley, which seemed to ignite quiet fast. The bloke speaks funny (I should know!), but knows his wood. After a few sandwiches, chips, salsa and dessert, we cleaned up our mess and were on our way again. A few snow mobilers came by, and appeared to be pretty impressed that we "were that far in". While proud at first, we quickly realized that local folks being "impressed" by this feat, were probably not that good for us...After about 4 more hours in the tight snowed packed trails, it was pitch dark. This gave everybody a chance to lead the pack and play with our over built, exaggerated, too-expensive-for-our-own-good set of lights. The night lit up like an airport runway at dusk, and it was loads of fun. About 10 pm, we were still playing in the woods. We decided to stop by for dinner at a little road side bar, which had more sleds out front than cars. The drinks were cold, the service was very friendly (a hit and miss in those parts in my humble opinion), and the food was excellent. Simple burgers that were prepared fresh and tasted great! We turned in about midnight, after a long, long day out on the trails.

On Saturday morning, after a Hilton-quality breakfast (Dave and the British guy really know how to put on a show), we headed out again. We attacked the pipeline, as none of us had seen the terrain with that much snow and ice on it. We made our way through the usual spots, following the basic trails. Little Moab, Little Rubicon, but the most fun came midday. We made it all the way back to the end of the property. This is the spot where we usually stop, ponder the horizon, dream about "going for it", and slowly turn around in order to find a decent way home.



Not this time. The marsh field looked frozen and high, whatever that means. Before I could say break-through-the-ice, Marty was heading down the hill like a kid on summer recess. His truck was bouncing a little bit, but he kept going. Somewhere in the middle of the field, he stopped. Knowing Marty, I thought he stopped to take a look-see to see if he was safe to continue. Nah, he was already sank though on same thing ice.



As my wife started to question his decision making, I lunged forward down the hill as well. I had to save my friend, I had to use my winch, I had to be the hero I thought, but mostly I was just curious...and I figured Marty would get us out if we got stuck. Once I arrived at his spot, I noticed we had come to the dreaded creek. You know, the one that during the summer months has actual water running through it and it's about 4 feet deep, wide just enough to eat a Land Rover without chance of traction? Yeah, that one...by the time I turned around to tell the guys not to drive through the field, they were all on their way, bouncing their trucks through the ice, water and snow. We spotted what seemed to be a 'better' way for Marty to cross the creek. I pulled him backwards with a slight tug, and then he hit the ice without fear. The thin layer of water on top of the ice made it look eerie. He went through without a hitch. YEAH! Success! This hasn't been done before.



(You'd figured we just hit the North Pole in Land Rovers, but what the heck, just the same for us!) We all went through without problems, but the ever crackling ice beneath these mammoth trucks was an experience to remember. We returned to the cabin and shared a good meal again, and stayed up by the fireplace telling stories about the day...

Well, mostly the guys were picking on me for some reason. I tell myself that it is because they like me, they really like me. On Sunday morning, we all headed home after a wonderful weekend of off roading fun. A very successful trip indeed, which proved you can have a blast with little planning invested in it.

Margaret and I couldn't get enough, and went back to Mountain in early March with some club members and some Disco-web fans, for the "First Ever Annual Chili Cook Out", but that's a write up for next time.



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**Membership** in the Chicago Land Rover Club (CLRC) is open to all Land Rover enthusiasts, vehicle ownership is not required. Annual dues are \$20 for individual, \$25 for family or \$40 for business sponsors and include a subscription to the newsletter which is printed 6 times per year.

**Advertising** inquiries should be directed to the newsletter address listed above.

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