



Club Officials for 2006/7

President - Matt Maier Vice President - Toolbox

Secretary - Chubby

Internet Coordinator (Webmaster) - Taxx

Rough Times Editor - PigPen Jr.

Bob Myers/Pottsy (Eastern Reps)

Rangerboy/Grem (Central Reps)

Digger/Spot4me (Western Reps)

SPRING 2006

Rough Times

The RRORC is organized for the purpose of:

The RRORC exists solely for one purpose, for the enjoyment of its members. Through the use of the RRORC.com website, the Rough Times newsletter and social gatherings, the RRORC hopes to promote friendship and exchange knowledge between its' members and board users. It is a place for hobbyists to interact and friends to meet. It strives to balance the adult opinions of our members, with the family nature of our hobby and does so in a fair manner. We are a close-knit group, but welcome all new users and members with enthusiasm. RRORC is a club that derives strength from its' members and an organization that is building for the future of our common interest. Welcome to the RRORC!

The RRORC is a nationwide club with members all over the country. We hold trail rides and events all over the U.S. and Canada.

If you would like to learn more, please feel free to contact us at our website or by mail at:

Rough Rangers Off-Road Club

P.O. Box 670160

Northfield, Ohio 44067-0160



CHUBFEST 2005 CYSTIC FIBROSIS RAFFLE

Donation and Support:

Myers Machine (Bob Myers and Family)
BBP (Pottsy)
4XFAB (Gremlinstien)
Team F.A.T.
4WheelCustoms
DayStar Marketing
OffroadHardware.com
Wabash Ford/Powerstrokeshop/Saveonfilters (Dale)
Mile Marker
Black List Wheelers (King)
Sambo
HMH OffRoad Inc.
Cube
5.10BII
Tom Woods Driveshafts
Warn
Badlands ORV
Spocker



The 120 plus people who attended raised \$1155.00 for Cystic Fibrosis! A truly amazing amount for a bunch of crazy wheelers. We could barely keep up with the tickets sales. It was great to see so many go away with those great gifts too. My thanks go out to each of the Sponsors, Supporters and Attendees!

Details on Chubfest

Total rigs: 47

People (aprox): 119

Avg Noontime temp over the 3 days: 94

Avg. Midnight temp over the 3 nights: 79

Measured rainfall in Attica, IN for the 3 days: 0.1 inches

States represented: 11

Farthest traveled: Grif/Digger (616 miles)

Rigs in the night run: 31

Wheeler of the Ride: Jdubya (his 60 day Sploder kicked ass!)

Most popular food: DEER

Most popular drink: 3-way tie (Yingling, Bottled water, Jager)

Most popular tow rig: F250 (duh)

Prizes awarded in the raffle: 63

Total donated to CF of America: \$1155.00 (amazing people!!!)

East Coast Battle-bots Round 1 goes to: Wilber (at a cost of about \$200)

Best Pucker Moment: Alex (not only in front of 100 people, but in the campground for god's sake)



PTC Factory Outlet

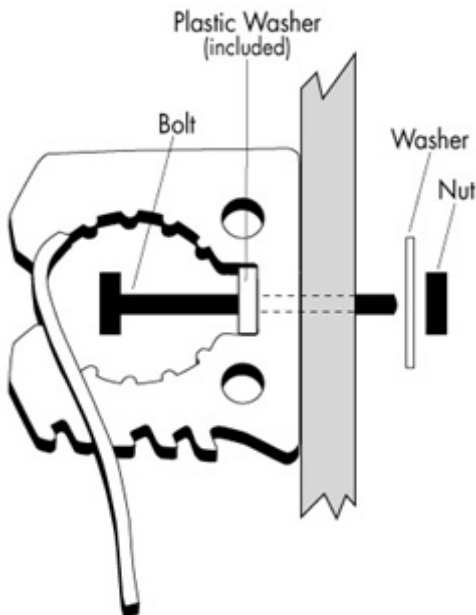
Automotive Lighting & Accessories

MrTailLight.com & MrGrill.com

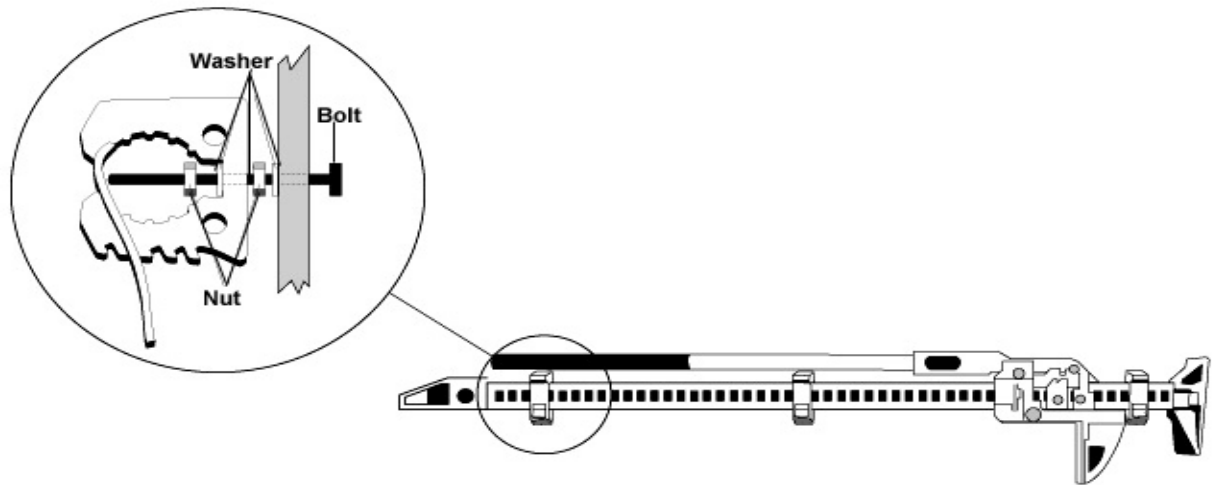
Quality Auto Body Parts & Accessories

The Quick Fist

Installation:



1. Use #10 bolt or screw to fasten. Do not over tighten.
2. QUICK FIST can be mounted with the strap facing in any direction.
3. To Clamp: pull strap through jaw and then lock in place.
4. For certain applications, like roof racks with round tubing, you can install the QUICK FIST clamps using hose clamps. Make sure you center the hose clamp on the plastic washer to avoid cutting into the rubber clamp.
5. For small diameter objects: push jaw without strap down inside other jaw and tighten strap on top of jaw.
6. QUICK FIST can also be used as a pipe stand-off (particularly suited for marine applications). Do not use on exhaust pipes.



For High Lift Jacks:

1. For best results, use three Quick Fist clamps evenly spaced along the steel bar of the jack.
2. Drill out hole in QUICK FIST clamp with a 7/16" (12mm) bit. Use a 2 1/2" (65mm) long, 3/8" (10mm) bolt to attach the clamp (see illustration).
3. To mount the jack, hold it parallel to the three clamps. Put one end of the jack into a clamp, with the bolt through the steel bar and then lock the clamp loosely. Next place the steel bar into the other two clamps and lock. After all three clamps are holding the jack, tighten as necessary.

Sarge says...

Guys, these things kick ass. Buy them up, you won't be sorry. I've seen 'em holding down shovels, HiLifts, axes, Maglights, pretty much anything, both inside the rig, and out. They weather well, and are extremely durable. I highly suggest getting some. Here's a couple in use ref. pics. These are on my BII. I can pull them back off, if you don't want the clutter on you thread, just figured I'd repost 'em so others don't have to dig around the site for example uses.

Maglight on door.



Lug wrench, on the back of the rear seat.



Axe, pass side, looking in from the back.



Shovel, driver side:



It all started when I was 15, a red 1955 CJ3B (it was “born“ 2 years after me) - just sitting. I bought it and learned to drive in it. I was hooked.

I drag raced a 1967 Firebird in NHRA and AHRA till I was in the Navy and married. We bought a 1946 CJ2A and wheeled that in a club for several months, driving over to the Blueridge Mountains on weekends. We entered an off road obstacle course (now referred to as a woods course) one weekend and BANG hooked again. We toasted the original flat head 4 cylinder in short order and shoehorned in a Buick 225 CID V6 using a Novak conversion kit. Man were we quick! In those days getting off road tires was a lot more difficult - we ran 7.50x16 firestone snow tires - we did quite well.

I was on the organizational and rules committee when the Mid-Atlantic 4WD racing Association was formed. It later merged with the East-Coast 4WD racing association that was around for ever.

After my enlistment was up in the Navy, we moved back to Ohio and did very little wheeling (except for the blizzard of 78). We owned 4wd vehicles of about every type imaginable. Built up a 2WD 1972 Toyota pick up with Dana 44 front and Buick 225 4 barrel carburetor, a 350 turbohydromatic, and Dana 20. It was one bad little truck - for it's time.

Eventually I went back to school, had 3 children and became a veterinarian, still having at least one 4WD vehicle around, but not a serious off-roader.

Time flash forward to 1998 - bought a little car for my middle daughter's first. At the Ford dealership I was at, sat a little ugly grey primered 1984 Bronco II. I told the dealer I'd give him his asking price for the topaz if he'd throw in the B2. He agreed, the B2 was already on the list to go to salvage auction that Monday. While searching for a better transmission (the old one needed all new front input parts), I came across the BroncoII Corral. After posting on TRS for a while, I linked up with the Rough Rangers.

The B2 eventually got a 4.0 liter, Advanced Adapters World ClassT4 with 4:1 1st, Dana 35 front, 31 spline 8.8 rear, lock rites front and rear, Ramsey 8k winch with custom bumper, dual batteries with isolator, on board air, 3k watt converter, cage, and 100 watt running, and back-up lights. I went on several rides with the club to Wellsville and then the Canfield Show. We entered the rock crawling and proceeded to catch our clutch on fire that Saturday. Even with that, we qualified for the finals on Sunday - we had to decline and get towed back to Springfield (\$220.00 worth).

I was hooked again! So, an Atlas II with 4.3:1 installed, along with a 4.0 liter flywheel and clutch was swapped into the B2. I read about a competition, the Tennessee Off Road Challenge, in one of the magazines. I had to try it. The first year, we had no idea what we were doing, but we had a brand new gps and a nice vehicle - finished dead last - but did finish - not everybody did! We had a ball. If you've never done one before it is GREAT! For 3 days, no outside help (just driver and navigator), middle of no where, trails and areas you've seen before, taking pictures of your vehicle in very specific places according to grid coordinates. Several tasks, tire changing race, flat water kayaking, night navigation, a trail/road rally (just like the real ones), and shooting. The second year, we were more prepared. We added welder, 600 pounds of tools an parts, a better gps with external antenna, lap top computer, and TopoQuad 3D from Delorme. That year we finished in the middle of the pack. That is the most fun I've ever had off road.



In 2001, I noticed a couple of little buggies in the magazines, and decide the spare parts, and wrecks I had sitting around could be glued together to make one. The result, a TTB buggy that was so ugly only I could love it. It became the test bed for the T&M Doubler. We ultimately made it to the 2002 Indy for the jamboree and came in first in the rock crawling event. We were on television! We were hyped and really hooked!



EROC had been formed the previous year and we wanted to try competing for real.

Well, we were behind the curve, buggies were everywhere. We had tons of fun, but always finished poorly. The old buggy went through corrective surgery several times over the next 3 seasons, and ended up 18" shorter, had an Atlas II (we needed to disengage the drive shafts separately), the engine was shoved back 13", and custom 8.8/hummer axles were added. We have enjoyed this new configuration immensely. It performs well, when we can keep axles from shearing, but is too wide for a lot of the obstacles, and has gotten heavier than ideal.



We spend 8-10 weekends a year at events. My "new" tow vehicle has 36k miles and is 18 months old. Our axle dilemma, we hope is at end. A specialty machine shop has designed and built new c/v's with stubs and 300m axles slightly bigger than our originals. We will be testing them over the next few months in our brand new buggy.

We are very proud of the new addition to the steel at our place. It has 102" wheelbase, is 76" wide sidewall to sidewall, weighs about 2500 lbs., has front and rear hydraulic steering, and is a single seater. A 2.5 liter ford 4cylinder and built c4 twist the input of a 4.3: Atlas II. The shocks are 14" nitrogen, positioned to get 15" of effective travel. Stopping comes from wilwood light weight 4 piston calipers and 15 1/2" rotors. Eaton e-lockers reside front and rear. 39" Krawlers are mounted on MRT heavy duty bead locks with big rock ring. We always like the Art Carr shifter - it's were you put it, all the time, every time. The chassis is 1 1/2" DOM with 0.125 wall thickness. The skid plate is 1/4"

steel and the top is 1/8" solid steel. The chassis, of our own design, is wide enough in the cockpit to keep the outside-outside, and the inside-inside. We have taken great pains to keep everything very reliable. Our custom wiring harness has all electrical connections have been soldered and heat shrunk. Stock shelf components have been used where they would work well, and any short comings of the previous buggy hopefully have been designed away. Time will tell how this front engine buggy will perform -but there is one thing for certain - we are going to have blast!!!!!!!!!!!!!!



If you have never witnessed a rock crawling competition in person, you have no idea how extreme it really is. The man made courses are awesome too. It is absolutely amazing what a vehicle on tires can be capable of. I am awestruck when I first watch some of these obstacles tackled. Then when it's our turn, strap in and jump on it with both feet. Interested? Want to give it a try? I'd recommend starting in the under populated stock or "legends" class. Winch, lockers, fire extinguishers, 5 point harness and a roll cage - your rocking and rolling - hopefully only half of that. LOL See you there?



PowerstrokeShop.com 4" Power Flow Exhaust System

Installation

Written By: Dave Haugh



INSTALLATION

The instructions are only one page long, but that is all it takes. I am not a mechanic, and have never installed an exhaust system before and it took me 2 hours from start to finish and that includes taking about 50 pictures along the way. Not to mention doing it in a gravel driveway since my "project" was occupying the garage.

Here is a list of tools required to do the job:

Tape Measure - Rubber Mallet - Screwdriver - 9/16 Wrench - 7/16 and 9/16 Sockets - Socket Extensions.

I also used a Sawzall and a Chop saw but they may not be required in your installation.



The first step is to remove the stock exhaust from the truck. You can unbolt it and keep it in tact. The instructions state that to remove the down pipe without cutting you must unbolt the tranny cross member. It might be possible to do it without doing this. I did not plan to ever re-install the stock system so I went the easy route and used the sawzall and ripped right through the stock system. The hardest part of removing the stock system is removing the clamp from the stock down pipe at the turbo. You MUST reuse this clamp, and with the heat over time it did not want to remove very easily. I used a socket on the end of an extension with a u-joint in it to easily reach this bolt. The next part is where your screwdriver comes in handy. You can use the screwdriver to gently pop the clamp up off of the stock down pipe. It takes patients but it can be done in just a few minutes.

Here are some comparison shots of the stock system to the new system:



Before you install the down pipe you may want to tighten the plug in the pyro hole if you will not be installing a pyrometer here.



There is much debate about where to install a pyro, but I will leave that up to you.



The first step of the installation is to get the down pipe in place but not tightened down. You will still need to be able to turn it. It helps to have 3 hands for this, but since I didn't I just slid it up from the bottom and held it in with a small bungee cord. Once it is in you need to re-install the clamp and lightly tighten it just enough so the down pipe stays in place.



Once the down pipe is in place the next step few steps are easy and quick.

First is to install the longest piece into it and loosely install the hanger. This is where you may need the rubber mallet to tap the long piece until it is completely set in the down pipe Once it is set tighten the clamp down that seals it to the down pipe



After this we move to the rear and install the over the axle piece. Using the provided hanger, loosely hang the over the axle piece in place. With this piece hung we can install the muffler to it just in front of the axle. Lightly tap the muffler in place and hang it from the back side of the muffler with the T-hanger.



With all these pieces in place it we need our tape measure. Try to hold these pieces where they will rest and measure from the end of the long pipe to the end of the muffler fitting. There is 3" to play with inside each of the expansions on the pipes. You need a minimum of 1.5" extra on each end to get a seal. With your measurement add a minimum of 3" and a maximum of 6" to it for the extra piece we need to fit. I recommend about 4.5"; it's long enough to get a good seal and short enough to easily fit.

Using your favorite cutter cut the new piece and clean up the cut with a file (I used a die grinder).

Now we are ready to install this piece and complete the installation.



With all of the pieces installed go back and tighten down every bolt and hanger. While you are doing this make sure that nothing is touching the frame or any other part of the truck besides a hanger. Once you are done, you can install your tip with the provided polished clamp.



Depending on your wheelbase you may have an extra hanger and you may not have needed to cut that extra piece.

Now take it for a test drive and enjoy. Just be sure after you have gotten it nice and warmed up once to go back and recheck all of the bolts you tightened.

ENJOY!



Don't be the "does somebody have this or that" guy

MANDATORY TRAIL GEAR FOR ALL VEHICLES PARTICIPATING IN R.R.R.O.C RUNS...

Water, 1 gallon per person, and personal supplies for at least twice the time you plan on being out: If going on a morning trip, pack a lunch and trail snacks. If going on an afternoon or all day trips, assume you may spend the night in the vehicle and pack accordingly: medications, flashlight, batteries, matches/lighter, and blankets & gear appropriate to the environment, area, and season.

1. CB (Handheld or mounted)
2. Fire Extinguisher
3. First Aid Kit, ID cards, with emergency contact info and allergy information (passenger also).
4. Spare Key
5. Tow strap, at least 20', bare with no metal hooks/brackets attached
6. Full Size Spare, lug wrench
7. Bottle/scissor jack tall enough to lift your rig, 12" square wooden platform for soft ground
8. Complete tool kit including but not limited to:

Standard and metric socket set with extensions, crescent wrench, vise-Grips, screwdrivers (std & Philips), wire cutters, pliers (std, needle nose and channel lock), duct tape, JB weld, electrical tape, spare connectors and fuses, utility knife, hammer, hacksaw, crowbar or pry bar, jumper cables, super glue/quick drying epoxy tank sealant, electrical wire of different gages

9. Fix-A-Flat and/or Tire Plug kit and air compressor (12 volt plug-in or other)
10. Trash bag, for your own as well as other's trash
11. Tow points front and rear, frame mounted (A rear hitch with the hitch pin inserted can be utilized as a rear tow point).
12. Work Gloves
13. Jumper cables
14. WD-40 or other spray lubricant

OPTIONAL, BUT SOMEONE IN YOUR GROUP SHOULD HAVE...

1. Cell phone
2. HiLift Jack
3. Shop Towels
4. Hand winch (come along), the HiLift Jack can also be used
5. Recovery gear: "D"ring/clevis, snatch block, blanket or towel to lie on the cable
6. Extra fluids for your rig: oil, transmission fluid, etc.
7. Bungee cords / rope
8. Shovel, STD or military fold up
9. Axe, at least hand axe/hatchet
10. Assorted spare fasteners, nuts, bolts, pop rivets, etc
11. Spare Parts such as belts, hoses, radiator stop-leak, axles, hubs, spark plugs, air filter, etc. (especially anything you have broken before) and the tools to fix/install them.

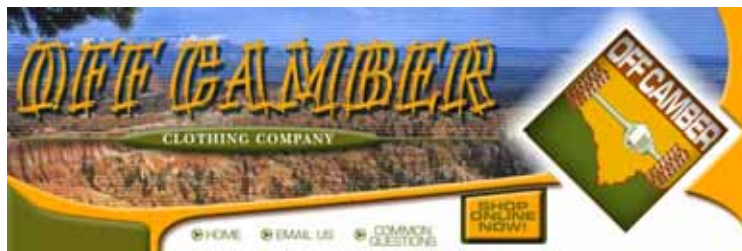
IF YOU HAVE THE ROOM...

1. Work coveralls, cap, goulashes/rubber over boots, and plastic tarp or blanket to lay on
2. Extra pair of Hiking boots or comfortable walking shoes
3. Toilet paper, Paper Towels, Waterless hand scrub and/or Wet Wipes
4. Sunscreen, Insect Repellent
5. Change of Clothes (2 sets if you get stuck a lot)
6. Camera (standard and or video), spare film and batteries
7. Cooler with latching top and handles to use to tie down

WISH LIST...

1. Camping gear: tent, stove, water purification tablets, etc
2. Winch and full winch supply kit
3. Onboard air compressor such as ARB or Quick Air
4. GPS
5. Jerry can for fuel
6. 12 volt and battery powered portable tools: Impact wrench, drill, spotlight
7. Ham radio (license required to operate)
8. Onboard welder

We understand that we all can't have everything listed above right off the bat, but we should all be constantly working toward the goal of having everything listed above for our own rigs.



Just HAD to put this in...

