

Jeepers Humor

Noah, on Building a Jeep

Noah is a Jeep owner...

and God comes back to check on progress after one year...

"Well, it's not quite finished yet, Lord.

I decided to put some 38-inch Swampers under it for extra flotation, then realized that I'd get some rubbing on the gunwales, so I did some trimming on the side to fit the tires.

But while I was under there, I saw where I could move the shock mounts up and get more travel, and figured since we don't know what kind of terrain we'd be coming back down to, I might want to make the modification.

Well, it went ok, except that it made the rear suspension kind of spongy, so I decided to redo the 5-link in favor of some leaf springs...which is a whole 'nuther story.

I had to rig up a new crossmember, and while I was at it, I put in a 2" body lift and replaced the stock crossmember with one that had better tuck, since I didn't know exactly how much higher the flood would go than the mountains, and I didn't want to get stuck on some awful mountain in Turkey or somewhere.

So I go to do the body lift and then realize that the engine will need to be lifted, too, to resolve some drivetrain problems and also to keep the radiator fan out of the shroud.

Then I realized, 'radiator fan? water crossing?', and I went ahead and took out the clutch fan and put an electric in. I also upgraded to a 3-core radiator.

Since we were going to be over water so much, I also stripped the body down completely, in order to Rhino Line it, inside and also underbody. That took forever because of the the tamper-proof torx bolts, but I finally got the cage out and figured while I'm at it, I might as well do a complete six-point cage, but the local shop had nothing but rolled tube and I wanted DOM, so there was a delay there.

So we get the tub put back together, the new cage in, and I saw that the underside was really unprotected, so I decided to add some armor. Made up some custom skid plates that attached to the new crossmember I'd made, and also some rocker protection that has built-in flotation devices... you know what that means: on-board air.

Well, I scraped around in junkyards for a while till I found the

right York compressor and fabbed up a bracket for it. Also got a K&N filter to move the stock airbox so the compressor would fit. Now I'm looking at all that armor I'd added (1/4" steel) and realize that the pitiful little 4 cylinder is not going to cut it with all that weight, not to mention all the animals and food and stuff, so I found a V8 that would fit (I figured that the DMV of all things would not be around after the Flood anyway, which is why I felt ok about doing a V8 instead of sticking with a stock motor), but I needed a new bellhousing etc. and realized that I might as well upgrade the transmission and transfer case at the same time..."

At this point God interrupts Noah, "That's ok, Noah. I figured this might happen, so I also enlisted your wife to help, and she's picked out a nice used Suburban that will do just fine. Just go on down to the dealer and pick it up and you..."

Noah breaks in, "yeah, okay ... and with some fender trimming and a body lift, I could fit some "35s" ... yeah that'll do ... and maybe put a winch on the front ... and"

God: "Uh, Noah?"

Yes, Lord?

Never mind!!!!

35 reasons why Jeeps are better than women

1. Jeeps don't get pregnant.
2. You can drive your Jeep any time of the month.
3. Jeeps don't have parents.
4. Jeeps don't whine unless something is really wrong.
5. You can share your Jeep with your friends.
6. Jeeps don't care how many other Jeeps you've ridden.
7. When driving, you and your Jeep can arrive at the same time.
8. Jeeps don't care how many other Jeeps you have.
9. Jeeps don't care if you look at other Jeeps.
10. Jeeps don't care if you buy Jeep magazines.
11. You'll never hear, "Surprise! You're going to own a new Jeep!"
...unless you go out and get it yourself.
12. If your Jeep goes flat, you can fix it.
13. If your Jeep is too loose, you can tighten it.
14. If your Jeep is misaligned, you don't have to discuss politics with it.
15. You can have a Jeep of color and still bring it home to your parents.
16. You don't have to be jealous of the guy who works on your Jeep.
17. If you say bad things to your Jeep,
you don't have to apologize before you drive it again.
18. You can drive your Jeep as long as you want and it won't get sore.
19. You can stop driving your Jeep as soon as you want and it won't get frustrated.
20. Your parents won't remain in touch with your old Jeep after you dump it.
21. Jeeps don't get headaches.
22. Jeeps don't insult you if you're a bad driver.
23. Your Jeep never wants a night out with the other Jeeps.
24. Jeeps don't care if you're late.
25. You don't have to take a shower before you ride your Jeep.
26. If your Jeep doesn't look good, you can paint it or get better parts.
27. You can drive your Jeep the first time you meet it, without having to take it to dinner,
see a movie, or meet its mother.
28. The only protection you have to wear when driving your Jeep is a seat belt.
29. When in mixed company, you can talk about what a great drive you had the last time you were in your Jeep.
30. Your Jeep is never embarrassed to go topless in public.
31. You only have to feed your Jeep when you use it.
32. A rocky relationship with your Jeep is actually fun.
33. Jeeps don't care how much money you spend on them.
34. You never have to worry about your Jeep spending your money.
35. You don't have to remember your Jeep's birthday, when you first met, or anniversaries.

If Computers Were Jeeps

DOS Jeep

Requires you to install your own panel indications, and that you read the directions carefully before opening the door. Originally only came with an 8 gallon gas tank, but now comes with a 16 gallon tank. The tank can be divided into eight compartments of 2 gallons each, which have to be accessed separately. Soon to be discontinued, although a lot of people are going to keep driving it after it's no longer available.

Macintosh Jeep

At first came only with a 16 gallon tank, but now comes with a 32 gallon tank. Considered by many to be a "Real Jeep". All the Jeeps look identical. When you open the door, it starts itself. Owners manuals are not available. If you call to ask about the maintenance, you are told that "you don't need to know."

Windows 3.1 Jeep

The world's most popular Jeep. Comes with a 16 gallon tank and looks a lot like Mac Jeeps. Requires that you previously owned a DOS Jeep. Claims that it allows you to run several accessories previously available on DOS Jeeps simultaneously, but in reality you can only run a few of them, very slowly, especially slowly if you are running the Windows Jeep accessory at the same time. Sometimes, for no apparent reason, a Windows Jeep will die, requiring that all passengers exit and reenter the Jeep.

OS/2 Jeep

Comes with a 32 gallon tank. Does allow you to run several DOS Jeep accessories simultaneously. Allows you to run Windows 3.1 Jeep accessories simultaneously too, but somewhat slower. Advertises that the Jeep won't die when you drive them, even if you off road in them. You never see anyone driving OS/2 Jeeps, but the manufacturer claims that 9 million Jeeps have been sold.

Windows 95 Jeep

Only just out, the Windows 95 Jeep looks a lot like the Mac Jeep but runs more like the Windows 3.1 Jeep. It comes with a 32 gallon tank, but when you put gas in them, only 16 gallons will fit. Most people will probably keep driving Windows 3.1 Jeeps until their friends try Windows 95 Jeeps and say they like it. The owners manual, when you look at the small print, has some of the same

accessories that come in a DOS Jeep, even though the manufacturer claims that this is an entirely new model.

Windows NT Jeep

Comes with a 32 gallon tank, but you can only buy gas for it by the truckload. This causes most people to have to go out and buy the gas in groups. The Jeep looks just like Windows 3.1 Jeep, but the company promises to change the Jeep to look just like Windows 95 Jeep. Touted as an "industrial strength" Jeep, and suggested only for use as fleet vehicles.

UNIX Jeep

This very heavy Jeep comes with 32 gallon tanks, and has been around for years. Rumour has it that it was originally built as a hoax by a couple of bored workers, only for them to find that some people actually liked the Jeep. It tends to be driven only by freaks or eccentric academics, often with beards; and drivers of it do not like drivers of any other Jeep. In its basic form it is extremely difficult to drive and understand the panel indications, but with the addition of the X-Panel modification, it can be operated on a par with the others. Many other varieties exist, with a huge range of extras and (often unpronounceable) accessories.

How to Change the Oil in Your Jeep

Women

Pull in to Jiffy Lube when the mileage reaches 3,000 since the last oil change.
Drink a cup of coffee.
Fifteen minutes later, pay \$25 and leave with a properly maintained Jeep.

Men

Go to NAPA Auto Parts and pay \$30 for oil, filter, hand cleaner, scented tree air freshener, and numerous other items you realize you need.

Discover that your used oil collection container is full; take it to the recycling center.

Spend 20 minutes trying to locate your floor jack and jack stands; no luck.

Have a beer; you don't really need to jack up the Jeep anyway.

Place used oil collection container under the engine.

Pull out socket wrench and socket; the 5th one you try is finally the correct size.

Unscrew oil drain plug.

Drop drain plug in oil; splashing hot oil all over you (and the garage floor) in the process.

Wipe off face with dirty shop rag and sprinkle kitty litter on garage floor where oil splashed.

Have another beer while oil is draining.

Look 15 minutes for oil filter wrench; no luck.

Poke oil filter with a Phillips screwdriver and twist it off.

Wipe oil off of your arm with same dirty rag used in step 9; sprinkle more kitty litter on floor.

Buddy shows up; finish off 6-pack with him. Screw the oil change; finish it tomorrow!

Next day, drag full oil collection container out from underneath the Jeep.

Sprinkle more kitty litter on oil spilled during step 15.

Have a . . . wait, no beer left, drank it all yesterday.

Walk 2 miles to Corner Store; buy more beer.

Apply a thin coat of clean oil to gasket and install new oil filter.

Dump first quart of fresh oil into engine.

Remember drain plug from step 8!

Scramble to find drain plug in oil collection container.

Hurry to replace drain plug before entire quart of fresh oil drains all over floor.

Slip with wrench and bang knuckles on frame; band head on floor board in reaction.

Begin cussing fit and throw wrench across garage.

Clean up and apply Band-Aid to knuckles.

Sprinkle kitty litter on one entire quart of fresh oil now pooled under the Jeep.
Have another beer.

Dump in remainder of oil into engine.

Realize that while you were under the Jeep, it would have been a good time to grease everything, bleed the brakes, replace those dry-rotted body spacers, and find out where that hideous clanking noise is coming from.

Drive back to NAPA and buy another \$150 worth of parts that either won't fit, will break when you try to install them, or will be saved for a later project (all of which will have long been misplaced by the time you are ready to start subject project).

Drive Jeep (1-quart low of oil) for 7,000 miles; then return to Step 1.

The Jeepers Prayer

The Jeep is my strength, I shall not want others.

It maketh me cruise on green trails.

It leadeth me in the path's of challenge for it's namesake.

Yea, though I drive thru the valley of muck and mud, I will fear no stopage, for my Jeep be with me.

Thy winch and thy lockers, they comfort me.

Thou prearest me an escape before me in the presence of my buddies; My tires grip true.

Surely traction and some ridicule shall follow and I will dwell in the comfort of the club forever.

Het in eigendom hebben, registreren en of rijden met een Jeep betekent dat u kennis moet hebben genomen van de volgende regels. Het niet naleven van deze regels kan resulteren in het genegeerd worden door andere Jeepers als u langs de kant staat of omgeven bent door Yugo's, Toyo's, Laro's etc.

De definitie van de Jeepgroet.

Een etiquette van rijders, in een superieur voertuig. Deze rijders hebben een hoge mate van eergevoel, stijl, klasse en stellen geen eisen aan comfort en stellen alles in het werk om eigenaar te worden van het voertuig; de Jeep. De beweging bestaat uit het zijdelings heen en weer bewegen van een of twee handen, al naar gelang de omstandigheden, maar kan eventueel aangepast worden aan regionale gewoonten.

Voorbeelden van aanpassingen ten behoeve van omstandigheden of regionale gewoonten:

Zonder dak: een hand boven het raam uitsteken of vanuit het zijraam wat natuurlijk openstaat.

Zonder dak in een sneeuwstorm: rillen en knikken, handen mogen vastgevroren aan het stuur blijven zitten.

Bij het zien van een lagere klasse of een chauffeur met een stropdas: steek uw vinger op vanaf het stuur en geef een bescheiden hoofdknik. PS niet de middelvinger.

Om deze regels enige inhoud te geven zijn er een aantal categorieën gemaakt. Deze categorieën voorzien de rijder van een aantal punten waaruit u de status van de desbetreffende Jeoper kunt halen. Deze categorieën zijn:

De jeepgroet hiërarchie (JGH): gebaseerd op het voertuig. Houd rekening met het nostalgische karakter van het voertuig, en de toewijding van de eigenaar om hem strijdbaar te houden.

De gewijzigd uiterlijke categorie (GUC): gebaseerd op wat u met uw Jeep doet.

Aanpassingen aan de uitmonstering (AU): wat u bouwt.

Algemene regels:

1. Alle Jeepers zijn verantwoordelijk voor het in stand houden van de Jeepgroet. Zeker wanneer zij in contact komen met een hoger scorende Jeep, moeten zij de groet volhouden totdat:

A, de groet wordt beantwoord

B, de groet wordt genegeerd

C, de hoger scorende Jeep u gepasseerd en uit het zicht verdwenen is

D, de zijkant van de weg toch dichterbij is dan u denkt.

2. Alle Jeepers moeten de groet beantwoorden, behalve wanneer ze een negatiever (onder 0) scorende Jeep tegen komen. (hetgeen dus in de praktijk zelden voorkomt)

3. Alle Jeepers worden aangespoord (niet verplicht) om de negatiever scorende Jeeps te groeten. Dit om de desbetreffende rijders te leiden en begeleiden naar een hogere score en om hen te wijzen op hun verantwoordelijkheden ten opzichte van de buitenwereld, evenals om te zorgen dat hun verkeerde manier van leven gecorrigeerd wordt.

4. Wanneer u niet zeker bent van de status van de tegemoet komende rijder of niet in staat

bent om de klasse in te schatten, zijn de regels als volgt: onmiddellijk groeten. Dit om de diepere gedachte achter de Jeepgroet niet verloren te laten gaan. Dus als u twijfelt: zeker zwaaien!!!

Als eerste, de Jeepgroet hiërarchie (JGH).

Pre-CJ (Wilys, Kaiser, MB, etc): 30 punten

Pre-AMC CJ: 27 punten

CJ: 25 punten

Commando: 20 punten

Wrangler YJ: 16 punten

Wrangler TJ: 15 punten

Cherokee, Wagoneer: 10 punten

Alle andere Jeeps: 5 punten

Alle andere 4WD wagens: 1 punt BEHALVE yuppie wagens

Gewone wagens: 0 punten

De gewijzigd uiterlijke categorie (GUC):

GUC's moeten in overweging worden genomen bij alle Jeep contacten, en groetpatronen moeten hierop aangepast worden. GUC 5 is de gemiddelde- de geaccepteerde norm. GUC 1 t/m 4 verhogen de status. GUC 6 en 7 verlagen de status.

1. Zonder dak: wagen, chauffeur en passagiers bedekt met modder: +30
2. Bikinitop: wagen en sommige passagiers bedekt met modder: +20
3. Zonder dak: wagen bedekt met modder: +10
4. Zonder dak: tijdens een regen- of sneeuwbuï, of een bewolkte koude dag: +5
5. Een beetje smerig: 0
6. Duidelijk net gewassen maar toch een beetje smerig geworden: -10
7. Gepoetst, droog, glimmend en zonder krassen: -30

Aanpassingen aan de uitmonstering (AU).

Extra aandacht moet hier geschonken worden aan de mechanische staat waarin het voertuig zich bevindt, inclusief alle modificaties voor trialvaardigheid, comfort en uiterlijk vertoon. Dit zijn de zeer belangrijke AU's. Punten voor AU's worden alleen maar toegekend op het moment dat de klus geklaard is. Niet iedereen die plannen heeft om één of meerdere AU's uit te voeren, komt daartoe.

AU is een moeilijke categorie om te beoordelen, laat staan op waarde te schatten. (Denk hierbij aan het elkaar tegemoet rijden aan 100 km/u, bedekt onder de modder, etc.). Maar indien mogelijk moet de AU wel betrokken worden in de score. Als een voertuig dusdanig bedekt is met modder dat u niet in staat bent om de desbetreffende AU vast te stellen, moet u aannemen dat de AU-score in combinatie met de voorgaande JGH-status, afgewogen aan de GUC-status een plaats in de lijst aangeeft die af te meten is aan de staat waarin het voertuig zich bevindt. Is deze score gelijk of beduidend hoger, dan dient u te beginnen met groeten. In geval van twijfel: ook als eerste groeten.

De volgende hoofdstukken geven u enig inzicht in de score-opbouw.

Motor:

Standaard, pre-CJ, werkend: +2

Standaard, 8 cyl.: +2

Standaard, 6 cyl.: +2

Standaard, 4 cyl.: 0

Niet standaard, 8 cyl.: +3

Niet standaard, 6cyl. (vervanger van een 4 cyl.): +2

6 cyl. (vervanger van een 6 cyl.): 0

Niet standaard, 6 cyl. (vervanger voor een 8 cyl.): -1

Niet standaard, 4 cyl.: -1

Aandrijving modificaties:

Verbeterde mechanische onderdelen (krukas, nokkenas, etc.): +2 per onderdeel.

Aangepaste versnellingsbak: NV 4500 of Turbo 400: +3, alle anderen: +2

Aangepaste tussenbak: +2

Aangepaste uiterlijke motoronderdelen (headers, uitlaat, oliepomp, luchtfilters, etc.): +1 per onderdeel.

Geheel standaard in een vóór 1970-model: +3 (voor nostalgie en het nageslacht)

Alle comfort verwijderd om meer vermogen te krijgen: +2

Banden:

Standaard of ondefinieerbaar: 0

Originele banden onder een pre-CJ: +2

Enigszins vergroot (tot 31"): +1

Meer dan 31" met bodymodificaties: +2 per inch

Elke maat volledig bedekt met modder: +2

Harde banden < 31" met een nog kleiner reservewiel: -1

Straatbanden: -10

Vering:

Standaard, pre-CJ: +2 (indien de chauffeur na een uur rijden nog steeds kan lopen)

Bodylift: +1 per inch

Verhoogde veren: +2 per inch

Veren op de as: +3

Verzwaarde schokbrekers: +2

Verlaagd: -20

Diverse accessoires en verbeteringen:

Lier, zwaar, duidelijk gebruikt: +2

Lier, zwaar, mate van gebruik niet vast te stellen: +1

Andere lier, duidelijk gebruikt: +1

Kleine, met chroom bedekte speelgoedlier: -1

Lockers: +2

Aangepaste assen: +1
Aangepaste versnellingsbak: +1
Elk accessoire verchromd, onnodig en glimmend: -1
Elke neonaccessoire: -2
Brandblusser: +1
Tow hooks: +1
Krik en sleepkabel: +1
Sidebars, bekrast en gedeukt: +2
Sidebars, glimmend en geen krassen: -1
Staalplaten op de onderkant van het voertuig: +1
Diamantplaat op de zijkant: +2 (indien bekrast) -2 (indien glimmend en onbeschadigd)
Extra benzinetank of een oversized tank: +1
Dakrek of een drager achterop de wagen: +1
Multidisk cd-speler: -1
Meer dan één subwoofer: -1 per stuk
Verbanddoos: +1
Compressor : +1
Lasapparaat: +1
Akelig glimmende naafkappen: -1
Met een roller bijgewerkte lakschade: +1 (met de gedachte dat het toch wel weer zal beschadigen)
Chromé spiegels: -1
Kinderen in het voertuig: +1 per kind (in verband met de juiste training en indoctrinatie) +2 indien bedekt met modder, -4 indien ze niet in de gordel zitten.
Zelf meegemaakte evenementstickers: +1 per sticker
Geleende stickers: -2 per sticker
Stickertjes met geen 4WD gerelateerde onderdelen en/of bedrijven etc: -2 per sticker
Correcte 4WD-houding en mentaliteit, gezien en bewezen: +3
Voorraam naar beneden: +1 (+2 in de regen)
Dode muggen op het gezicht/tanden: +1 (+2 indien langer dan twee dagen zichtbaar aanwezig)
CB en/of GSM, alleen voor noodgevallen: +1, bij doorgeven van muziek: -10
Hi-jack: +2
Plamuur of polyester om onderweg gaten en scheuren in de body te repareren: +2
Extra verlichting om 's nachts op terrein te rijden: +1 per stuk
Nieuw Jeeplid aanbrengen: +5
Oorlogswonden:
Gedeukte motorkap, dak, etc, overduidelijk van een koprol: +3
Gaten boven het dashboardkastje, waar de handgreep heeft gezeten: +3
Zwaar gedeukte zijpanelen: +2
Bebloede zittingen: +2

Bumper in een V vorm: +2

Voor- of zijkant parkeerschade: -1

Accessoires gedeukt of bekrast: +1 per stuk

Zie bovenstaand, maar cadeau gekregen van uw echtgeno(o)t(e): +2 per stuk

Geen krassen of beschadigingen: -3 (+3 indien het een gerestaureerde pre-CJ betreft)

Alles wat een zwaar leven aanduidt: +2 per stuk

Toelichting (naschrift):

Elke Jeoper moet de regels interpreteren naar eigen goeddunken. Protest kan alleen aangetekend worden bij Chrysler USA. Jeepers worden ten sterkste uitgenodigd om de gedachte van deze regels uit te voeren. Hoofregel blijft: in geval van twijfel groeten!!!

Sommigen zouden kunnen gaan denken (klagen) dat deze regels tweedracht zal zaaien onder Jeepers. Dit mag NOOIT de bedoeling zijn!!! Alle Jeepeigenaars moeten een front vormen, wij zijn de enigen met dit reglement. Hetgeen nooit mag inhouden dat andere Jeepers gediscrimineerd worden omdat dat ze een lagere score halen. Misschien zijn ze niet op de hoogte van het bestaan hiervan. Als dat het geval is, help ze dan. De regels zijn bedoeld voor de lol en de erkenning van mede-Jeepers die tijd en geld blijven steken in het aanpassen van hun Jeep. Wij hebben deze regels niet bedacht. Ze stammen uit het vaderland van de originele Jeep. We willen alleen de boodschap van de "Jeep life-style" uitdragen.

Top 10 clues that you might be a JEEPER

1. A new dent in the sheetmetal actually straightened out a few other dents, or you reckon it adds character.
2. You know a minimum of three 1-800 numbers to aftermarket off-road businesses by heart.
3. You are on a first-name basis with the guys at every local auto parts store.
4. You want to take things apart and rebuild them, even if they are not broken.
5. You have the monetary equivalent of a Mercedes sedan invested, but your vehicle still looks like crap.
6. You consider starting a vehicle five times in any given minute a routine procedure.
7. You own a vehicle that weighs 1000 pounds more than when it came off the assembly line.
8. You look for Jeeps in movies and TV shows and try to identify the model and date of manufacture.
9. You are the type of person who immediately goes "postal" if you sit in a highway traffic jam for more than five minutes, yet you can spend six hours driving a total of one and a half miles and consider it a form of relaxation.
10. You understand a Jeep is a way of life, not just a means of transportation.

Top 10 Reasons for to date (or marry) a Jeepchick

10. You won't have to share your Jeep with her.
9. Weather permitting, she prefers driving topless.
8. Since she is obviously not into creature comforts, she will be low maintenance.
7. She can probably perform her own Jeep maintenance, so you won't have to.
6. She won't bitch when you are out working on your Jeep.
5. She probably has her own tools.
4. She likes it rough and bumpy.
3. She can take your Jeep in for warranty work, and they won't ask her a single question, even with that 4-inch lift and those 33-inch Super Swampers.
2. She will usually buy you Jeep parts for gifts, and expect the same in return.

And the Number One reason to date (or marry) a chick with a Jeep:

1. Plenty of spare parts waiting to be stripped from her Jeep when she's not looking

Top 10 Reasons for having lockers

10. Occasional loud banging sound gives you an adrenaline rush that is better than coffee.
9. Excellent opportunity to demonstrate your superior mechanical understanding to your mechanic while explaining to him that, no . . . your rear end is not broken.
8. Your significant other won't ask to borrow your Jeep, cuz they are afraid to drive it after that parking lot incident.
7. Lane changes no longer require all that annoying effort of actually having to turn the steering wheel.
6. Beating sports cars off the line on wet pavement.
5. Having a 4X4 that actually turns more than two wheels.
4. Single lane U-turns.
3. Cool, brightly-colored
"Warning: May Cause Injury or Death" stickers for your dash.
2. No need to plow snow from your driveway . . . ever.

And the Number One reason for having mechanical lockers in your Jeep:

1. Opens up a whole new and exciting hobby: Making fun of ARBs!!!

Jeep Creed

This is my Jeep, there are many like it.
My Jeep is my best friend. It is my life.
I must master it as I must master my life.
My Jeep, without me, is useless.
Without my Jeep, I am useless.

I must drive my Jeep true.
I must drive better than the Chevy who is trying to pass me.
I must out-drive him before he out-drives me. I will . . .
My Jeep and I know that what counts on this trail is not the
gas we burn, the noise of our exhaust, nor the smoke we make.
We know that it is the driving that counts. We will drive . . .

My Jeep is human, even as I, because it is my life.

Thus, I will learn it as a brother.

I will learn its weaknesses, its strengths, its parts,
its axles, its engine, and its quadratrack.

I will ever guard it against the ravages of weather and damage.

I will keep my Jeep clean and ready, even as I am clean and ready.

We will become part of each other. We will . . .

Before God I swear this creed.

My Jeep and I are the defenders of TREAD LIGHTLY.

We are the masters of the trail.

We are the saviors of my life.

So be it, until victory is AMC's and there are no other 4x4's, but Jeep!

How Real Jeepers Remove the Cork From a Bottle of Wine...

- 1 Call buddies and have them come over with their Jeeps. (fully loaded and ready for action!)
- 2 Air down tires to 0 psi.
- 3 Lay wine bottle down in soft ground. (sand, wet mud, etc)
- 4 Drive onto bottle so that it is firmly secured and cannot move. (better use a Spotter for this step; one wrong move and the whole operation could be ruined!)
- 5 Dig a small hole with your camp shovel under the mouth of the bottle, just big enough for a Dixie cup to fit underneath.
- 6 Pull out your tire chuck and air hose, and connect to your York on-board air system.
- 7 Locate an extra tire valve and some JB Weld from your spare parts box.
- 8 Using your Leatherman Multi-Tool, cut off the rubber end of the tire valve and file the metal shroud to a sharp point.
- 9 Punch a hole through the cork using the cleaning awl from your tire repair kit.
- 10 Quickly jam the valve stem through the cork and secure with JB Weld.
- 11 Beer break!
- 12 Call girlfriend and tell her dinner will be a little late.
- 13 After JB Weld has hardened, attach air chuck to tire valve and "pressurize" bottle until cork pops out.

If that doesn't work . . .

- 1 Use your valve stem removal tool to remove the stem from the tire valve.
- 2 Retrieve a can of starting fluid and waterproof canister of matches from your spare parts box.
- 3 Spray a generous amount of starting fluid into the tire valve and remove one match from the canister.
- 4 Yell "FIRE IN THE HOLE!!" and toss lighted match towards tire valve opening.
- 5 Make sure no one is in the line of fire . . . \$h!t . . . use Leatherman tool to remove tire valve from buddy's forehead, who wasn't listening and seems to be stuck on Step #11 above. Anyway, as there are a heck of a lot more empty beer cans on the ground than you remember just a little while ago!
- 6 Temporarily patch hole in buddy's forehead with Duct Tape and take him to the Emergency Room.

- 7 Talk to cute nurse.
- 8 Call girlfriend and tell her dinner will be a bit later still; ask if she wouldn't mind take-out.
- 9 Obtain a 1/2-inch or larger self-tapping eyelet from your spare parts box and screw it into the cork, which is still firmly wedged inside of the wine bottle.
- 10 Secure with a generous application of JB Weld; don't want this baby slipping out like the tire valve!
- 11 Beer break!
- 12 Have buddy with new Warn HS9500i winch play out about 20 feet of cable and attach hook to eyelet in cork.
- 13 Throw cardboard from empty case of beer over winch cable for safety.
- 14 Slowly take up slack in cable and continue to pull until cork pops out of bottle.
- 15 Dammit! Promise buddy to pay for the damage caused by the wine bottle traveling at slightly subsonic speed through his windshield.
- 16 Take buddy back to Emergency Room for treatment of lacerations from shattered glass.
- 17 Talk to cute nurse again and get her phone number this time.
- 18 Call girlfriend to see if she will be free next Friday; offer to take her out to dinner.
- 19 Stop at the Corner Store and buy another case of beer.
- 20 Call cute nurse to see what time she gets off work; ask her if she likes beer.
- 21 Throw bottle of wine in garbage can!

Ten Commandments of a Jeep Owner

- 1.Thou shalt not misuse the name of Jeep.
- 2.Thou shalt not steal any Jeep.
- 3.Thou shalt not murder on a Jeep Jamboree, or any other time.
- 4.Thou shall respect the land and the animals, for they are what make offroad exciting.
- 5.Thou shall covet other Jeeps with respect, for they are family.
- 6.Respect your Father, Mother, and Neighbor, for they one day may own a Jeep, should you want to drive it.
- 7.Thou shalt not give false testimony against Jeep, especially while telling a fish story.
- 8.Thou shalt not commit sale to another, without respect towards Jeep.
- 9.Thou shalt not purposely harm your Jeep vehicle, or your Neighbors Jeep.
- 10.Thou shall idol Jeep, for it was given to rejoice.

You know you're having fun when...

1. The coin wash attendant says your jeep is too muddy to use the car wash.
2. Your suggestion to take the top down results in your female passenger complying.
3. Your lost and vultures are circling overhead.
4. Your C.B. radio plays nothing but banjo music.
5. Your last lift takes you over the 7 foot garage height restrictions.
6. Your jeep is so mean and nasty looking that other vehicles avoid you.
7. Your jeep articulates so well that your hi-lift jack can't get the wheels off the ground.
8. Your life is preoccupied with finding alternative on-board air storage methods.
9. Your sex life is going downhill while your jeep is going uphill.
10. You've rolled your jeep and you're looking forward to the next time.
11. Your parts dealer laughs when you walk in the door.
12. You wake up one morning with a "jeep thing" tattoo.