

Associated Wrangler Owners of Louisiana presents

Hammond 4x4 Monthly

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Let's GEAX AWOL!

By Travis Berger

As many of you all know, AWOL is a closely knit group of individuals living the Jeep Life. We started off solely as a social group, with intentions to make interpersonal connections between members, and discuss our passion for the Jeep name. However, our recent expansion of members in the forum, and increasing communication among Jeep owners is putting this little Hammond club on the map. AWOL will be making some significant changes in the future in order to continue the clubs expansion, and to retain our popularity in the city of Hammond. It is

up to us to fuel the fire of the Jeep, and draw a crowd in the streets.



AWOL Decals have been the major reason for local buzz regarding the new Jeep club In Hammond.

ORV's Deliver Round One Knock Out In LA Legislation



This April, Jeeps were lined up and ready for action at the Jeep Jamboree Pre-Run hosted by LA 4x4

By Travis Berger

Interesting news hit the forum recently concerning the Liability Law of Louisiana. Matt Marshall and the rest of the LA4x4 crew have been working very

productively in order to amend the Liability Law of Louisiana. Recently the Governor signed off on Act 912 of 2004 (RS 9:2795.4), which now extends land owner liability from vehicles of 1,500 lbs. to vehicles of 10,500 lbs. Therefore, if an individual is injured while on private land this law protects the land owner from a lawsuit. This is a huge success for the 4 wheeling community, because it opens up a huge possibility for new for ORV use. I would like to extend a personal thanks to the whole LA4x4 crew for this enormous feat, and for helping the sport of off-roading to continually grow.



Searching For A Home, 4x4's See Hope Ahead

By Travis Berger

Most of you have that far fetched idea involving "the girl next door." Well for AWOL and other Louisiana based off-road clubs, this dream may become a reality. Mr. Jerry Lobell, an AWOL member and current LA4x4 President is currently working on the possibilities of the development of a local off-road park. This park will potentially be stationed right here in Hammond. The grounds for this park will extend riding possibilities to a variety of sports, such as horseback riding, Dirt Bikes, ATV's, and most importantly, ORV's. This will be very unique for Louisiana in the sense that it will be the only one for approximately a 150 mile radius. The park

will serve as a major tourist attraction for the off-road population, and expand the popularity of the sport. This type of park could definitely make a positive impact on Hammond's local businesses for example such as dealerships, parts stores, restaurants and hotels, would benefit in their efforts to accommodate both the members of the community as well as out of town guests.

As of now, this is just a possibility; however, with enough motivation from the off-road community and the willingness to help from local 4x4 clubs, I feel we will quickly receive a positive response. This will be extremely favorable to the expansion of the sport.

Odd Man Out

By Blaise Sparky Bourgeois

As we all know, ninety-something percent of all 4x4s will never make it off road. In the sea of Jeeps, Chevys and Fords, there are a few out of that bunch who go against the norm and wheel less popular vehicles on the trail. There are groups dedicated to wheeling Isuzus, Mitsubishi's, Geos, Kias, Mercedes, etc. I think it is great to see a variety of vehicles on the trail, and to see what each one is capable of. Some of these vehicles are quite capable, even in stock form. Even with a very limited aftermarket, some of these vehicles can traverse some of the toughest trails out there. Some models of the Mitsubishi Montero come with factory rear air lockers and in cab adjustable shocks. In addition there is even an annual Mitsubishi trail ride across the Rubicon Trail. Some Mercedes G class's came with three lockers, front, center and rear. Most of the older ones came with just front and rear. They all came with solid axles up front. Isuzu has lower ring



Mercedes G-Wagon proves it can run with the big boys

and pinion gears, ultra low transfer case gears, and small suspension lifts available. I am not saying these vehicles are better or more capable than a rig based on an American platform, however they actually get used off road. I guess the bottom line is, don't automatically count out the odd guy. After all, at least he/she is one of those people who actually use their transfer case and front axle the way it was intended to be used.

A.W.O.L.



Support the Sport

By Travis Berger

Preparing for the beginning of next semester, AWOL is beginning to search for a number of local sponsors. We have already gained the support of Quality Body and Fender Works, a collision repair center in the neighboring city of Chalmette, and we have other potential sponsors pending. Two of which are currently showing interest are Community Motors Jeep dealership and Buffalo Wild Wings Restaurant.

Gaining the support of local businesses will be extremely beneficial to the AWOL reputation in addition

we will receive more recognition by the community. The individual sponsorships will provide AWOL with a small amount of revenue in order to cover group expenses such as, t-shirts, vinyl signs, and our monthly newsletter. Each of these items will promote the advertisement of AWOL on a daily basis and produce a visual representation of what our club stands for. We will be open to any ideas concerning the use of sponsorship money or services.

AWOL's Official Recovery Team

Not long ago, AWOL discussed the possibility of forming a recovery team, due to the vast inner stupidity of the true Jeep Enthusiast. Now it's official. We have comprised a few of AWOL's extremist, in order to help those who have landed in the "Stuckerson" category.

- | | |
|------------------------------|--------------|
| 1. Blaise "Sparky" Bourgeois | 985-507-6477 |
| 2. Jason Fairburn | 985-320-2504 |
| 3. Jerry Lobell | 985-939-3328 |
| 4. Jonathan Bourgeois | 504-908-4516 |
| 5. Josh Randall | 985-507-7364 |
| 6. Mike Gauthreaux | 985-634-0253 |
| 7. Travis Berger | 504-261-0768 |

If anyone is interested in being added to the current list, please contact Travis Berger or Josh Randall.

Pic of the Month



Sparky powering up a hill.

Quote of the Month

"I'm in, but I will need to make sure that there is a Recovery Team Recovery Team to recover a Recovery Team member when I get stuck recovering someone else who will still need to be recovered after I get recovered from getting stuck trying to recover someone who needed recovering."

DREG

Blooper of the Month



W.T.F.



4x4 Owner of the Month Travis “Crap-Axle” Berger

By Blaise Sparky Bourgeois

Travis Berger has been idolizing the Jeep way of life ever since his early childhood, admiring both his sister and husband’s rugged, outdoor attitude. Following in their footsteps, he acquired his first Jeep in April 2002, a brand new Limited Edition Liberty. It featured a 2 ½ inch suspension lift from Rusty’s Offroad. He also added aftermarket rims with 32inch Goodyear Wrangler ATs. Although it was 2 wheel drive, he was determined to take it off-road. This Jeep however, was totaled when he hydroplaned on the interstate and impacted the wall 3 times and was hit by a full-size GMC pickup. He knew he wanted another Jeep, and having been bit by the four wheeling bug, he opted for a Wrangler. He ended up getting a 2004 Wrangler Sport. It did not stay stock for long. About 1 month after he got it, a 4 inch Superlift suspension system was installed by Travis, his father, and I. It rode on 35x12.5 Super Swamper SSRs mounted on 15x10 black Rock Crawler Street Lock rims. About a month after that, a 3 inch body lift was also installed. He added other doodads, including a pair of Hella 500 driving lights mounted on Sun Performance windshield frame brackets. He also has a 60 inch Hi-Lift jack, a Mile Marker 9000lb electric winch, Daystar Four Real Steel rocker rails, and a CB Radio. A custom rear bumper was fabricated by Travis and his father after



his Bestop tire carrier snapped from the weight of his spare tire. The bumper was made from 2x4 box steel. It also has an intergrated Hi-Lift holder. His future plans include a Detroit locker, 4.88 gears, 37inch tires, and a Safari Snorkel. He and his father also plan on fabricating a custom front bumper.

Travis is actively pursuing the Jeep life by devoting his time to the community, and to AWOL. He is dedicated to helping others in need, whether by helping a friend move, winching someone out of a monstrous hole or just throwing a good ole fashion shin-dig for a good time.



If any one has a topic or picture for this publication please let us know on our website. The staff is open to all suggestions.

Thanks & Enjoy!

Hammond 4x4 Monthly Crew

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