



# Two Rivers Tracker

A publication of the Two Rivers Jeep Club, Pittsfield, Illinois

Volume 12 Issue 2

April 2009

## Upcoming Events

To help contain costs, there will NOT be any postcard notifications sent out for these events. This will be the only notice.

### **May 2: Trail Building Weekend and Board Meeting.**

Meet at the VFW. Breakfast starts at 7:00 AM. Board meeting starts at 8:00 AM. Trails leave at 9:00 AM. Trails to be determined based on needs and also weather conditions. *There will also be a special run on Atlas!* Check the website ahead of time for details and any last minute changes.

### **May 14 – 16: 8th Annual Illini 4x4 Safari.**

***We still have room for the Safari.*** We need to fill these events in order to have them continue. If you have 4WD friends or you are a member of another Jeep club, contact them. Let them know about the Safari (and Blast) and invite them to attend. Extra registration forms may be found on the website or can be obtained by calling the club phone, 866-483-3982. We can either FAX or email registration forms to you or directly to your friends. We need to keep our participation up and you can help!

### **June 20: Annual Father's Day Run and Board Meeting.**

***This is our most popular and fun run of the year.*** Meet at the VFW. Breakfast starts at 7:00 AM. Board meeting starts at 8:00 AM. At 9:00 AM we'll convoy to the TNT farm for a day of fun and a meal afterwards. More information will be provided in the next newsletter but please mark your calendars now for this fun event.

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In this issue we have many great and entertaining articles written by Mark. To keep costs down, we're trying to keep the newsletter weight to less than 1 ounce. Rather than **not** print some of the articles, we put them all in but have reduced the font size to make them fit. We also didn't put in as many photos as we could have. Our web site has hundreds of photos from the various activities over the last couple months. And the photos are just as entertaining as these articles. Check them out at [www.trjc.com](http://www.trjc.com) – you won't be disappointed!

Also, if you are online, check the online version of the newsletter. The photos are in color and much clearer than in the paper copy.

A special thanks to Mark for taking the time and effort to write the articles and submit the photos.

And another special thanks to all who put together the Recovery Class. The feedback we've received has been amazing. This was **well worth** all the effort that went in to preparing and presenting the class. Thanks again.

# Advanced Recovery Class - April 18

By Mark Schumacher

In the past couple of years the Two Rivers Jeep Club was unable to hold any type of recovery training. Brenda approached the board and asked if she could try to get a class put together and the board thought that was a great idea. Brenda made contact with Tim Miller, a certified United Four Wheel Drive Association recovery instructor and Tim agreed to teach the class. Brenda did not have the time to organize the rest of the class and I was asked by Dave Christensen if I would do so. I then made arrangements with other people to speak and the class was scheduled.

We then held a basic recovery and critical incident command class on April 18, 2009. The classroom part of the training was held at the VFW hall in Pittsfield. Forty one people signed in for the class and I saw a few more there that did not sign in. The weather was cloudy, 55 degrees and it rained off and on throughout the day.

As the organizer I chaired the meeting and spoke about several things including the rationale for holding such training and the responsibility of board members, trail guides, and everyone on the trails. In addition I spoke about some of the basics of incident command and its importance during emergency situations. I provided the emergency phone number for the Pike County Sheriff's Department and it appeared that everyone in attendance with a cell phone saved the number to their phones. I then covered the following suggested guidelines that the club has in place and which are handed out and listed on the web site. These included Trail Etiquette Guidelines, Emergency Response Guidelines, Equipment/Vehicle Checklist for Members, Trail Guide Responsibility Guidelines, and the Trail Head Driver's Meeting Checklist.



Chief Steve Gambrill spoke about trail guide responsibilities and incident command. He has been a Fire Chief for over twenty-eight years and is an instructor in Fire Science at Richland Community College in the Decatur area. Chief Gambrill did an excellent job in covering the subject matter and his experience in this area was quite apparent.

Charlie Ater spoke about straps and covered more than just the basics. He explained the difference between a tow strap and a snatch strap, when each should be used, and when it was time to go to a winch. He explained some of the forces that are involved when using a snatch strap such as kinetic energy, how they stretch and what makes them work.

Jeff Sorensen spoke about assessing the injured at the scene. Jeff is a Paramedic in the Rockford area and provided much necessary information to everyone on how to deal with the injured, assess their injuries, and how to decide when further medical help is needed.

Tim Miller then spoke, reinforcing much of the same information and covering items that had not been spoken about previously. He spoke about recovery equipment, the good and the bad, and how to use and attach it properly. He also got people to speak about bad things that they had seen on the trail and discussing the different situations. The class was then moved to Murphy's Law where "hands on training" was to take place.

Chad Suhre provided a well used Jeep Cherokee for the class. Chad and his son Cory had spent a lot of time making it environmentally friendly so that it could be rolled over repeatedly and not drop fluids on the ground. Chad thought that with fewer solid points of attachment for recovery equipment the Cherokee would be a better vehicle to train with, and I think everyone found this to be true during the field training. Once at the trail the Cherokee was rolled toward a creek where it came to rest on its side against a tree, sitting on an incline.

It was left there as Tim took everyone to a creek bed where a Jeep had been stuck in the creek. Tim then explained that this was a strapping situation and why it was so. He covered straps and the proper attachment of them to both vehicles. Tim also spoke about the dangers involved and how to make sure that the scene was safe

before starting the recovery. A second Jeep was set up to make the recovery. Tim then acted as the trail guide demonstrating the proper method of making the scene safe and then instructing both drivers on how to recover the stuck Jeep by use of a snatch strap.

Another Jeep was then stuck attempting to climb out of the creek. Tim explained why a winch would be a better tool for recovery for this situation. He set up a second Jeep to make the recovery and trail guide Randy Newport supervised this recovery. Once again, all safety precautions were demonstrated and explained. Tim physically showed everyone how to properly attach a cable dampener and then it's proper use was demonstrated as the Jeep was winched from the creek.



A Jeep Cherokee was then made stuck at the same creek exit, and it was used as another winching demonstration. The Cherokee had bolted and welded on tow points and Tim explained why these particular points were safe to use. Trail Guide Don Maxheimer then supervised the recovery, with Tim again explaining all safety procedures and Don demonstrating them.

When the Jeep with the winch was unable to make the recovery due to it sliding on the wet ground a second Jeep was brought in to secure the primary recovery vehicle. Connection between the two recovery vehicles was explained and demonstrated. Don then demonstrated the proper method to command the situation, giving both drivers instruction as to what to do, when to do it, and stopping the recovery a few times as the cable dampener was repositioned.

We then moved to the overturned Cherokee. Tim, Randy, and the Chief discussed the situation with everyone and demonstrated one of the proper methods to make a recovery in this situation. A strap was placed from the Cherokee to another Jeep to keep the Cherokee from rolling downhill once it was back on its wheels. A Jeep was set up on the uphill side that would use a strap to pull the Cherokee back onto its wheels. A third Jeep was set up on the opposite side of the creek that would use it's winch to control the Cherokee as it was rolled back onto it's wheels. The lack of a frame and good tow points was discussed and recovery equipment attachment points were demonstrated. Tree savers were used to attach cable to the Cherokee. Randy once again took charge, demonstrating the proper method of ensuring the safety of all present and then guiding the three drivers involved in putting the Cherokee back onto its wheels.

Several people enthusiastically helped to roll the Cherokee over again, this time missing the tree and landing it upside down in the creek. Cory volunteered to act as an injured person and managed to climb into the Cherokee. I surprised those in attendance by pointing to Jeff, Dennis, Brenda, Justin and Hamer and telling them that this was their mess and to handle the situation. Jeff determined that Cory needed medical attention and then the procedures taught in the class room were put to work. While Jeff stabilized the victim, first responders were called



(simulated), the vehicle was secured, and made ready for recovery. After the victim was removed from the vehicle the vehicle was properly and safely recovered by those assigned the responsibility to do so.

While moving the Cherokee for its next accident an unintended demonstration of the weakness of attachment points was shown. A tree saver was wrapped around the "D" pillar of the Cherokee, the pillar

between the rear window and the tail gate door. While being winched over a downed tree the "D" pillar completely broke away from the Cherokee. All safety issues were being properly demonstrated and the only damage was to the Cherokee. I think many people learned something from this incident.

We had a huge amount of ground at our disposal for the class for the training. I wanted to roll the Cherokee down a large hill, letting it land where it would on its own so that recovery of an actual wrecked vehicle could be made. It was towed to a hill that was at least a hundred feet high and after everyone was safely out of the way (and we got Doug under control and off of the Cherokee's roof) it was rolled over the edge. As with all situations that are not completely controlled, and which are left to chance, not everything went as planned. The Cherokee made one complete roll and came to rest on its wheels. It was pushed over again, making one complete revolution and coming to rest on its wheel again. It then stayed on its wheels while rolling backwards, struck a tree, and then rolled to the bottom of the hill in a large arch staying on its wheel. Recovery was fairly simple but proper safety and recover was stressed and demonstrated.



Before the Cherokee was rolled down the hill Tim had collected money from people who wanted to bet on how many times it would roll over before coming to a stop. Elmo had the closest guess and he promptly donated his winnings of about \$50.00 to the club for use in the food basket program.

One last recovery was made using the Cherokee. Again the Cherokee was to actually be wrecked and then recovered. It was then rolled straight down a hill on its wheels and into a creek. As planned it stayed on its wheel and came to rest straddling the creek with its front end smashed against the creek bed. Doug Maxheimer then demonstrated proper recovery and safety techniques.

Throughout the day there was a lot of discussion and questions answered about all aspects of recovery, incident command, and medical assistance. Tim, the Chief, Jeff, myself, and others provided additional information and answered those questions.

We had planned on breaking up for dinner after the training and then returning for a night run and a run the next morning. Due to the rain and the forecast of continued rain all night and the next day both runs were cancelled. The Chief led those that stayed and wanted to wheel to a spot where there was a couple of good mud holes and then a hill climb. The first Jeep was driven by Shaun and with lockers engaged he managed to make it to the top of the hill. Brenda was next, she doesn't have any lockers, and she chose a great line and was able to get to the top of the hill. From that point on the conditions became worse. A lot of mud was left on the hill by the first Jeeps and it started raining. Dennis thought he had picked a good place to video the action but he and his camera got a good coating of mud. A few Jeeps made the climb but most did not. One Jeep lost its driveshaft during the attempt and another rolled a tire off of the bead. By that time everyone was wet, muddy, and had spent a lot of time on the trail and we called it a day. Driving through Pittsfield I saw several groups of Jeeps at various restaurants and it looked like the businesses had a good day from member of the club.

I hope that everyone enjoyed themselves and learned something from the training. If we get enough positive response this is something that we could probably do again next year and possibly make it an annual event. I want to thank Tim Miller, Chief Gambrell, Charlie Ater, Jeff Sorensen, Chad Suhre, Cory Suhre and Brenda for everything that they did. Their cooperation made it pretty easy for me to put the class together. I also want to thank everyone that pitched in on the trail, moved the Cherokee, and helped to demonstrate proper and safe recovery methods. Your assistance was greatly appreciated.



# 5th Trail Builder & Member Appreciation - April 4

By Mark Schumacher

On the 4th of April 2009 the Two Rivers Jeep Club held the fifth club event of 2009, a member appreciation day. The day's events included the regular breakfast at the VFW, a club run, a board meeting, a free dinner at the VFW, and a night run. Trails open for the day included Ridge Rambler, Dutch Creek, Pokey's and County Line with Dutch Creek being revisited for the night run. Over thirty-five Jeeps showed up to enjoy the day with over sixty people registered for the dinner.

Chris and I made our fifth trip to Pittsfield this year and we again found great weather, a sunny and windy 67 degree day. Along with eight other Jeeps we chose to go to Pokey's with Rick Culberson as the guide, agreeing to ride drag. Little did we know that without Pokey's adult supervision Rick would make it an exciting day for everyone.

Once at the trail everyone was given time to air down and get prepared for the trail before Rick spoke about club rules, safety issues and introductions were made. We then started onto the trail and it was quickly evident that not everyone knew what to do during the air down time. Some tires weren't aired down, some winches didn't have the controls attached, and some tow straps were not attached. As trail guides we really need to supervise during this period of time and ensure that everyone has all of their equipment attached and ready to go before we hit the trail. Being properly prepared before starting on the trail really makes it easier on everyone when the equipment is needed and saves everyone a lot of time on the trail.

We hadn't gone very far on the trail before it was evident that the rain earlier in the week was going to set the stage for the days events. At the second hill Rick had problems going up and ended up off of the trail and stuck in a deep rut. He decided that the rest of the Jeep should go up the hill and he'd then winch himself out. Several made it and then another Jeep had problems and ended up stuck in the same rut.

When the driver couldn't find his winch control Drew moved into place and several people helped pull cable and hooked a snatch block to a tree. Drew pulled the Jeep clear of the rut and then another Jeep at the top of the hill finished pulling the Jeep to the top. Rick was then pulled clear of the rut and Drew then made the climb to the top. I stayed at the bottom in case Rick needed more help. Rick made a great effort to finish the climb but the mud won and Rick broke his transfer case. I pulled him around and then down the hill where an attempt was made to fix the problem and when we couldn't I offered to put his Jeep out of it's misery. Rick chose to have me pull him back to the staging area and by then it was lunch time.

Everyone came back down the hill and returned to the staging area for lunch. While the rest of us ate, Drew drove Rick back to his tow rig and when both returned Rick rode with Drew the rest of the day. It was a big step for Rick, changing from his rode hard and often put away broke trail rig to a year old four door Rubicon with 37's. I heard rumors that Rick was planning on following in the steps of his heroes, Lee Ater and Gary Williams, other guides that find a way to save fuel and get chauffeured around the trails.

Chris and I had been on Pokey's once, two years ago and I had managed to put three dents into our 81 CJ and then broke the right front axle. Chris almost stopped letting me drive her Jeeps at that time but after I made repairs and begged a lot she relented and now lets me drive the 04. It was the first time on the trail for everyone else. We found that Pokey's had lots of everything, rocky creeks with ledges to climb, steep hills with roots, ruts and rock ledges on them to add excitement, and lots of V notches with rocks, mud and lots of off camber areas. Add the recent rains and it was a fun, exciting and challenging afternoon.



Scott laid his Jeep gently onto its side and after photos were taken Rick guided him back onto his tires without a strap or winch being used. After jumping over a rocky ledge and laying up against a tree I winched once and later I was pulled by another Jeep over a rocky ledge that everyone else made. Several others met the same fate in different areas. Drew was running without his four doors on the Rubicon and hit his "B" pillar on a tree or rock while attempting a climb. A CJ broke a "U" Joint and made repairs in just a few minutes.

Rick and I had told everyone that we needed to be off of the trail by a quarter to four so that we could be at the 4:30 board meeting but that wasn't to be. At about four we had a Cherokee go onto its side in a narrow V notch. We spent over an hour getting it back onto its wheels and it was probably a pretty good winching lesson for everyone. That ended the days fun and we headed for the VFW.

Rick and I weren't the only ones late for the meeting as Jeff and Dan had apparently buried their Jeep following Dennis into a mud pit on County Line. I understand that it was exceptionally deep and a lot of time was taken getting the two Jeeps back to solid ground. The board meeting was held and everyone then had a hardy meal cooked by the members of the VFW. There was plenty of salad, spaghetti, garlic bread, corn and cake for everyone to fill up on.



After dinner Lee Ater led ten Jeeps to Dutch Creek for a night run. Chris and I didn't go as I found a bad leak at a steering cooler I had just installed and I didn't want to put anymore fluid on the ground. Dan and Jeff were worn out from playing in the mud and chose beer over the night run. Charlie Ator (the one who claims to know how to spell Ator/Ater) later reported that everyone had a great couple of hours on the trails. Dennis lost a tire bead seal but was able to air his tire back up and continue. Another Jeep had a minor problem but he said everyone had a good time.

On April 18th we will be holding a recovery class. In many situations recovery is far more involved than throwing a strap or pulling a winch cable. Everyone should try to attend as everyone really needs to learn about this important but dangerous process. We will of course have breakfast at the VFW and will hold the classroom part of the training there. After that we will go to Murphy's Law where we will roll a Jeep over repeatedly giving everyone a chance to participate in the recovery (no one will work too hard as a huge part of recovery is planning). Everyone should bring lunch with them to eat on the trail but we will break for supper at the end of the day. After supper we will return to Murphy's Law for a night run. Sunday morning we are scheduled to meet at the VFW at 7:45 AM (breakfast will not be available) and at 8:00 we will head to Atlas for a three hour run that stock Jeeps should be able to participate in. Hope to see everyone there.



# 4th Trail Builder - Dutch Creek - Mar 21

By Mark

When we woke up Saturday morning March 21st we found it was cloudy and cool. The forecast was for 50 degrees and rain so we were expecting to have a wet muddy day of trail building. Even with the rainy weather predicted we were glad to see another pretty good turnout at the VFW. After looking at the four trails that were open for the day Chris and I decided to go with Lee Ator to Dutch Creek, a trail that we had only been on once previously. Throughout the day we kept commenting about what a good choice we had made. We also wondered about the salaries paid to weather forecasters as the day got sunnier and warmer, reaching 60 plus degrees and we never saw rain. This made for the fourth straight club event where the weather has cooperated and the temperature was warmer than at home.

Lee had already been out several times this spring and we found Dutch Creek to be in pretty good shape. We did some minor maintenance at the bottom of a hill climb in a V notch to divert water and stop future damage to the trail. Lee does a pretty good job with a pick axe and the work was completed in about fifteen minutes. We checked



a couple of loops that had not been run yet and only had to move a few small limbs and use the chainsaw five or six times. In most cases Lee had cut the brush with a machete before we walked to his location. In six hours of trail building we probably spent less than fifty minutes on trail maintenance, and the rest on trail enjoyment.

The day was not uneventful and there were some pretty good photo opportunities as tires left the ground, Jeeps stood on end, and the off camber areas left you straining against the seat belt and holding onto anything you could find secure in the Jeep. One young lady was heard screaming in surprise and excitement a few times during the day. When we found a creek entrance that was pretty washed out Lee simply said, "Let's try it" and stood his Jeep on the front bumper leading the way. He made it and so did everyone else following him. A few of us also had some minor

problems with our Jeeps.

When Jim and Angle's Jeep caught its emergency brake cable and broke a rear shock on a rock we stopped for a few minutes for repairs. While Jim and others fixed the problem I observed a couple of things. People were quick to jump in and help with repairs. My wife was quick to tell them how to get it done, and Lee was quick to corner most of the females on the trail and keep them entertained. (I have enclosed photos to prove all that I've said here).

Lee had a heating problem that plagued him and eventually ended his day. His first fix was to run real fast in the creek and let the creek water cool the radiator. When it got hot again he managed to con me out of a gallon of water which helped for a while. The third time was the charm when the engine got hot and started steaming. Lee found that his clutch fan was broken and decided that he would park the Jeep and ride with someone else. I thought that he showed pretty good sense but then I questioned that when he decided to ride with Bill instead of Brenda. When I brought the subject up he mentioned something about being scared of redheads, especially the redhead at home.



Chris and I had a couple of minor problems with the Jeep but they didn't slow us down or stop us from having a good time.



We had a tire that starting to go low after we spent some time in a muddy V notch. I figured that we'd picked up some mud in a bead as the leak was slow so we refilled the tire a couple times from the Power Tank and continued. We also had the check engine light come on so we stopped and checked the owners manual which wasn't any help. As the engine temp was fine and there was plenty of oil pressure we kept going, the light went out after about an hour. Then when we left the trail I found that the steering wheel had turned about 70 degrees from normal. Knowing that we had a trailer sitting at the motel took the worry away about making a four hour drive with Jeep problems. When I checked the Jeep at home I found that I had picked up another thorn in a sidewall which I quickly plugged. My favorite mechanic found that the computer had thrown a code indicating that the number three cylinder had misfired. He

determined that the boot on the number three plug was letting spark jump to the block. A new set of boots and plugs fixed the problem. As our Jeep only has 36,000 miles on it I would not have guessed that it needed plugs. Normal plug gap is supposed to be .035 and my plugs were worn so that the gap was .045 to .060 and the electrodes were worn and rounded. A check of the alignment found that nothing was bent or damaged just that it appeared that threads had slipped at the adjuster by the pitman arm.

Dutch Creek is a fun trail and Lee is a great guide and landowner. There are enough obstacles to keep you entertained all day and to test your Jeep and your skills. There is water, lots of water, hills, mud, V notches, off camber areas, and then the thorns to be avoided. It's another great example of the land that is available through the Two Rivers Jeep Club and the landowners that are kind enough to let us on their property and who support our club.



Hopefully the weather will continue to smile on the TRJC and we'll have good weather and a good turnout for the members Appreciation dinner and trail ride on April 4th. See you there.

# 3rd Trail Builder - Lake Shore - Mar 7

By Mark Schumacher

Despite the weather forecast and the promise of rain, we drove to Pittsfield for the third trail build of the 2009 year. On the morning of Saturday March 7th we woke up to lots of clouds and 55 degree weather. Breakfast at the VFW was excellent as usual and in spite of the threatening weather we had a good turnout. Four trails were open for the day, Ridge Rambler, Lake Shore, Myer's Mayhem, and Atlas.

We chose to go with trail guides Chad Suhre and Carey Levoy to Lake Shore, a trail that hasn't been used in several years and that is being prepared for the 2009 season. Twelve Jeeps headed to Lake Shore and it looked a lot like the Safari was here already.

Once at the property everyone aired down and we split up into two groups. One headed to the top of a ravine and the rest of us headed into a creek bed with the intent of each group meeting in the middle. After about an hour both groups met and it was time to test the creek. With some really decent rock ledges to climb and the rocks being very slippery it was really important to have aired down and lockers were definitely an advantage. No one was towed or winched through this area but several without lockers had to really work to find a line that would work for them.

After a long hill climb the entire group removed a few trees and then we ate lunch. It looked like Chad had been working pretty hard and his head met with something at least as hard. We looked at the skies expecting it to rain at any time but the weather was great, 72 degrees, cloudy, and dry. After lunch we cut up a large downed tree for the property owner and then started working on a narrow creek and V notch. Once this job was done several Jeeps drove the new trail and several had to be winched. With a lot of slippery rock and some off camber it was a lot of fun.

By this time it was 3:15 and Chris and I decided to call it a day. It would be five hours before we got home by the time we got to the trailer, got tied down, and made the drive. A couple of other Jeeps called it a day at the same time but the rest of the group continued on. We were on the road driving north about thirty minutes from Pittsfield when we hit the rain that was headed south.

The cleanup on Lake Shore hasn't been completed yet but Chad and Carey have it pretty well figured out and certainly know how to lay out a great trail. When we exited the creek we did so at a point in which two creeks met, we went up the right side creek and then left it going up a long hill. What we didn't get to see in the left side creek was that around the corner there was a waterfall, ice, and a lot more great wheeling area. The ground is excellent with many challenges, creek beds, lots of rock, long and steep hills, V notches, and definitely mud if it gets wet. They aren't sure if the name will be changed and the trail hasn't been assigned a rating yet but it certainly will be a 3 or better and a lot of fun.



Chris and I are hoping that the next trail build will be as well attended and that with better weather a lot more members will participate. All the trails need some work and testing to get them ready for the year. Ridge Rambler still has a few miles of trail that was damaged in the ice storm of 2007 and at the same time they are trying to open up a new harder loop. We hope to start and finish our new V notch on New Salem at the next build and there will be other trail guides there hoping to get their trails ready. Don't let the term "Trail Build" scare you off, trail building is really not work, it's a great way to meet everyone, enjoy the trails, and have a great day wheeling and being with friends. A lot of information is exchanged and a lot is learned by everyone. It's also a great time to take your Jeep on a trail that is rated higher than your Jeep is rated for. During the Safari and the Blast there are too many Jeeps and there isn't time to allow this to happen. Hope to see everyone in two more weeks.

# The Trail of Life

by Chief



Do any of you remember back during the presidential campaign when VP Candidate Joe Biden stated that if elected, as the new President, Obama would be tested by those who want to harm us? Well I thought it would be on a national level, not local. Apparently, Al-Qaida and the furry masked terrorist who I have been doing battle with for several years are in this thing together. After a rather lengthy lull in the hostilities, the "Raccoon War" has heated up again.

During one of the monsoonal rains we have been experiencing this spring, while I was enjoying a well deserved sleep cycle, I was awakened by what I perceived to be a dripping of water on the ceiling over our bed. "Naw, it couldn't be, there is a whole second floor over our heads. No way water could be coming in and dripping on the ceiling over our heads." WRONG!!

Those furry little Al-Qaida operatives had managed to drop onto our roof from an overhanging tree branch and tore a hole through the shingles, through the sheeting, pulled out the insulation and were attempting to once again inhabit my attic. You know, "Sleeper Cells". The beauty of their plan was that the hole they made was right in the valley from one of the dormers, so all the water from the roof ran right in the hole and found its way to the ceiling of our bedroom. Yes, it was the sound of water dripping on the ceiling over our bed. So, at 03:30 hrs, in a pouring rainstorm, yours truly made the trek up to the roof, raindrops turning to steam as it struck my infuriated body. A plan was devised to reroute the torrent of water and within a relatively short time, the inflow was temporarily stopped until morning and daylight would allow for a more permanent solution. This all goes to prove we must stay vigilant and not become complacent. I had noticed the branches needed to be trimmed back, but without any indication of an imminent threat, I let my guard down. Now we have four large water stains on a recently painted ceiling which serve as a reminder of the constant threat we are under. I have learned my lesson. I will not be lulled to sleep by lack of activity as now I know they are always planning the next big attack.

I would like to congratulate those who put together the recent Safety and Recovery class for TRJC. It provided a lot of training as well a really good time. I was honored to be asked to present some material for the class and want to thank those in attendance for their time and attention.

Words of wisdom:

*If you must choose between two evils, pick the one you have never tried before.*

And

*My idea of housework is to sweep the room with a glance.*

See Ya on the Trail

*Chief*

# 2009 Discounts for Two Rivers Members

## 10% Discount at Pine Lakes Campground

Pine Lakes Campground is offering a 10% discount to Two Rivers Jeep Club members anytime during the season. All you need do when making a reservation or checking in, is to show your membership card. If you don't have that with you, as long as you are in the club directory, you will receive a 10% discount each stay. (This discount will not apply on top of any other discounts, the Safari, Blast, or on holiday weekends.) Pine Lakes has also been gracious enough to extend the 10% discount to any non-member camper who camps during either the Safari or Blast weekends. Please help support local businesses that help support TRJC!

## 10% Lodging discounts during the Safari and Blast

We've negotiated a number of lodging discounts for the Safari and Blast. Member and non-member registrants will get a 10% discount during the Safari and Blast weekends at the following places:

- Butler Farms Outdoor Adventures
- Cherry's Guest House
- Green Acres Motel
- Motel Pike
- Pine Lakes Campground
- William Watson Hotel

There are more places being added all the time. Check the website for additions.

## 10% Discount at 4WD Hardware

Sign up through TRJC and receive a 10% discount on everything purchased through 4WD Hardware. In addition, TRJC receives a rebate at the end of the year amounting to 3% of all club member's purchases. This could add up if all members used the program.

Contact Mark Schumacher, [m32shoe427v8@frontiernet.net](mailto:m32shoe427v8@frontiernet.net), 309-523-3918, to sign up. All he needs is your name, address, telephone, and e-mail address. Once submitted, you will receive a packet from 4WD Hardware giving you an account number for the discount.

This is a good deal for you as well as TRJC. Please sign up today.

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## Please Help First Time Members

A while back we had a case where a first time member came to a trail builder and through some communication mix-up, he was left behind at the VFW with no where to go but home. In all our years, this has never happened. We want to remind **ALL** those who are on a trail, that even when they leave the VFW, each and every person is responsible for helping the new member and making them feel welcome. And the new member should **NEVER** be at the end of the line, even when leaving the VFW. This way we can ensure they get to the trail head, help them through the trail, and make them feel part of the club.

Two Rivers Jeep Club  
PO Box 47  
Pittsfield IL 62363-0047



**FIRST CLASS MAIL**