

# Recovery Points

The Middle Atlantic Four Wheel Drive Association Newsletter

Volume 1, Issue 2

April 2011

## CORE's New Year's Day Ride

*The annual tradition continues*

**Keith Holman**  
CORE member

Another new year and another terrific start for CORE members to start with a great day with friends enjoying a rejuvenating day. Before we start this tale (which I hope falls into the category of good reading), I feel an obligation to call your attention to some relevant background.



*Keith crossing Town Creek.*

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*...because access to YOUR public land is too important to lose*

## President's Message

*From the desk of the President of the Middle Atlantic Four Wheel Drive Association*

**Preston Stevens**  
MAFWDA President & PA Jeeps member

As we are now in prime four wheel drive weather, let's be grateful for what access we still have and work to re-gain access previously loss. Our PA Jeeps club has taken that thought one step further. They are working to get new wheeling areas open to four wheel drive recreation.

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*Right now, the two biggest things I see in our way are the rising cost of gas and diesel and the apathetic portion of the overall four wheel drive family.*

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Once I acquire solid contact information, I am hoping to get us access to another area near Kitzmiller, Maryland. I have been told about it, but have not found a solid contact. As I get a bit more caught up on my personal items, I am looking to do more digging.

Right now, the two biggest things I see in our way are the rising cost of gas and diesel and the apathetic portion of the overall four wheel drive family. The cost of fuel is really getting to the point of being scary.

I look forward all year long to take our trip up the Potomac State Forest. For my family and me, it is the closest thing that I have seen to a perfect trip; excellent camping, primitive style; fun trails very close to camp; a quiet setting; a great swimming spot; nearby fishing; outstanding scenery; real fresh air; plus, tons of wildlife. The cost of fuel has me really weighing out if I can pull it off this year. As soon as I get a handle on that, I will see to it you all get the information.

In the mean time, the Green Ridge trip will help to fill that void until mid summer. It is relatively close to everyone's home. Easy, convenient camping, good fishing and of course, some very laidback wheeling.

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## ■ CORE's New Year's Day Ride

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One, although the call goes out far and wide for anyone to come along as long as they have a functioning four wheel drive vehicle, the attendees this year were all experienced recreational 4x4 drivers. Joining us this year were CORE members:

- Keith in Colorado
- Jeff M in the JK Unlimited with passengers Reggie and Reggie, Jr.
- Marissa in the Sliver JK with passengers Cathy and Susie
- Bob in blue Rubicon TJ
- Gary in the white Rubicon TJ
- Paul L in the silver Unlimited TJ
- Paul W in the Green S10
- Loc in the Yellow Rubicon TJ
- and guest, Miles in the blue Dakota

Two, this was known territory that had been traversed by this group many times. The water crossings particularly are hard-bottomed, well-marked, of known depth and authorized crossing points. Third, before attempting to walk or drive across frozen water, the depths of the underlying water were known. Fourth and most importantly we were traveling in a well-equipped and experienced group. Each CORE member's vehicle had recovery equipment and was thus dispersed throughout. The recovery gear and the knowledge to use it was not on the "other side" when it was needed.



*Paul L looking for a tug.*

With that in mind, our story begins.

Every year since we began, CORE has been on the trail on New Year's Day as a way to set a pattern of wholesome fun with friends. These trips have not been without their surprises and challenges yet have all turned out well.

We met at the Exxon in Urbana and the BP (now Gulf) at Exit 72. Everyone topped off tanks and picked up last minute supplies and we were off. We took the Tower Road off of Rt. 40 that led us through the Billmeyer Wildlife Management Area

(<http://www.dnr.state.md.us/wildlife/Publiclands/western/billmeyer.asp>). The roads were dry and smooth. The views were still terrific and the only interruptions were occasional groups of vehicles parked alongside the road indicating the presence of hunters.

Next we took the turn onto the northern portion of Fifteen Mile Creek Road. Last year, it was snow-covered but also dry and smooth this round. We did ford the stream (twice) beside the one lane bridge, including finding the hole. There are both advantages and disadvantages to being the first in line.

We then headed across I-68 past the forest headquarters towards the one way ORV loop road. There were only a couple of vehicles unloading ATV's and motorcycles as we entered the loop. As we moved along we were passed by them. Later along the route we did meet the two motorcycles stopped by the side. One had broken a clutch handle and appeared to be preparing to walk it back to the truck. After checking that they did not need assistance, we moved on uneventfully. We stopped for lunch under the power line crossing just before Mertens Road.

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*He rocked it forward, he rocked it backwards  
and it just wasn't happening. We could officially  
judge him as stuck.*

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After lunch (and the obligatory group shot), we continued on. There were no vehicles at the Mertens Road crossing but we did meet a group of 4x4s (couple of Jeeps, Ranger, S10) coming the other way. We stopped to chat a few and discovered they were a new club out for their inaugural ride from Cumberland. They turned around and followed at a distance behind us up Stafford Road to the overlook.

The overlook was clear enough to get some pictures and to see the Potomac and into West Virginia. We heard a train whistle but didn't hang around long enough to see it. From there, we went down Mertens to Green Ridge Road with a stop to enjoy the view and share the history with our first-time-there guests at the Log Roll. Then on to Pack Horse and Manifold to cross Town Creek and head out.

I've heard and read stories of folks who say "Let's make this quick detour or do this one more quick thing" and then find themselves in a long drawn out adventure. It wasn't quite that way but the quick creek crossing proved not to be so quick.

The first crossing was an easy drive across. The water level was down a bit as that side of the mountains has gotten wind but not so much rain or snow. The second crossing proved to be a bit more challenging.

Again, let me repeat the caution against driving or walking on ice of unknown thickness over unknown depths. We had crossed here many times before and it

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## ■ CORE's New Year's Day Ride

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was clear that the level was less than in the past.

This crossing had ice all the way across the creek with the exception of a small area as you first dropped down a little larger than one vehicle and another similar-sized area as you came out on the other side.

I went first with the truck's front wheels climbing easily up onto the ice which was strong and thick enough to hold the weight. Getting the rear wheels up on the ice required a bit of a bump but was doable with just a bit of the ice breaking. I drove on across and pulled over onto the exposed rocks to await and photograph the others.

Miles came next and his experience was similar with just a bit more breakage as the rear wheels came up. Marissa, Cathy and Susie were next. The front wheels of the JK came a little further across the stream before popping up on the ice followed by the rears. She also drove across and picked a spot to watch the others.



Gary clearing iced creek.

Paul L was next and it didn't go quite the same for him. He couldn't get the front wheels up on the ice. Afterwards, we debated why but came to no conclusion. Was it a difference in tires (not likely as they were similar to Miles')? Was it because he followed a deeper water course than the others? Or was it just luck of the draw since the others had broken the ice before he got there? Or that undefinable shift that may only be a couple of inches in choice of line that makes one obstacle near-impossible for one that the one before or after just walks right through? We may never know but we do know that the front tires were not both coming up on the ice at the same time. The broken chunks of hard ice slid across each other and stacked themselves so that he was trying to climb an 18 inch wall of ice before he could get traction forward or back. He rocked it forward, he rocked it backwards and it just wasn't happening. We could officially judge him as stuck.

So how do you go about getting him out? You could attach to the front and pull him on through or you could attach to the rear and pull back whence he came. But in front there is cracked ice over very cold water and to the rear is mainly open icy water. The first part of his extrication came from carefully orchestrated teamwork

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## MAFWDA Business Partners

MAFWDA has partnered with preferred local businesses. These partners offer special discounts to MAFWDA members. If you own a business or know of a business that would like to become a Business Partner contact Jennifer Watson MAFWDA Marketing Director ([Marketing@mafwd.org](mailto:Marketing@mafwd.org)).

### Adrenaline Off Road LLC



Your one stop shop for all of your parts and service needs. Installation is available for everything that we sell. Buy, sell, trade used parts and entire vehicles. Find your lowest advertised price and we will match or beat it.

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

15201 Birmingham Drive  
Burtonsville, MD 20866  
301-502-6180

### River Raider Off-Road



High quality off-road enhancements for the four wheel enthusiasts.

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

6389 Rockhill Rd  
Chambersburg, PA 17202  
717-262-3079

### Mount Zion Offroad



We provide complete service for your Jeep with experienced techs, specialized tools, and a knowledgeable staff.

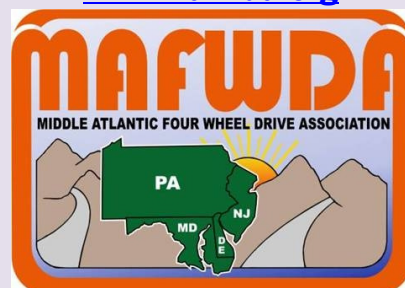
[www.mountzionoffroad.com](http://www.mountzionoffroad.com)

4785 Carlisle Road  
Dover, PA 17315  
717-308-1844

## Yes we are still on the Web!

Check out:

[www.mafwd.org](http://www.mafwd.org)



## DO YOU KNOW YOUR MAFWDA BOARD OF DIRECTORS?

Your MAFWDA Board of Directors is composed of volunteer members who contribute their free time to keep the organization going. Currently we have the following folks on the BOD:

**President – Preston Stevens (PA Jeeps)**  
[President@mafwd.org](mailto:President@mafwd.org)

**Vice President – Bob Weaver (CORE)**  
[VicePresident@mafwd.org](mailto:VicePresident@mafwd.org)

**Treasurer – Clair Kauffman (PA Jeeps)**  
[Treasurer@mafwd.org](mailto:Treasurer@mafwd.org)

**Secretary – Mike Vincenty (CORE)**  
[Secretary@mafwd.org](mailto:Secretary@mafwd.org)

**Land Use Director – Preston Stevens (PA Jeeps)**  
[LandUse@mafwd.org](mailto:LandUse@mafwd.org)

**Director of Marketing - Jennifer Watson (PA Jeeps)**  
[Marketing@mafwd.org](mailto:Marketing@mafwd.org)

**Director of Events and Public Relations – Vacant**  
[PublicRelations@mafwd.org](mailto:PublicRelations@mafwd.org)

Do you have free time and are willing to help MAFWDA? If so contact one of the Board members at the email addresses above. Any help you can provide would be greatly appreciated.

## CALENDAR OF EVENTS

### MAFWDA GREEN RIDGE FAMILY CAMPING OUTING

GREEN RIDGE STATE FOREST  
APRIL 15-17, 2011

Contact: [pstevens122656@comcast.net](mailto:pstevens122656@comcast.net)  
Web site: [www.mafwda.org](http://www.mafwda.org)

### PA JEEPS CLUB TRAIL RIDE

RAUSCH CREEK OFF-ROAD PARK (GO TOPLESS DAY)  
APRIL 17

Call 717-309-0513 or visit [www.pajeeps.org](http://www.pajeeps.org) for further information.

### CORE OBX BEACH RUN

CAPE HATTERAS NATIONAL SEA SHORE  
APRIL WEEKEND OF 29, 2011

CORE and Friends annual spring run the Cape Hatteras National Sea Shore, Buxton NC.

Contact: [kholman@core4x4.org](mailto:kholman@core4x4.org)  
Web site: [www.core4x4.org](http://www.core4x4.org)

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## ■ President's Message

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Of course, there is the PA Jeeps Show. It has now become one of the most popular four wheel drive events in the country. Every year it keeps getting better. It now carries the must do status.

CORE has been doing some outstanding long range trips. I only wish I could go.

So, for now, when you have a few moments to sit down and relax. Pick up a pen, or get behind the ole keyboard and crank out some letters to your elected represented or land manager of your favorite public owned land or some place you would like to wheel.

Be honest, yet polite. Explain what our sport is. Say what specifically "you" would like to see on our public land (or specific area). Do not be afraid to mention how much your family enjoys wheeling or whatever else you want to mention. Sign it. Include your name and address.

You may be surprised and receive a reply(s).

Also, please share with Mike Vincenty ([mvincenty@core4x4.org](mailto:mvincenty@core4x4.org)) your four wheel drive adventures, efforts and photos. Plus, if you feel you have special talents that would help to advance the mission of Middle Atlantic, please come forth and share those talents.

Everyone have a great, safe and enjoyable spring.



**Preston Stevens** is the MAFWDA President and Land Use Director. He is also a member of PA Jeeps. ❖

## Do we have your email?

As a member of MAWDA, you should be receiving periodic communications from your fellow MAFWDA members Board Members. If you haven't been receiving these messages, we probably do not have your current email address. Shoot Mike V your email address at [mvincenty@core4x4.org](mailto:mvincenty@core4x4.org) and he will ensure you are added to the MAFWDA email list.

Also all current MAFWDA members are encouraged to post items of interest for follow four wheelers on this public email list. Simply send email message to [mafwd\\_news@mafwd.org](mailto:mafwd_news@mafwd.org). ❖

## ■ Calendar

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### **BIG DOGS ICE BREAKER**

WINCHESTER, VA  
APRIL WEEKEND OF 29, 2011

BIG DOGS OFFROAD provides experienced trail guides, plenty of action, and a good time with good "wheelers". Limited number of vehicles at each event, first-come-first served. Open to 4-wheel drive vehicles, we have plenty of rugged action for you.

Web site:

[http://www.bigdogsoffroad.com/html/ice\\_breaker.html](http://www.bigdogsoffroad.com/html/ice_breaker.html)

### **PA JEEPS CLUB TRAIL RIDE**

SNOW SHOE TRAILRIDE – LOWER CAMP  
MAY 15-17

Call 717-309-0513 or visit [www.pajeeps.org](http://www.pajeeps.org) for further information.

### **BALTIMORE 4WHEELERS OHV EXTRAVAGANZA**

RAUSCH CREEK  
MAY 27-30

Web site: <http://www.baltimore4wheelers.org>

### **JUNE MAFWDA BOD MEETING**

LOCATION TDB  
JUNE, 2011 (DATE TBD) 3 PM-5PM

Second quarterly MAFWDA Board of Directors meeting. Each club should send its 2 delegates. All members welcome to attend and share your input and ideas.

### **PA JEEPS 16TH ANNUAL ALL BREEDS JEEP SHOW**

YORK EXPO CENTER, YORK, PENNSYLVANIA  
JULY 16, 2011 - JULY 17, 2011

A Jeep Exclusive Show-n-Shine / Trail Readiness Event. Commemorative Dash Plaques to the first 400 Registered Jeeps. Obstacle Course - RTI Ramp - Slow Crawl Competition. New Jeeps on Display - Vendor & Swap/Meet Areas - Family Activities Area. HUGE Off-Road Equipment Raffle - and a whole LOT more...!

Spectator Admission - \$5.00 - Children under 12 FREE

Call 717-309-0513 or visit [www.pajeeps.org](http://www.pajeeps.org) for further information.

### **BANTAM JEEP HERITAGE FESTIVAL**

BUTLER, PA  
August 12-14

Web site: <http://www.bantamjeepfestival.com>

### **JEFF DANIEL'S 8TH ANNUAL ALL JEEP SHOW**

Harleysville, PA  
September 17

Web site: <http://www.jeffdanielsjeeps.com>

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Any additions? Contact Mike Vincenty to get them added to the MAFWDA calendar ([Newsletter@mafwd.org](mailto:Newsletter@mafwd.org)). ❖

## ■ CORE's New Year's Day Ride

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between Paul and Gary. Gary drove out so that Paul, after climbing into the rear compartment could reach out and grab the winch line from the front of Gary's Jeep and attach it. Ooops, try again as the winch wasn't set to spool out! So Gary backed onto the bank and got lined up to pull back towards the entering shore side.

The ice at the bank, which had been easy to come down was now piled high with the broken ice chunks so a second pull by Jeff was set to get his vehicle back to the dry ground on the bank. That successfully accomplished, the decision was made to let some of the larger and heavier vehicles through and clear a path.

Jeff was next to come across. The lifted 4 door JK was heavy enough that front wheels went up but the rears stayed down as he broke a path across moving forward and then backing and then going forward again just like a stout icebreaker ship clearing a channel.

Loc was through next pushing hard through the water and chunks with his usual highly-accelerated style and little problem. Paul W's SFA S10 came next. It's high and heavy and managed to break up more of the larger chunks with relative ease.

It was time for another go for Paul L. With most of the larger pieces of ice out of the way or movable, he came through with virtually no problem now as well. Then came Gary followed by Bob and they were also relatively easy although Bob did take a small bit of damage to an aftermarket light and front plate.



Bob breaking ice

All told, no one got wet. One aftermarket light got broken, one aftermarket light lost a grill and a front plate got bent. The steering wheel on Jeff's JK isn't aligned straight anymore and there was lots of video and pictures to share. We gained an audience, a newer F150 on the "out" side of the creek and a Suburban on the "in" side.

The ride on to and through the third crossing seems somewhat anti-climatic at this point so I'll just share that we all crossed the shallow crossing uneventfully.

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## ■ CORE's New Year's Day Ride

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When we got back to Flintstone, Jeff remarked that something was amiss when he turned the wheel to the left at speed. After several attempts at troubleshooting, it was determined that it would be safe to drive home and let the techs look it over so that's what we did, drove home.

Several stopped for Pizza in Hancock and the Morenz' family stopped to eat in Hagerstown and all got home safely after another adventure of safe and fun.

(Just an additional note. Refer back to safety and environmental concerns in crossing streams and in crossing ice. Had our guest list included inexperienced drivers or any who felt uncomfortable in crossing the streams, we would have made alternate arrangements either bypassing the crossings altogether or splitting the group with some taking a bypass and others not and then all meeting back up on the other side. You don't have to have a modified vehicle or years of experience off pavement to come along with us).

I'm eagerly awaiting the next CORE-sponsored trail ride and hope you can come along!



**Keith Holman** is an active member of CORE. He may be reached at [kholman@core4x4.org](mailto:kholman@core4x4.org). ❖

## Help→"About Me"

### Michael Vincenty

Allow me introduce myself. I currently serve as your MAFWDA Secretary, webmaster, and newsletter editor. I am a member of Capital Off Road Enthusiasts (CORE). As a kid I always seemed to gravitate to Jeep vehicles. I owned Jeep Tonka vehicles. I remember having a yellow Jeep Matchbox vehicle that I played with in my sandbox. As a teenager I spent endless hours reviewing Edmunds car guides dreaming of owning a Jeep CJ 5 or 7, especially the Golden Eagle edition. At that time it did not really matter to me which model I had; I just knew that I wanted one.

As luck would have it, in 1995 I purchase my first used 1990 Jeep YJ for a steal from a co-worker who was moving overseas. It was a basic model, with a manual

5-speed transmission; an in-line 4.2L (carbureted) six cylinder engine; and a white body. Soon there after a colleague at work gave me video on the four wheel events hosted my Jeep Jamboree. With some trepidation I attended my first four-wheel/off-road event. I thoroughly enjoyed the event and have been hooked ever since.

Joined a local four wheel drive club and became a founding member of CORE.

Currently I drive a 2005 white Jeep Rubicon that is pretty much stock except for the 2.5" Old Man Emu suspension lift, Warn winch, and a Skid-Row skid plate. I regularly ride with CORE at Rausch Creek Off Road Park, Green Ridge State Forest, and Cape Hatteras National Seashore (OBX). I am active member in CORE and have served as CORE president and as Secretary for many years.

My hobbies include camping, working on and restoring 60's classic cars. I believe strongly that the four wheel drive community needs to always present a positive public image. CORE is a club that also strongly believes in these values. As a CORE member I have participated in the Paxtuxent River cleanups and have volunteered as a driver for Shady Grove Hospital during the "Snowmageddon" in the winter of 2009.

I 2004 I had the privilege of riding the Rubicon Trail from Georgetown CA to Lake Tahoe NV. This was one of the most memorable trail riding experiences in my life; not only for the amazing trails, but also the incredible scenery. All four wheelers need to add this to their "bucket list".

If you have ideas for how to improve MAFWDA, our web site, or newsletter, please contact me.



**Michael Vincenty** is a member of CORE and MAFWDA. As you now know he serves as the MAFWDA Secretary, MAFWDA webmaster, and MAFWDA newsletter editor. He may be reached at [mvincenty@core4x4.org](mailto:mvincenty@core4x4.org). ❖

## Quote

### Benjamin Franklin

"A slip of the foot you may soon recover, but a slip of the tongue you may never get over." ❖

## MAFWDA Announces Spring Green Ridge State Forest Trail Ride and Campout

### Preston Stevens

MAFWDA President & PA Jeeps member

Just to help you think of spring and that fantastic comfortable weather, a nice family oriented type campout and trail ride to Maryland's Green Ridge State Forest is set for the weekend of April 15-17, 2011. The G1 group site on Wallizer Road has been reserved for the members and friends of the Middle Atlantic Four Wheel Drive Association.

For those of you that have not been there, yet, the G1 group camping site is a large, flat, unusually level site, set back off of the road. While it is indeed "dry" camping, (no hook ups) pretty much any rig out there, can fairly easily get to this site and get leveled right. At the same time, there are some very grassy sections that are ideal for tents. There is a large fire ring right in the center of the site. This site is right next to the White Sulphur Pond. A pond that is simply said, lousy with fish. Mind you, they are rather smart and offer quite a challenge to hook, especially the larger fish.

If we get a decent commitment, the plan is to order an outhouse. It will be ours for the weekend and thus clean.

The site is very inexpensive. In prior years it has cost \$20.00 per night for the site. In other words, if there were 10 families, it would be \$2.00 per night, per family for the camp site. Costs for the outhouse, if rented, will also be divided amongst the families attending, which is typically less than \$90.00 for the entire weekend. A cheap weekend for a nice weekend of camping.

This is a mid April trip, so there should be few bugs and nice temperatures. Nights can still get rather cold. So, come prepared. While this is absolutely the driest region in Maryland, it has been known to rain on us up there. So, be prepared.

The wheeling is generally rather mild, suitable for most any four wheel drive. If the water is not too high, we can do the Town Creek fords. That may limit some very stock 4x4s. Still, even then, we typically turn around and come back the same way we went in.

The scenery is outstanding. The history is tremendously vast. Besides 4x4 driving, there are tons of outdoor activities for you to enjoy. Fishing, hiking, biking, mountain biking, horseback riding, boating (small boats), fossil hunting (varies from year to year), camp fire, ATV riding (must have permit and safety gear), etc.

If this group site is not your cup of tea, Rocky Gap is not too far away. Still, it would be great if all of us can

camp together. At any time, if you want to do your own thing, feel free.

The use of chain saws is permitted for collecting firewood. Pets are permitted. Please be mindful of the other campers. Outdoor games, i.e.: horseshoes, Frisbees, etc. bring it on. There are two nice tables at the site. Still, you may want to bring your own.

There will be no set agenda; majority rules. Fun is the only requirement. And by all means, bring family and friends (including their vehicles).

Hope to see you there. If you plan on attending, please contact the trip organizer Preston Stevens ([pstevens122656@comcast.net](mailto:pstevens122656@comcast.net)). ❖

### For more Information on Green Ridge State Forest visit the following on-line resources:

<http://www.dnr.state.md.us/publiclands/western/greenridge.asp>

[http://www.dnr.state.md.us/forests/pdfs/greenridge\\_ORVmap.pdf](http://www.dnr.state.md.us/forests/pdfs/greenridge_ORVmap.pdf)

<http://www.dnr.state.md.us/publiclands/greenridgeguide.asp>

[http://en.wikipedia.org/wiki/Green\\_Ridge\\_State\\_Forest](http://en.wikipedia.org/wiki/Green_Ridge_State_Forest)

<http://newsitem.com/news/off-road-vehicle-park-idea-draws-national-attention-1.698502>

## MAFWDA Online Store

*Get your MAFWDA merchandise here!*

Did you know that Middle Atlantic Four Wheel Drive Association has an online store? Here you can purchase great MAFWDA branded merchandise on the online store. Tee-shirts, sweatshirts, coffee mugs; we got it all!

<http://www.cafepress.com/mafwda>

### This month's featured item.



Zip around town in style with this zip-up hooded sweatshirt. Made of soft fleece, it keeps you (and anyone next to you) toasty. Yet it's rugged enough for four wheeling.

- 10 oz. fleece blend (90% cotton/10% polyester)
- Fleece-line hood
- Jam-resistant metal zipper
- Heavy-weight 1x1 ribbing at cuffs and waistband
- Durable double-needle sewing

**\$40.99**

# How One Person Can Make A World Of Difference

## Protecting Our 4-Wheeling Trails & Riding Areas

**Jim Walczak (Reprinted)**

4wheeldrive.about.com

If you're an avid four-wheeler, don't just sit there.

It's time to do something... NOW!

It's a fact: Within the next few years, we are likely to be stripped of our ability to ride off-highway vehicles and 4x4s on both private and public lands. Special-interest groups (like the Sierra Club) are leading this charge by standing firm and devising aggressive strategic plans to remove vehicles of *all* types from public lands and waterways.

It's up to us, the ones who use the trails regularly to fight for our right to use these lands. No one's going to do it for us! It's not going to get better on its own. The problem won't just go away. It's time to take a stand, and fight against these closures. Because four-wheelers are environmentalists too!

You can do something, no matter how small, to make a difference. At the very least, make yourself heard, by sharing your point of view with someone – anyone – who is in a key position of authority. Not only will you feel empowered personally for doing something about the future of four-wheeling, but you'll also be setting a good example to the other offroaders you cross paths with.

Imagine... If all the four-wheelers you know would do the same thing, and so on, and so on, we'd finally be viewed as a strong, meaningful voice. We'd be seen as a group of intelligent individuals who are taking steps to make a difference in the sport of 4-wheeling, rather than simply as "idiots" who like to tear up the land. We could rule the world!

Can you see the value of just one person taking the time to step up and be heard? Do you *really* want to make a difference for the cause? If you enjoy four-wheeling, then protecting our trails and riding areas should become one of your highest priorities.

The problem is big. It can be overwhelming to think about all that needs to be done to preserve our riding areas while casting a positive light on four-wheelers. But, just because we can't fix *everything* doesn't mean we shouldn't try to fix *something*.

**Here are the most common reasons that four-wheelers choose to be passive rather than active in this fight:**

- I didn't know it was a problem; I don't feel

knowledgeable enough. Maybe you've heard about four-wheelers in places like California and Colorado getting involved in land use issues, but it hasn't been a problem in your area yet. Rest assured, if not now, then soon. No area of the country is immune. No trail is too small. We will all be affected in some way or another, no matter where we live. You can use the information within this multi-part article to educate yourself about the issue and how it does affect you.

- I don't know who to contact. Most people don't really know who represents them in Congress or their State Legislature, so they don't know who to contact when there is an issue. These people are paid to represent you and your neighbors. The reason they sought public service was to help a community get what it wants, so they actually want to hear from you! In this article you'll find direct links to your personal representatives

- I don't know what to say. Say what's in your heart and on your mind about land rights. Talk about the positive things that four-wheelers do in your local area. Do your best to educate others about the sport of 4-wheeling and our shared interest in multiple-use lands. In this article, you'll find sample letters and ideas of things to say to the people who have an impact on the future of our trails and riding areas.

- I don't have the time. Of all the examples of the ways that one person can make a world of difference highlighted in this article, many take 30 minutes or less to carry out. A few even take less than 5 minutes! Rest assured, there is a multitude of ways that one can make a difference, no matter how small. And time is not the thing that gets in the way. It's a mindset... It's up to you to do something.

- I don't think it will matter. If there were just one thing that you would take away from this action-oriented article about fighting for four-wheelers' rights to use public lands, it's this: One person can make a difference! You can choose to be active, rather than passive. You can choose to educate yourself about the issue and be a role model to current and future four-wheelers. You can make a difference, no matter how small.

It's up to you. The time has come to get involved at your local level. Please help.

Next Edition: *8 Things You Can Do To Make A Difference.* ❖

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Jim Walczak is the owner of Squeaky Wheel Marketing where he does marketing & public relations and is responsible for new sponsor development for Hoosier Thunder Motorsports a multi-car drag racing team on the NHRA and IHRA racing circuit. He also produces web sites for companies and individuals with his wife, Lynnette.



## Cheap Tricks & Useful Tips

### Exploding Clutch - Why you should not coast down-hill with disengaged clutch

Reprint from: Offroad@offroadlist.com

Greetings: I wanted to share with you an experience of mine with an off-road vehicle recently. I have not heard of this happening before, nor was I aware of this potential situation. But this is worth being aware of, I believe. I was wheeling my 84 CJ-7 a few weeks ago. I had just descended a rather steep downgrade and was in second gear, low range. The terrain flattened out to a wide sandy wash, with just a very slight downgrade. I pushed in my clutch (but left the transmission in gear) and let the vehicle gradually accelerate down the wash. This not something I normally do, but I knew that at the end of this wash, (which was about 1/4 mile long), that I would have to climb a steep upgrade and would have to shift back in second gear away. When I originally pushed in the clutch the vehicle was traveling around 2 mph. As I kept the clutch in, the vehicle speed gradually increased till about a minute later, towards the end of the wash, the vehicle speed was approx. 20 mph. Just as I was getting ready to apply the brakes to slow the vehicle down, I heard a loud explosion.

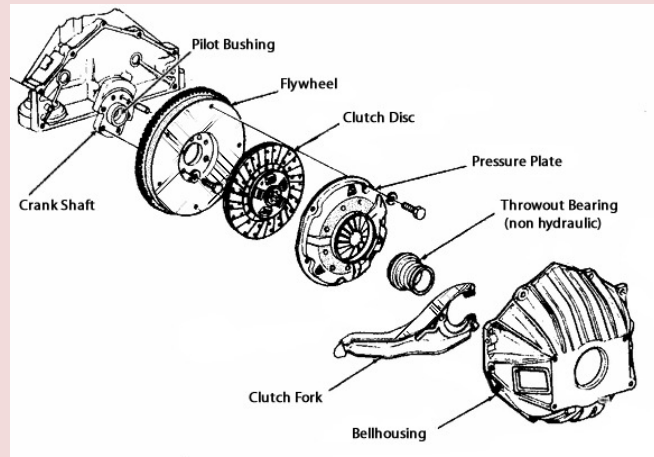
This was the sound of my clutch disc exploding. The clutch disc basically flew apart due to excessive RPM. The clutch was disengaged, (pedal on the floor) when this occurred. Engine RPM was at idle. (800 RPM) Because the clutch disc is splined to the input shaft of the transmission, it turns at the input shaft speed of the tranny. Because the transmission was in gear, the input shaft (and clutch) were being driven by the rear wheels of the vehicle, thru the rear drivetrain, in coast mode. My second gear tranny ratio is 2.37. My Dana 300 low range reduction is 4.0 (terra-low gears) My rear end reduction is 4.1 This gives my total gearing ratio at the time of approx. 39 to 1. At 20 mph, my 33" tires are turning at approx. 211 RPM.  $(20/60 \times 5280 = 1760 \text{ FPM})$  100" is static loaded circumference of 33".  $(\text{So } 100/12 = 8.33 \text{ and } 1760/8.33 = 211)$  So through the gear reduction, (in this case gear amplification because the tranny is being driven by the rear wheels,  $211 \times 39 = 8229 \text{ RPM}$ . The clutch disc was spinning at over 8000 RPM when it exploded. Stock clutch discs are usually only rated to 6000 or 7000 RPM. Even racing clutch discs are usually only rated to 10,000 RPM.

The clutch disc is the widest part of the drivetrain where the most centrifugal force is developed. The vehicle exhibited little or no noise before the explosion. Even the whine of low range transfer case gears was noticeably absent. (I assume because the gears were not loaded) There was no way to tell that excessive speed was developing in the clutch disc, other than being aware of how the vehicle was being operated.

Now the kicker. If the vehicle had still had stock gearing, this destruction of the clutch never would have happened. Stock gearing on this vehicle is 2.37 tranny, 2.61 transfer case, and 2.73 rear end for a total reduction of approx. 17 to 1. Clutch speed under this scenario would have been  $211 \times 17 = 3587 \text{ RPM}$ , well within the range of normal clutch speed RPM.

When I discussed this situation with other mechanics and wheelers, they had never heard of this situation occurring. All thought I must have released the clutch before the explosion. (Clutches are also rated for the maximum RPM mismatch during engagement.) But the clutch pedal was fully down when this occurred.

The moral of this story is to be very careful when coasting a manual transmission vehicle with considerably lower than stock gearing in either the tranny, transfer case, rear end, or some combination thereof. Always shift to Neutral and coast with the clutch out. (engaged) Any manual transmission vehicle with gearing more than 1.5x to 2.0x lower than stock is a potential candidate. If you are not thinking about what you are doing, your vehicle could leave you stranded in the middle of nowhere. As usual, the biggest variable is the driver. ❖



David Houk

R17706@email.sps.mot.com

Originally sent to: Offroad@offroadlist.com  
Date sent: Tue, 17 Nov 1998 09:07:36 -0700  
From: "David Houk"  
Organization: Motorola Semiconductor Products Sector  
Subject: [Fwd: Clutch Danger on Low Geared Vehicles]

## Have An Interesting Article?

### Always looking for a news

Do you have an interesting article that would be of interest to the MAFWDA membership? If so, please submit it to the Middle Atlantic newsletter editor. ❖

## MD eyes ATV trail closures, tighter enforcements

Reprint ([www.fredericknewspost.com](http://www.fredericknewspost.com) 3/22/2011)

HAGERSTOWN (AP) — The Maryland Department of Natural Resources says it's considering closing the state's most popular off-road vehicle trail as part of a plan to curb environmental damage and illegal riding.

The agency released the recommendations Tuesday.

They include closing the 18-mile loop in western Maryland's Green Ridge State Forest.

It is one of 41 trails, both legal and illegal, where the DNR found natural resources highly impacted. The factors include damage to rare, threatened and endangered species or sensitive habitats.

The agency also is considering tighter enforcement and higher fees for off-road vehicle use statewide.

The DNR is accepting public comments on the recommendations through April 30.

The agency says it will discuss the report with stakeholders and all-terrain vehicle users at a meeting Wednesday in Owings Mills. ❖

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The MD DNR report is available for review and to make comments at [www.dnr.maryland.gov/forests/orvreport.asp](http://www.dnr.maryland.gov/forests/orvreport.asp). The comment period will end on April 30, 2011.

## Latest news on MD DNR Green Ridge State Forest trail closures

Reprint

([www.dnr.state.md.us/dnrnews/pressrelease2011/033011.asp](http://www.dnr.state.md.us/dnrnews/pressrelease2011/033011.asp) 3/30/2011)

DNR Announces Interim Results Of Recent Off-Road Vehicle Trails Meeting Annapolis, Md. (March 30, 2011) - The Maryland Department of Natural Resources (DNR) recently concluded a first-ever meeting with the off-road vehicle (ORV) stakeholder community. More than 50 individuals representing at least 12 ORV organizations, trails groups and environmental organizations from across the region attended the meeting. The stakeholders were provided an overview of three assessments of ORV trails conducted by DNR and participated in an open forum to offer input and ideas to agency representatives.

"The initial meeting was an excellent first-step toward a future relationship and long-term planning for off-road vehicle management in Maryland. We are pleased with the results thus far and look forward to continued cooperation and partnership with this community of individuals and organizations," said John Wilson, DNR Statewide Trails Coordinator.

Following the meeting the Department approved the following actions: DNR will immediately incorporate an ORV

Trail feature on the DNR website to inform users of current trail conditions and the status of all ORV trails.

Currently the Poplar Lick and Chandler Trails will remain closed. To accommodate existing reservations previously secured by riders and campers, the Green Ridge State Forest trail will open April 1 and remain open through April 23; the trail will then close on April 24, and remain closed pending the results of the upcoming forest certification audit.

DNR will also move forward with the development of a long-term plan to manage ORV trails in Maryland, including the establishment of an ORV Advisory Committee and work-groups to address site-specific trail reviews where appropriate. A follow-up site meeting with key organizational representatives is planned for the Green Ridge trail in early April. ❖

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March 30, 2011 Contact: Josh Davidsburg  
410-260-8002 office | 410-507-7526 cell  
[jdavidsburg@dnr.state.md.us](mailto:jdavidsburg@dnr.state.md.us)

## CALL TO ACTION!!

*Four wheel drive access under serious threat on Maryland State Forests*

### **Preston Stevens**

MAFWDA President & PA Jeeps member

On Wednesday March 23rd evening, I and many others attended a meeting directed at ORV use on Maryland State Forests. Before I get into the meat of this notice, take a few minutes and click on this link and read:

[www.dnr.maryland.gov/forests/orvreport.asp](http://www.dnr.maryland.gov/forests/orvreport.asp).

The Maryland Department of Natural Resources (DNR) report at the above link highlights the following recommendation:

### **WR ORV PIT Recommendations:**

1. *Close the following authorized ORV trails: Poplar Lick (SRSF), Green Ridge (GRSF). These trails are not sustainable at the current level of use due to their location. Further evaluation of the Burkholder Trail (PGSF) is suggested for potential closure or relocation. It is worth noting that closing some of these trails will require closure to other users, including drive-up camping and other vehicle access.*
2. *Further evaluate the Negro Mountain Authorized Snowmobile Trail. Closure or relocation may be suggested if impacts are too great.*
3. *Closely monitor impacts along other authorized trails. As needed, close trails where impacts become too great and trail is unsustainable.*

As you can see, it is not good. Mind you, most of this was targeted toward the ATV's. Still, we will be directly impacted if we do not stand up for what is ours. You will also notice, there is a place to type in your comments. Please keep in mind, these will be available for public viewing.

We need everyone to submit comments, including family, friends and co-workers (if possible); in other words,

*continued on page 11*

## ■ Call to Action!!!

from page 10

anyone that cares about this. While you are free to submit whatever you want. Here are some good talking points.

1. Make it clear that we are four wheel drive. We have different needs and wants from ATVs and motorcycles. It must be made clear, we are not ATVs.
2. Of course, make it clear that not only do we not want any roads closed, we want more open.
3. If you feel that you can make good on it. Express your interest in investing some of your volunteer time. Certainly, let it be known of the volunteer time that you have already put in.
4. Only a few folks from your club need to identify themselves with the club. There will be others that will mention that they belong to a club, just not a specific one." Still, let it be known that your family of # all enjoy four wheel drive recreation on Maryland State Forests and in this case, maybe, especially on Green Ridge State Forest.
5. I recommend that you be supportive of the timber management program. We need those folks (loggers) on our side. Plus, there are numerous real benefits to those folks working on our state forests. A healthy forest is a managed forest. 25% of the profits taken from any specific operation go directly into the local county. The routes we take are usually an old CCC road, County Road or an old logging, tram, skid road.
6. The club reps should use numbers, such as the "family members"). Doesn't your family go with you, too?
7. Mention how much money your family spends on any given outing, especially when camping. That would include fuel, camping supplies, auto parts, food, etc.
8. Share select details of any of your trips to a state forest. At the same time, don't overdo it with too many specifics. Too much content and it will not be read through.
9. How often do you recreate on Maryland State Forests? Where do you recreate (which State Forest)?
10. Make it clear that your or we follow the guidelines set forth by Tread Lightly!
11. You can mention the other reasons and activities that you enjoy on the forests and why.
12. If you have any constructive suggestions, share them.

If you are a Maryland resident, contact your locate delegate and state senator. You know what you want.

While many of us have seen why this has come to a head, it is not productive in this light to bash another user group public ally. Whether you public ally want to support the ATV group or not is your call.

While you write your comments, keep in mind that 3 different divisions of the Maryland Forest Service have roles in this. Please, try to hold your dinner down and read the report all the way through.

Here are some facts about our state lands:

- State Forests - Managed for Multiple Benefits/ and for sustainability.

- State Parks - Typically manages for preservation and light, low impacts type of recreation; often with a single management prescription. Rarely timbering takes place on park land. Very little ORV access on Park land. At that, it is mostly snow mobile users that have extra access.

(Parks and Forests are quite different from each other.)

The ORV trail system was designated so in 1976

There are private 10 acre in holdings are along the north half of Stafford Road on Green Ridge, left over from when Frederick Mertens sold off these lots in an effort to save his business.

The least amount of user abuse is on the southern section to Stafford Road, which cuts a "sensitive, area of special interest. (Of course, the best section for us)

The 3 western Maryland State Forests are Potomac/Garrett, Savage River and Green Ridge State Forest.

While I suggest that you take all of this in before writing. You only have till April 20.

Please help us to help all of us that like to recreate on our state lands. Please help us to help all of us that like to recreate on our state lands.

[www.dnr.maryland.gov/forests/orvreport.asp](http://www.dnr.maryland.gov/forests/orvreport.asp)

Thank You,

Preston Stevens, President, Middle Atlantic Four Wheel Drive Association. ❖

## PA Jeeps Club News

**Jennifer Watson**

*A note from the PA Jeeps Club....*

We have a lot going on up here in the Jeep Club....Our Show Chairman Rick is very busy working on the final details for the 16th Annual PA Jeeps All Breeds Jeep Show July 16 & 17 at the York fairgrounds. Its two days of everything Jeep you can imagine, plus a custom build obstacle course, thousands of dollars in raffle prizes and a show and shine field. All that for \$5 per person to get in and 12 and under are free! You can check out our forum for details and a registration packet, [www.pajeeps.org](http://www.pajeeps.org).

We are excited to announce we are currently sponsoring a competition rig for the RC Rocks competitions held at Rausch Creek Off Road park. PA Jeeps will be setting up a tent and selling merchandise for the Ballpeen Racing Team at all the events. So come out and see some awesome rock crawling and don't forget to stop by and see us!

Another exciting event for us will be held next year after the Jeep show, it's the annual United Four Wheel Drive Association AGM convention. That's right PA Jeeps will be the host for this event and it's in your back yard! More details will be in the future, but for now keep it in mind for July 2012!

As always PA Jeeps welcomes everyone to come to any of our trail rides scheduled on our calendar or check our forum for trail rides as well. Happy Trails and keep the rubber side down! ❖

# Puzzle Page

*Instructions:* Here you find a “word search” puzzle need to be solved. Clues are provided below. If you get stuck, you can cheat and get answers to the puzzles here: [http://mafwd.org/index.php?option=com\\_content&task=view&id=20&Itemid=29](http://mafwd.org/index.php?option=com_content&task=view&id=20&Itemid=29)

## Traction Adding

The traction-adding differential: nouns, adjectives, verbs, nicknames, real names, technical names, part names, and type names.

E	A	C	S	T	C	G	E	O	R	E	K	C	O	L	C	L
P	U	I	T	K	I	N	E	X	N	E	O	D	F	I	E	I
Y	T	T	A	O	T	L	A	R	P	D	E	P	N	B	A	M
T	O	A	N	L	E	A	P	Y	O	T	E	O	E	X	I	I
H	M	M	D	U	N	R	T	S	A	T	R	M	L	N	N	T
C	A	U	A	R	G	R	E	R	E	T	O	E	A	I	J	E
T	T	E	R	T	A	V	E	I	C	U	S	R	K	N	L	D
U	I	N	D	E	M	P	V	E	R	H	Q	P	P	O	D	S
L	C	P	G	N	O	A	L	P	A	R	M	R	O	U	N	L
C	Z	U	W	E	R	E	M	F	V	U	A	P	O	D	M	I
J	O	G	L	I	T	G	T	D	P	I	S	C	X	T	N	P
X	L	B	L	O	C	S	R	A	E	G	R	E	D	I	P	S
V	A	O	F	S	E	L	E	C	T	A	B	L	E	L	S	D
C	K	D	A	I	L	D	N	A	M	M	O	C	N	O	Q	P
K	D	I	F	F	E	R	E	N	T	I	A	L	T	P	M	O
F	M	B	M	C	H	L	U	N	C	H	B	O	X	Q	B	S
T	N	N	O	I	T	C	A	R	T	R	A	C	L	O	K	I

### Words to Find

Automatic	Gerotor Pump	Selectable
Axle shaft	Limited Slip	SpiderGears
Cable Operated	Locker	Spool
Carrier	Lunchbox	Standard
Clutch Type	On Command	Torque Split
Differential	On Demand	TracLok
Electromagnetic	Open	Traction
Electronic	Pneumatic	TruLok
ELSD	Posi	VariLok
Gear Type	Pumpkin	

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