

Recovery Points



The Middle Atlantic Four Wheel Drive Association Newsletter

Volume 3, Issue 1

July 2013

Green Ridge State Forest (GRSF) Volunteer Weekend

CORE volunteer tree planting project May 31 – June 2, 2013

Larry Pope

MAFWDA President & CORE President

CORE has in the past participated in or sponsored community volunteer projects. Members have been involved with the cleaning of junk off the banks of the Patuxent River to projects within GRSF and Potomac State Forest. It has been awhile since such CORE sponsored projects have been organized. So as club President I made contact with GRSF Manager Mark Beals and we put a plan together for a project to plant some trees. The following tells some of the happenings of the weekend.

"Rain Drops Keep Fallin' On My Head"

Participants:

Mark B, Silver Silverado 4X4, Host
Mike V and Donna E, White TJ Rubicon, Members
Andrew T and Cherie W, Silver Xterra Pro4X, Members

continued on page 2

*...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*

Larry Pope

MAFWDA President & CORE President

With this being my first President's Message I will keep it short. I first started wheelin' back in the 70's. Yes a long time ago. My first 4x4 was a 1962 Willys pickup. It was already beat half to death when I bought it. I have to say with all the other 4x4s I have owned that pickup was the most fun to drive and wheel with. Going off- road was a lot different back then. Changes in the sport have made it better in some ways and worse in others. The point is we need to keep striving to make it even better not worse.

There is a movement within Maryland concerning access to off-highway vehicles within public lands and private/joint prospects. Maryland Off-highway Vehicle Alliance is leading that effort within the state. MAFWDA has joined the alliance as has CORE. Hopefully the work being done by MD OHVA will succeed in obtaining access to trails and/or establishment of new trails. However, I'll let those who are leading and/or in collaboration for this effort address land use issues for now. Please refer to subject articles contained within.

*Changes in the sport have made it better in
some ways and worse in others. The point is we
need to keep striving to make it even better not
worse.*

Although I will be proactive in land use issues I will be concentrating on promoting interest in and the safe, responsible use of four wheel drive vehicles. I hope to achieve this through proactive club networking and representing our clubs when and where necessary. I will also strive to achieve the collective goals of our member clubs. These areas are part of the MAFWDA Objects as listed within the by-laws. Another goal is to have some type of MAFWDA led or sponsored event

continued on page 4

INSIDE THIS ISSUE

- 1 CORE Green Ridge State Forest Volunteer Weekend
- 1 President's Message
- 3 Business Partners
- 4 Board of Directors
- 4 Calendar of Events
- 5 Off-Road Motor Sport *Hall of Fame*
- 5 Maryland Off-Highway Vehicle Alliance
- 7 18th Annual All Breeds Jeep Show
- 7 MAFWDA Online Store
- 8 Member Clubs
- 9 The Nuances of Off-Highway Driving
- 10 UFWDA Visits Bantam Jeep Heritage Festival
- 11 St. John's Rock-Red Dog Trail Update
- 12 Puzzle Page

■ Green Ridge State Forest (GRSF) Volunteer Weekend

from page 1

Gary O, White TJ Rubicon, Member
Larry and Berna P, Blue JK, Members
Robert R, Silver 4Runner, CORE Guest

Berna and I headed off for GRSF early Friday morning arriving there around 11:30 a.m. We met Robin and Robin who work at the Forest Headquarters (HQ) Information desk. After registering for the camp site Mark had reserved for us and receiving information on where to purchase supplies if required and information concerning camping in the forest we headed out to set up CORE HQ.



The site Mark and I had prearranged for us was Group Site #1 on Wallizer Road and conveniently located next to White Sulphur Pond. Wouldn't you know I packed everything except our fishing gear; it was still setting inside the garage next to the garage door where I placed it so I wouldn't forget it. Anyway, Mark ensured there was a Porta-Potty on site; thanks Mark, the ladies appreciated that very much. After we had HQ established we took a stroll over to the pond. The only thing we caught was a couple of pictures of the pond. Remember the fishing gear's location? Later in the afternoon there were a few fishermen crowding the banks of the pond. I don't know if they were catching anything or not.

We spent the rest of our afternoon gathering firewood and such. I failed to mention it was a hot and humid day. If I recall correctly the thermometer on the Jeep registered 90° F.

As night fell I built a fire, well you have to have a camp fire if you're camping, awaiting the arrival of Andrew and Cherie. We knew they would be arriving later in the evening but not sure of an exact time. We tried to stay up and wait for them but the sand man was calling our names. They arrived sometime prior to day light; however, we never heard them when they did arrive.

Those who were to participate in the project were to meet at the camp site at 9:00 a.m. and Mark meeting us there around 9:30 a.m. Upon Mark's arrival everyone introduced themselves and Mark gave us the details of the day's work. So off we went following Mark in our rigs to the location where we would be planting trees. The route we took followed Green Ridge Road to Pack Horse Road then a right turn onto Manifold Road. We then arrived at the gate of the trail that would take us to the planting area. After a little while we arrived at a cleared area under a large tree and on the bank of Town Creek. Mark had the 19 trees we were to plant already on site and he had all the shovels and other required tools in the back of his truck.

We put a plan together and it was time to get to work. Saturday was to be another hot day and believe me at 10:30

a.m. it was already hot. Everyone was prepared and came with plenty of water and Gatorade. The plan was to remove saplings that didn't make it from a previous planting and plant the new ones in their place. People grabbed a shovel and started digging out the old and making a hole for the new tree to be planted. Donna and I started carrying the trees to be planted to the field. There were three varieties of trees; Persimmon, Paw-Paw, and Saw-tooth Oak. As trees were planted Cherie began carrying water from the creek she gathered in a five gallon bucket to water the newly planted trees. Mulch was then placed around the base of the trees to help retain the moisture. I was beginning to think Mike was going to work himself to death. If you're in for an inch then you're in for a mile. The work went quick and we were done by noon.



Mark had placed some picnic tables under the big tree some time back so we all took the opportunity to sit in the shade and cool off. We sat and talked about everything from the forest history, the infestation of destructive insects and fish (and other living things), to who likes or dislikes snakes, spiders, and such. As we were talking about snakes right on cue Mr. Blacksnake makes an appearance and begins slithering up the big tree we are sitting under. This thing must have been at least 6 feet long. Ok, it was about 3 to 3 1/2 feet; long enough. The snake went on about its business and we continued our conversation with at least one eye on the snake. It was finally time to go since people were ready to get lunch and Mark's two year old was waiting for him to get home. We all told Mark we enjoyed the morning's work and looked forward to doing more volunteer work for him. We followed Mark out to the main road and the gang headed back to camp and Mark headed home.

Upon returning to the camp site everyone quickly got their lunches put together and was ready to dig in. It was a good thing I took a canopy along and put it up because shade was lacking otherwise. We moved a picnic table under the canopy so everyone could sit in the shade. It was still hot and the bugs relentless but we were in the shade. Discussions during lunch led to the group wanting to do another volunteer project for Mark in the fall.

There is nothing like a little sweat equity and manual labor to get motivated and the gray matter kicked into gear. After lunch it was time to do some touring of the forest. The trails that used to be open in the forest for off road vehicles are now closed. There's no need to go into the reasons why or pointing of fingers in this medium. So we would use the available roads within the forest to do the touring around. Some in the group had never been to Green Ridge and others hadn't been there in a couple or so years. I had never been able to find where to do the Town Creek water crossings. Come to find out the version of the forest map in my possession doesn't show the route. Mike and Donna had

continued on page 3

■ Green Ridge State Forest (GRSF) Volunteer Weekend

from page 2

to leave because of other commitments so Gary said he would take the rest of the group to the creek crossings.



After our goodbyes to Mike and Donna off we went following Gary to Town Creek. As it turned out we were going the same way we went earlier for the tree planting. The exception was we would continue on Manifold Road past the gate for the trail. As we were heading down Green Ridge Road it began to rain. Not too heavy but enough to get plenty wet. I called Gary over the CB to see if he wanted to stop. See he was going topless; his TJ. I asked if he wanted to stop to put his top up but he didn't respond. Berna and I looked at each other and said at the same time "Rain Drops Keep Fallin' on My Head", the quintessential classic by B.J. Thomas. The rain did help settle the road dust (headlights on and at least a six vehicle length following distance were required) we had been travelling in earlier. The rain began to let up and we eventually drove out of it. Gary got us to the first of three crossings of Town Creek. As we arrived at each they each got a little more interesting.

After the third and last crossing we had to turn around and go back the way we came. The reason for this is because the bridge is out on the Old Williams Road. On the way back at the first crossing, which was originally the third crossing, don't worry you'll catch on, Gary was stopped by a group of people asking him if it would be alright if they used the little area on the opposite bank that had a "Posted" sign and swim in the creek. Gary recommended they stick to the creek since it was considered a state water right of way and not private property. That was a lesson we received earlier in the day. We wondered what made those people think Gary had any authority. Maybe it was because he was topless. By the way Gary did not have a top with him for the TJ. Yes, we had more rain.



After the creek crossings were completed Gary gave me the lead so I led the group to Gordon and Twigg Roads since these were rougher than the more maintained roads. After we finished those two roads, with a couple circles included, bad

continued on page 7

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@mafwda.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

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

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.

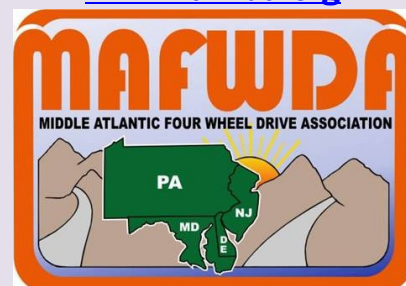
www.mountzionoffroad.com

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

Yes we are still on the Web!

Check out:

www.mafwda.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 – Larry Pope (CORE)
President@mafwdawda.org

Vice President – Bob Weaver (CORE)
VicePresident@mafwdawda.org

Treasurer – Clair Kauffman (PA Jeeps)
Treasurer@mafwdawda.org

Secretary – Mike Vincenty (CORE)
Secretary@mafwdawda.org

Land Use Director – Preston Stevens (PA Jeeps)
LandUse@mafwdawda.org

Director of Marketing - Vacant
Marketing@mafwdawda.org

Director of Events and Public Relations – Vacant
PublicRelations@mafwdawda.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

18TH ANNUAL ALL BREEDS JEEP SHOW

York, Pennsylvania

July 20-21

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

EAST COAST JEEP SHOW

Frederick, MD

August 17

Frederick Fairgrounds

Contact: midatlanticjeepfestiva@gmail.com

BIG DOGS SUMMER SLAM

August 17-18

Contact: president@pajeeps.org

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

BIG DOGS ULTIMATE ADVENTURE

August 30-31

September 1-2

Contact: johnhuntspilot@yahoo.com

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

BIG DOGS MAIN JAMBO

September 13-15

Contact: johnhuntspilot@yahoo.com

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

continued on page 5

■ President's Message

from page 1

held prior to the end of my term as president. So that means I'll be reaching out to all of you for some ideas, help, and leadership to accomplish this goal.

I want to send a welcome to Keystone Off Road Club as the newest member of MAFWDA.

I look forward to serving you as President of MAFWDA. Please feel free to contact me at any time with questions or issues concerning off-roading or MAFWDA. Have a safe and enjoyable summer. I am sure I'll see you on a trail somewhere.

Larry Pope



Larry Pope is the MAFWDA President. He is also a member of CORE. ❖

Do we have your email?

As a member of MAFWDA, you should be receiving periodic communications from your fellow MAFWDA 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 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 fellow four wheelers on this public email list. Simply send email message to mafwdawda_news@mafwdawda.org. ❖

Quote

"Suppose you were an idiot, and suppose you were a member of Congress; but I repeat myself." **[Mark Twain]**

"If you put the federal government in charge of the Sahara Desert, in 5 years there'd be a shortage of sand." **[Milton Friedman]**

"Never be bullied into silence. Never allow yourself to be made a victim. Accept no one's definition of your life; define yourself." **[Harvey Fierstein]**

■ Calendar

from page 4

MAFWDA ANNUAL POTOMAC STATE FOREST

CAMPOUT/TRAILRIDE

August 2-4

Contact: pstevens122656@comcast.net

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

NOVA TRAILFEST 2012

Rausch Creek, Pennsylvania

August 16-18

Hosted by Northeast Offroad Vehicle Alliance

Web site: <http://nova4x4.org>

BIG DOGS FALL CRAWL

October 12-13

Contact: johnhuntspilot@yahoo.com

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

7TH ANNUAL MASON DIXON WILLYS JEEP GATHERING

October 27

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

CORE BLACK FRIDAY RUN

Rausch Creek, Pennsylvania

November 29

Contact: mvincent@core4x4.org

Web site: <http://www.core4x4.org>

Maryland Off-Highway Vehicle Alliance

Mike Twigg, President

Preston Stevens, VP

Ken Kyler, Secretary/Treasurer

<http://mdohvalliance.org>

It's probably of little surprise to folks reading this newsletter that of the 455,000 acres currently managed by Maryland Department of Natural Resources (DNR) very few OHV trails and OHV opportunities exist within the state. In 2011, OHVs suffered a terrible setback when the Green Ridge Trail in Green Ridge State Forest; Poplar Lick Trail in Savage River State Forest; and Chandler ORV trail in Pocomoke State Forest were permanently closed to OHV use citing environmental damage. It seemed all but inevitable that OHV users would not have a place within the Old Line State.

The 2011 closure decisions might have seemed like the darkest hour for Maryland OHVs, it has also been our biggest triumph. Realizing there was a growing OHV user group for state lands, Maryland DNR chartered a new OHV stakeholder working group which began to bridge the concerns of the State with the needs of the OHV community to build sustainable multi-use trails.

While the OHV stakeholder group has been a success in educating both groups, the group was limited to the number of stakeholders allowed to participate.

continued on page 6

Off-Road Motor Sport *Hall of Fame*

Mark Smith

Year Inducted: 1980

Reprinted with permission



In 1953 Mark A. Smith and a small group of Rotarians and friends figured out a way to draw visitors to their town, Georgetown, California: stage an annual Jeep vehicle trek across the Sierra Nevada Mountains by way of the old Rubicon Trail. The event has run continuously since then and Smith's business has grown to host numerous Jeep Jamborees throughout North America. In addition to organizing the events Smith has traveled the world by Jeep and is recognized for his exploration by the Explorers Club of New York.

Smith was born in 1926 in Arizona. His father a mining engineer moved the family from Globe, Arizona to eastern Nevada where Smith grew up. The young Smith had his first glimpse of a Jeep during news reel at his local movie theater. He knew from that first big screen sighting that he had to have a Jeep of his own someday. He drove his first Jeep while serving in the United State Marine Corps in 1944.

He and his wife Irene, moved to Georgetown, California in 1951. In 1952 Smith purchased his first Jeep to further explore the area. He knew he had world class Jeeping right out of his front door. He recognized the opportunity to share the trails with others while providing a boost for the local economy. Along with some friends and local Rotarians he hosted the first ever Jeep Jamboree. 155 individuals attended the first event. In 1954, Willys Motors, the manufacturer of Jeep vehicles at the time became involved with the adventure. The event has run every year since then.

Smith is by nature a person who seeks to explore the world and find adventures. He led the 1978-1979 Expedition de las Americas, a 20,000-mile, 120-day odyssey from the bottom of South America to the top of North America, crossing the infamous Darien Gap. The Darien Gap is the section of land between Panama and Columbia where the Pan-American Highway has yet to connect through the jungle. The area is dense road-less jungle, which has only been traversed successfully by vehicle in a joint effort of the

continued on page 6

■ Off-Road Motor Sport *Hall of Fame*

from page 5

British Military and Columbian Military in 1972. Smith's group of 16 North American's is the only organized private group to traverse the distance. Smith's group worked with the indigenous Choco and three Columbians to traverse the Gap. It took them 30 days to work their way through the jungle and by the time they had made it through the path they had cleared at the beginning of their journey had already grown over.

Smith's adventures have gone beyond the tips of the Americas, he has driven a jeep on every continent except Antarctica. He organized and headed the 1987 Camel Trophy in Madagascar. The event pitted drivers against numerous challenges from swamp running at night to climbing nearly impassable steepes. He scouted trails around the world in places such as; Papua New Guinea, Madagascar, Australia, Europe, Egypt, China and South Africa. His exploration behind the wheel of a jeep has led him to a membership with the Explorer's Club of New York. In 1982 the Jeep brand of the DaimlerChrysler Company, recognizing Smith's expertise with their products, offered him a consulting position. The position led to the expansion of the Jeep Jamboree event into a national tour. While the Rubicon Trail Event, still the cornerstone event, became part of a series of Jeep Jamborees throughout with stops in every major geographical region in the States. Beyond the events Smith has overseen the construction of numerous Jeep training and testing courses, helping to re-create the difficult conditions which Jeeps are designed to travel through. He has designed training ground for the Marine's at Quantico and a test course with features similar to the Rubicon Trail at Jeep's headquarters in Auburn Hills, Michigan at the Chelsea Proving Grounds.

Smith has contributed to the education of numerous Jeep drivers. He actively participates in the Tread Lightly principles. He has worked towards education the participants in his Jamboree's the importance of landscape which they have come to explore. He has also been instrumental in the training of U.S. Military Special Forces and Law Enforcement agents throughout the country in the handling of four wheel drive vehicles through a series of seminars. For the every man he has published a glove box sized handbook, Mark A. Smith's Guide to Safe, Common Sense Off-Road Driving. Today Smith is still working with the Jeep Jamboree program along with his daughter Jill and her husband Pearse Umlauf. The Smiths other three children, Mark, Gregory and Patti all have actively participated in the family adventure business.

Sources: Smith, Mark A. 2004. *Driven By A Dream*, Mark A. Smith's Journal. Georgetown, CA.: Mark A. Smith Off-Roading, Inc. ❖

Mark A. Smith <http://jeepjamboreeusa.com/aboutus.htm>

Founder Interview with Mark A. Smith, July 2006.

Reprinted with permission of Off-Road Motorsports *Hall of Fame*

www.ormhof.org

Shelby Hall/ 775.815.4892

shall@ormhof.org

■ Maryland Off-Highway Vehicle Alliance

from page 5

In 2013, the Maryland OHV Alliance, a 501 (c)(3), was formed to be advocates for responsible and sustainable OHV recreation in Maryland. The Alliance does not have single face; we are amateur racers, we are Marylander's employed by the OHV industry as dealers, parts supplies and repair shops, we are multiple family generations raising strong children during OHV outings. Membership is \$15/year.

The formation of the Alliance was none too soon. The 5-year update of the Maryland Land Preservation and Recreation Plan kicked off in early 2013 with a series of public listening sessions. Because the Alliance was able to notify OHV users of the meeting dates/times, OHV users were the largest represented group for each geographic area. If you were unable to attend the listening sessions, but would still like offer DNR your thoughts on OHV use, consider filling out their survey at:

<http://survey.rcresearch.com/s3/Maryland>

On the first page, ensure you mark OHV use, and also type a comment about lack of OHV access near the end of the survey.

Besides advocating with DNR, the Alliance has also been working closely with a recreational developer. The idea is to start a world-class riding facility modeled after the Hatfield/McCoy system in West Virginia. Key to any trail system would be cooperation between the state and developers involving liability issues and the use of reclaimed strip mine lands.

Preliminary meetings with Allegany County officials have been incredible positive, and it's conceivable the project may open for OHV use in the next 2-5 years.

For updates or more information, please contact ken@kyler.com, like us on Facebook (MarylandOhvAlliance) or find us on the web at <http://mdohvalliance.org>. ❖

DEMENTED DENIZENS

by Brian Zaikowski
dementeddenizens.com



...Well, It doesn't actually matter **who** you vote for. I've spent many centuries making sure **every** politician works for me.

■ Green Ridge State Forest (GRSF) Volunteer Weekend

from page 3

GPS bad, we headed to the overlook on Carroll Road. We stopped at the south end of East Valley Road, now closed, so I could give those not familiar with the area a little history of the old trail. Andrew informed me he needed fuel and the fuel gage was pegged just above the big E. I gave him directions to the Exxon station and told him we would just meet back at camp. Come to find out Gary was low on fuel also. It was getting late in the day so he was heading home since he had to work the next day. So only the two rigs were left to traverse Carroll Road to the overlook. When we had enough of viewing the Potomac River and the great state of West Virginia at the overlook it was time to bid Robert farewell. When we got to the intersection of Carroll Road and Old Town Orleans Road we took the left fork and he took the right.

We were already at camp when Andrew and Cherie returned. The four of us sat around and talked and enjoyed a refreshing beverage. As it started to get dark, man time flies when you're having fun, Andrew started a camp fire and we began getting things prepared for making dinner. We sat around the fire and ate and shot the breeze some more until I called it a day and turned in. I think the rest were not too far behind in doing the same.

Sunday morning it began sprinkling rain but nothing heavy, just enough to have to pack some things wet. I beat everyone up so I got a fire started, you know that last camp fire before you have to leave and go home. After everyone was up and moving about we started tearing down tents and canopies and packing things away. But not before Andrew and Cherie could roast their Brown Sugar Cinnamon Pop Tarts over the camp fire. You say, what is this? That's what I said. They both swore they are great that way and the best thing since sliced bread. At least they looked like they were having fun roasting them. We finally got all packed up, ensured everything was fine with the camp site, said our goodbyes and headed off. We headed home. Andrew and Cherie headed to the Carroll Road overlook since they had missed it the day before.



It was a great weekend and a great experience. We, CORE, make an effort to give back to the resources we use and have fun doing it. I hope all club members, and anyone else who wants to volunteer, get to participate in future projects. It is my goal to have more CORE sponsored volunteer projects within GRSF and elsewhere. I want to thank the members and guests of CORE who participated in this adventure. A special thank you goes out to Mark and his staff for hosting us.

Larry, CORE President ❖



18th Annual All Breeds Jeep Show July 20 & 21, 2013

7 AM – 5 PM Saturday & Sunday
York Fairgrounds, York PA 17404

**A JEEP EXCLUSIVE SHOW-N-SHINE
/ TRAIL READINESS EVENT
YORK FAIRGROUNDS - YORK,
PENNSYLVANIA**

**IF YOU'RE A JEEP OWNER, YOU AND YOUR JEEP
NEED TO BE HERE...!**

PREMIER EVENT SPONSOR



The 1st 400 Registered Jeeps receive the following:

- (1) "Goodie Bag" (1) Commemorative Event Dash Plaque (1) Event Program with**
- (2) BONUS Prize Tickets (1) Poker Draw 500 Game Card (1) Voting Ballot**

**Vehicle Registration Gates open at 7:00 AM both
Saturday & Sunday**

What you will experience:

Dirt & Rock Driving Course - RTI Ramp - Slow Crawl Competition - New Jeeps on Display
Vendor & Swap/Meet Areas - Family Activities Area - Vehicle Recovery Demonstrations
Direct Manufacturers Advice - New Friends - Food - And a whole LOT MORE...!!!

"Peer" Jeep Voting from 11:00 AM - 1:00 PM on Saturday

"Parade of Jeeps" Awards Ceremony at 3:00 PM on Sunday - Event Raffle at 4:00 PM Sunday

NO PETS, OR ALCOHOL PERMITTED INSIDE THE EVENT GATES

Spectator Admission = \$5.00 (Kids 12 and under FREE) Gates open at 8:00 AM

Call 717-309-0513 or visit www.pajeeps.org for any additional information needed. ❖

Member Clubs



PA Jeeps

Home of the PA Jeep show
York Pennsylvania area

PA Jeeps, Inc
P.O. Box 212
Shrewsbury, Pa 17361-0212 717-309-0513
www.pajeeps.org



CORE

Promoting Responsible Four Wheeling

Washington DC metro area
CORE is organized as a nonprofit organization for the purpose of providing social, educational, and recreational four wheel drive activities for its members and guests, as well as participating in and supporting civic activities for the betterment of the community.

www.core4x4.org
info@core4x4.org



Keystone Off Road Club

Lewistown, PA
KORC is an off road enthusiast's club that was formed in August of 2012. We are a family oriented four wheel drive club with members ranging from novice to decades of experience. Keystone Off Road Club member's enjoy mud bogging, snow bashing, trail riding and rock crawling. KORC invites new members so long as they have the same 4x4 values, participate in the club, are responsible and will represent the club well. We are an off road club not a "Jeep" club and we welcome all 4x4's, if you have one and want to hang out and make new friend's you should come wheel with us a few times and maybe you will see for yourself that this is a fun club.

www.keystoneoffroadclub.com
korclub1@gmail.com

The Nuances of Off-Highway Driving

Bill Burke (Reprinted with permission)

You've all heard me discuss the "finesse" of off-highway driving, but this article is about the "nuance," which is a slightly different thing!

(Finesse: refinement, delicacy, subtlety. Nuance: implication, hint, symbol)



Ed Jennings called from Texas to sign up for five days of advanced private training in Moab with me recently. In preparation, he read most of my articles, viewed other web sites and scoured the media about using a vehicle off-highway. It became apparent to me during the first day that, even though I write about a variety of situations when off the highway dealing with rocks, mud, sand, dirt, winching, lockers, among other things, I have failed to discuss the NUANCES of driving in difficult situations.

Let's face it, driving off-highway over difficult terrain is VERY energy-consuming. It takes a lot of FOCUS. Now I am not writing about the usual dirt roads and mild 4-wheeling we do most of the time. I am talking about the 21 Road, Moab Rim, Hellsdorado Canyon kind of intense 4-wheeling. Although the former does take concentration and effort and does require calm thought and practiced action, the more difficult types of terrain call for very serious thinking.

There are times when the idiom: GETYERDAMFOOTOFFDA CLUTCH! does not apply. There are times when USE NO BRAKES except the engine is nonsense. There are even times when "Go as slow as possible but as fast as necessary" isn't practical. And there are times when an automatic transmission is better than a stick--I don't care who the driver is!

The terrain will try to drive your vehicle for you! Feeling the steering wheel get pulled away from you can have dangerous repercussions. The tire will drop (or rise) and the steering wheel will turn with that suspension change. The normal reaction is to go with that feeling. I advise that you RESIST that urge. You must hold the steering wheel true to course, like a boat up on plane. There must be some input by you and that is one of the NUANCES of 4-wheeling.

Coming down some steep steps, do you use the lockers? Do you use the brakes? The vehicle lurches into a tire swallowing hole and you - what???

Coming off a down slope and the rig seems like it is going to dive into the terrain, resist the urge to turn out of the turn. Turn INTO the slope, keeping the rig aimed to the downhill fall line. This is especially important when coming off an off-camber turn. Keep the rig aimed down. Once on the level, straight part, then correct the steering to make any turns, if needed. Use small input steering, holding the wheel and not

continued on page 9

■ The Nuances of Off-Highway Driving

from page 3

letting the terrain steer you.

Coming off of steep steps, sometimes my ring & pinion is not low enough to creep over the edge. I will (YES) PUSH in the CLUTCH and use the brakes to ease the rig over. The brakes will complain, groan, moan, the rig moving only a MILLIMETER at a time. Don't bounce the rig down with the brakes making the rig rock and bounce. Just VERY, VERY, VERY SLOWLY ease over the edge. SACRILEGE, you say! I say that is another NUANCE of 4-wheeling.

That big 35" tire drops into a hole you didn't see or couldn't avoid. The back end comes up precariously catching air with the possibility of doing an endo! Most common mistake is to hit the brakes thinking it will stop the movement. In actuality it magnifies it immensely creating hazardous and dangerous situations. Coming off that edge causes the front bumper to hit, raising the rear end off the ground, dropping into that hole causing the rear end to lose contact with the ground.

ANTICIPATE the action the rig will make. MOST times it is better to go into the hole and feel the rear end come up, then give it a bit of throttle to help drive the rig through. Right at the POINT OF IMPACT, the NUANCE of 4-wheeling is to let it drive that next foot or so with some strong steering wheel hold and some accelerator power--just enough to keep that rear end down on the ground.

Climbing up White Knuckle or that big ledge, you just hit the gas and hold on. Just go out and purchase the Rick Russell video on Moab for a good show. Wheel standing is fun if you can pay for it or fix it 50 miles from town. Pick your line, discuss it with others, be sensible. Will your rig actually have a chance to make it? The NUANCE is to approach it slowly, nudge the steep slope, use some steering finesse to get the front end up on the rock, follow through with a little throttle to help with some momentum. Let the tires bite a little as you start climbing. Keep sitting back in the seat. Feel the rig as the back tires begin the approach to the slope. A bit more throttle... DO NOT OVERSPIN the tires here. Stay with the line you have chosen. The rig will move around on the edges a little. Be calm and sit in the seat (don't lean forward, it doesn't help the rig). Use the throttle and steering gently to "bump" the rig up.

Know when to say when!!! Sometimes it is not in the cards to climb that slope, hill, giant edge. Leave it for another day. It may just not be possible in any rig this time. Rain, snow, too dry conditions, worn tires, terrain chewed up by the first 25 rigs. There are times I climbed those giant edges and times I haven't. Don't let your ego get the best of you. Enjoy the time out there and come back later. Finish the rest of the holiday in style not grumbling about the broken axle or wheel or neck!! The nuance of hills and the nuance of ego!!

The NUANCE of Communication When on the Trail:

No, not with the CB, but between driver, the navigator and the ground guide. Make sure hand signals are understood. Don't use thumbs for pointing. Keep the thumbs in and use the index finger to point which direction the rig should go. Use a closed fist with downward motion for describing coming off ledges or steps. Let the driver know when they are down by using flat palm wave like the umpire in baseball "safe" signal.

With inside vehicle signals and communication, DON'T use right and left. Use DRIVER SIDE or PASSENGER SIDE verbal commands, or even YOUR SIDE or MY SIDE, especially when backing up. It is very confusing when looking back which is right or left. When backing, use terms to give distance and count down. Like: "Go back 6 feet, 4 feet, 2 feet, stop!" When the driver asks the passenger "how close to the edge are we?" don't say close!! Use feet or even inches or even "the tire is one inch over!" It is not good communication to just say "Come on back" or "Just a little more." Be clear in direction, dimension and decision. This is the NUANCE of communication.

See you in Moab! If you do see me, please come over and introduce yourself. I will be happy to answer any questions or discuss terrain techniques with you. Don't be a stick in the mud!! ♦

Bill Burke's 4-Wheeling America LLC

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.



Our 100% cotton Baseball Jersey is a sporty hit with both men and women whether you're in the game or just looking the part in great run-around casual-wear. Choose red, blue or black sleeves.

- 6.1 oz. 100% heavyweight cotton
- Standard fit
- 3/4 length contrasting raglan sleeves

\$18.99

UFWDA Visits Bantam Jeep Heritage Festival

Butler PA, June 14-16, 2013

Preston Stevens

UFWDA Director of Public Relations

The United Board of Directors asked me to drive out to Butler, Pennsylvania to represent the members of United at the 3rd Annual Bantam Jeep Heritage Festival.

The Butler Chamber of Commerce decided about 4 years ago to take advantage of being the birth place of the first Jeep. Okay, many of us always thought that the Willy's Overland Motor Company made the first "Jeep" vehicle. Actually, the Bantam Motor Company, of Butler, PA. produced the very first Jeep.



It was when the United States Military awarded the contract to produce these "Multi-Purpose" four wheel drive vehicles to the Willy's Corporation, beating out the Bantam Motor Company and the Ford Motor Company, that linked Willy's to the Jeep vehicle and eventually the name Jeep. Design, production ability and durability helped to push Willy's over the top. Still, during the peak of the war, both Bantam and Ford got into the game, but the Jeeps were made to the Willy's spec. Ford put a few out with the Ford name on them. That quickly was stopped by the Federal Government, as these were all made to the Willy's design. (If you can find one of those Ford Jeeps with the Ford name on the parts, you have a real collector's piece)

So, you all saw the movie, where the phrase was said, "If you build it, they will come." I believe that was Field of Dreams. Well, this even is living proof. This event sort of takes some cues from the old Camp Jeep, the PA Jeeps All Breeds of Jeeps Show and other like events.

The event featured lots of short trail rides with 3 difficulty levels, which became more difficult as the weekend progress, due to the wet conditions, generally soft soil and very heavy use.

Pam and I did the intermediate level ride on Sunday. They were not going to let me take my 1997 Jeep Cherokee Sport on that run. I politely informed him this did not make me happy. The fellow said, "You have regular tires." (General Grabbers AT2,, 31") I said, "okay, well, they are an all-terrain." "Do you have lockers?" I said, "No, want need them." He then asked, "Well, do you have tow hooks?" I said, "Front and rear." I told him that I had been doing this a

few years. He said, "Well, I guess so."

This trail featured some very tight turns, in the woods on a completely primitive route. (Just the way I like it) There was one very steep hill, that went straight down. Then at the bottom, there was a deep, rutted out muddy spot. The Jeep in front of me was running 33's. You first had to go over a large rock or log. (It was muddy, so you could not tell what it was.) He dropped down into the mud and got hung up right away, like he had hit a wall. They had to actually work to get him out.

Then it was out turn. The one fellow standing there, holding the recovery strap in his hand, knowing he was going to have to pull me out. 31" all terrains, open diffs, stock engine, 3.54 gears. I eased it over the "rock" and once the rear had cleared, I punched it a bit, kicking up 4 roosters of mud. The old XJ kept moving forward, slowed just a bit and then came right out to a crowd of cheering and whistling Jeepers. It has been probably 20 years since I had done any sort of real mudding. Nice to know, the old man still has it. Now, that was fun! Keep in mind, this is on land owner approved, private property.



There was a long easy scenic ride as well. There was a Jeep play ground that Rausch Creek sponsored that featured a mud pit, rock garden, and obstacle course. It stayed busy the entire time.

There was also a Show-n-Shine, complete with dust. There was a driver challenge where the driver would be blind folded and guided through some obstacles by the passenger and other games, like Jeep polo.

Also there is the Jeep Invasion. The entire length of Main Street in Butler is closed down, except for Jeep vehicles. They are parked diagonally, facing out on both sides of the Main Street and the side streets, as the Main Street quickly filled up. There were all kinds and ages of Jeep vehicles there. Main street reminded me of those pictures of New York City when people literally filled the street. It was quite a site. Actually, a bit overwhelming. Still, really neat.

They feature a "Pig Out" where they roasted a pig. That sold out before I could even consider getting into it.

There was a large vendor's row, food vendors and some outstanding Military Jeep displays featuring 1940's music and a Germany base camp. Those folks went all out. Very impressive. Active Military had a presence there, as well and worked as volunteers, as did folks from the Middle Atlantic Four Wheel Drive Association, East Coast Four Wheel Drive Association and others.

continued on page 11

■ UFWDA Visits Bantam Jeep Heritage Festival

from page 10

Jeep Corporation had a very neat display and presence, complete with concept vehicles.

There were DJ's there the entire time. Games and raffles. The United JK8 was there, thanks to Dusty and Four Wheel Drive Parts. Trust me when I tell you this. It is far more impressive in person than on that poster. It is a really fine machine. Jeep luxury, if you will. Real nice looking color. No visible weld marks for the pickup body. The inside is really cushy! All kinds of bells and whistles. The hood is like at the same height as my Dodge Ram 4x4. The tires are aggressive, yet street worthy. No one in your neighborhood will have anything like this. The only complaint I have is it is not in my driveway. In fact, not, in my garage. I would want to keep it under cover and preserved. Folks there were really checking out this Jeep. Many did buy tickets or said they would go to United's Web Site and buy that way.



Look, with 4000 to 1 odds, plus supporting United. How could you go wrong? It is a total win-win.

They had an informational tent, where experts gave talks, on how to and history of Jeeps. Your truly spoke on that Friday. Unfortunately, not to a large crowd. Fortunately a few were truly interested and the tomatoes washed off really easy. Plus, they were all fresh and home grown!

Every campsite and motel room in the area was booked solid. I do not yet have a count on Jeep vehicles. But, I could easily see over a thousand. There were enough to cause major traffic jams at times. It took Pam and I over an hour to get into town, once we hit the back up.

Given this was only their 3rd year, it was a very nicely done event. Like any event of this magnitude, there are a few places for improvement. Yet, nothing that should turn anyone away. I know they were trying to raise money to grow this event for next year.

I very much recommend that you Jeep owners make plans to go next Father's Day Weekend. This is beautiful country, too. There is also a nearby State Park and Lake. If you are bored, it would be your own fault.

A special Thank You to Emily Watson for being so accommodating to myself and United.

Preston Stevens, UFWDA Director of Public Relations & MAFWDA Director of Conservation/Land Use ❖

St. John's Rock-Red Dog Trail Update

June 28, 2013

MD OHV Alliance

The summer sun rises on western Maryland, and promised to deliver a new start. DNR extended an invitation to six riders/drivers to evaluate the St. John's Rock-Red Dog Trail in Savage River State Forest as a potential new OHV trail!

Recently improved and relocated, the trail is comprised of a crushed rock base. The staging area boasts a 10-rig parking lot which can accommodate longer tow vehicles with trailers. Space for additional parking is available and a primitive campsite is proposed beside the parking/staging area. While nobody expects a single trail to fulfill every niche from technical riding to beginner friendly, the trail will certainly make an excellent feeder road. Novice and Intermediate OHVs could be enjoying the wilds of Maryland nature shortly, when the trail marking and final vetting is complete.



By all accounts though, the St. John's Rock-Red Dog Trail represents DNR's commitment to reopen OHVing in Maryland. DNR staff including the managers for Savage River and Green Ridge State Parks, the DNR Resource Police, Land Acquisition and DNR Trails Manager joined in the evaluation ride. DNR has committed not only personnel today, but countless hours in trail construction which certainly hasn't gone unnoticed.

This trail is not the end of the journey, but a mere milestone. DNR has allocated another \$150K in FY14 for phase 2 design work. Phase 2 will likely consist of additional "loops" for intermediate/advanced OHVs as the terrain gets rockier and steeper.

The day ended with the MD Alliance understanding the remaining inch-stones to this project. They include two weeks to prepare the survey site, 30 days to receive input, and two additional weeks to set up the reservation system within the DNR existing template. The closing thoughts for the day were management of resources once the property is functional, as well as, volunteer opportunities during the phase 2 expansion. Continued success of this project is not possible without you; the stakeholder group, DNR and all the associations that the MD OHV Alliance represents. ❖

For more information on the Maryland OHV Alliance, please visit:

<http://mdohvalliance.org>

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://mafwda.org/index.php?option=com_content&task=view&id=44&Itemid=29

Fourth of July

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

Words to Find

AMERICA	COLONIES	CONSTITUTION
COOKOUT	DECLARATION	FIREWORKS
FLAG	FOURTH	FREEDOM
FUN	GAMES	HOTDOGS
INDEPENDENCE	PARADES	PARTY
PATRIOT	PICNIC	STARS
STRIPES	SUMMER	THIRTEEN

MAFWDA Newsletter
9073 Harris Place
Frederick, MD 21704

BULK RATE
US POSTAGE
PAID
PERMIT NO.
00000

ADDRESS CORRECTION REQUESTED