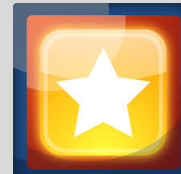


Recovery Points



The Middle Atlantic Four Wheel Drive Association Newsletter

Volume 4, Issue 2

April 2014

President's Message -

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

Larry Pope

MAFWDA President and CORE President

Is it Spring yet!!? I don't know about everyone else but I am getting tired of shoveling snow. Well, all but one exception; that being the Valentines Weekend Snow Run. I'll refer you to the trail ride report included in this issue. From what I could tell everyone who participated had a great time. A big thank you goes out to Preston for setting it all up.

We did however have an individual kind of crash the party so to say. After we had entered the trail some nut with a lifted Dodge Ram followed us in. He had no idea what he was doing or showed no hint that he might have an idea how to drive on a trail. With that said I would like to remind all us of some rules of responsible four wheeling from the Tread Lightly Guide to Responsible Four Wheeling. I am not saying you don't already know these but like I stated it is only as a reminder.

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

MAFWDA Valentine's Weekend Snow Run

Savage River State Forest, MD

February 14-16, 2014

Larry Pope

MAFWDA President and CORE President

Preston Stevens, Director of Conservation/Land Use MAFWDA, organized and led this great adventure in Garrett County Maryland. Preston made this happen through his professional relationship with the good folks at the Savage River State Forest and The Casselman Inn in Grantsville, Maryland. Access to the trails was by exception and special permission granted by the Savage River State Forest Manager for this particular event only. The majority of the participants lodged at The Casselman Inn.

The participants were:

- Preston and Pam Stevens and daughter Emily – Green Jeep XJ
- Robert Rixham and Shelley Fitch – Silver Toyota 4Runner
- Mike and Katie DeChristopher and family – Michigan Yellow Willys CJ-3A (The Tank)
- John Tabor and daughter – Green Jeep YJ
- John Tabor Jr and son Little John – Red Jeep JK
- Larry and Berna Pope – Blue Jeep JK
- Andrew and Cherie Taylor – Silver Nissan Xterra Pro4
- Erik and Dani Ramseth – White Jeep Patriot
- Ben and Courtney Paolucci – Blue Subaru Outback

Berna and I headed west Friday around noon, temperature was 45 degrees and clear sky. The past

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■ MAFWDA Valentine's Weekend Snow Run

from page 1

couple of days we suffered the snow and ice storm that had moved through. We received about 18 inches of snow however, Western Maryland, specifically Garrett County, received about two feet of new snow. Yes, new snow as they already had around two foot on the ground. Our trip west was without incident and the roads were clear and dry.



We pulled up to The Casselman Inn, where we would be staying, at 3 pm. The thermometer was reading 32 degrees and wind blowing that cut straight through you. Daniel Grant, an English engineer and owner of the famous Fountain Inn in Baltimore whom Grantsville derives its name, was the original owner of a piece of land called Cornucopia. The parcel included much of today's Grantsville, at an elevation of 2,300 feet, and one thousand acres around town. The Casselman Inn was opened in 1842 by Solomon Sterner and was one of several inns on the National Trail providing lodging and meals for the stage coaches, covered wagons, drovers, and riders which made the Old Pike the busiest thoroughfare crossing the mountains of Western Maryland. In the 172 year history of the inn it has been called Sterner House, Drovers' Inn, Farmers' Hotel, Dorsey's Hotel, and The Casselman Hotel and Restaurant. Sterner built the Casselman of brick which was handmade and burnt on the land. A fireplace was built in each room to furnish heat and cooking facilities for the original building.

Are we "Normal" or "Nuts"? And the survey says?!! "Normal".

The Dorsey's added a kitchen in 1903 during their ownership. The Miller family assumed ownership in 1964. Business soon outgrew the facilities and a antique shop, bake shop, 40 room motel, and new 125 seat dining room were added in 1973. The Casselman is a second-generation ownership and operation and is one of the most historic landmarks in Western Maryland. And in my opinion has the best homemade food in that part of the county.

Saturday morning we found it had snowed another 8 to 10 inches overnight. After breakfast, and what a breakfast (mmm good!), everyone lined up their rigs on the road behind the motel. Preston conducted a

drivers meeting and laid out the "plan" for the day. When this was complete we headed west on Alternate US Route 40 (Main Street) to the trail head Preston had decided to use the night before. US 40 is the most historic road crossing over the Appalachian Mountains. The road was originally an Indian trail known as Nemacolin's Path, it then became a military road built by the troops of British General Braddock. Called Braddock's Road, the General and his troops marched west in 1755 from Fort Cumberland on their way to the ill-fated expedition to Fort Duquesne during the French and Indian War. For the next 25 years the rough military road was the main thoroughfare connecting the East with the Ohio Valley. Known for years as The Old National Trail, it was later designated as US Route 40. US 40 skirts Grantsville by following I-68; but the National Road runs right through town as Main Street and Alt US 40. Presidents-elect Andrew Jackson, William Henry Harrison, James K. Polk and Zachary Taylor all traveled to Washington, DC via the National Road.



The line of rigs arrived at the trail head in no time since it was a short 5 miles from town. The fun began as soon as Preston entered the trail, out came the recovery strap and winch cable. We all eventually got off the road onto the trail. The snow was deep; how deep you ask? Well, deep. I'll have to refer you to the photos but I would guess at least 3 feet and maybe 4 in places. Plus it snowed most of the time we were on the trail. The temperature never got above 27 degrees. Everyone was making good headway with Preston blazing the trail ahead of us in his XJ. When we got to one point, a bend in the trail, the fun really started. Three of us got stuck and stuck deep. Mike finally had enough and pulled out the tire chains and put them on the CJ-3A. He never got stuck again and had become the official recovery dude along with John Jr.

As we continued, inch by inch, foot by foot, further into the forest we noticed a Green ¾ ton Dodge Ram had joined us. No one knew who this guy was and he sure was not part of our group. He came up to us with his rig and then decided he would blaze his own route around our line of rigs. He wasn't very successful other than digging ruts in and on the side of the trail. The only reason I am writing about this idiot is to show there are individuals out there with built up rigs that don't have a clue how to drive on a trail. It's

continued on page 3

■ MAFWDA Valentine's Weekend Snow Run

from page 2

irresponsible people like this guy that ruins it for our hobby and the off-road community as a whole. With that said he was reported to the MD DNR and hopefully they catch him one day. OK enough about that guy.



As it turns out as we got further down the trail everyone eventually got stuck in the snow. Well, with the exception of John in his YJ. He was a recovery guy also. It was at this point where I was attempting to extract Robert's 4Runner from the deep snow when there was this loud sound of something exploding under my rig. Mike and I at the same time said "what was that? We soon found out; I just exploded the left front axle U Joint and yoke on both ends of the axle shaft. It was ugly. Only one itty bitty piece of the U Joint was found, it had totally disintegrated. So I am toast at this point and can't go any further on the trail. Mike put a bungee cord around the axle end so we could get the JK turned around on the trail without causing much more damage. Plus it helped showing the damage a little better for those taking pictures. Mike went on ahead of us to see how the trail looked and how much deeper the snow may be. Preston and I were considering leaving the JK there and Berna and I ride with someone else for the rest of the day. We would pick it up on the way out, hopefully. Mike returned and said the snow got deeper plus the trail began going downhill meaning we would have to go uphill on the return trip. Hmmm, uphill and deep snow and it has taken us 4 hours to cover ¾ mile of trail as it was. Get everyone turned around and head back to the trail head was the decision. We did have fun getting to the point where we were. As Preston said we weren't going to let some sour lemons spoil the fun. We eventually got everyone turned around and made it back to the road. John Jr hooked a recovery strap to me and pulled me since I only had two wheel drive and in case we encountered more deep snow going out.

Preston kept a slow pace so I could nurse the JK back to the motel without causing further damage. We went off-roading in three or more feet of snow. Are we "Normal" or "Nuts"? And the survey says?! "Normal". Once we were back folks headed for The Casselman for lunch except me and John. John gave me a ride to the CARQUEST store in town to see if they might have an

Continued on page 5

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 Larry Pope MAFWDA President Director (President@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



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www.riverraider.com

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

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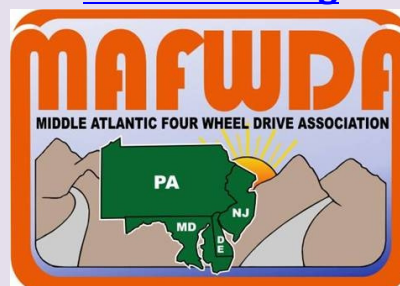
www.mountzionoffroad.com

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@mafwd.org

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

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

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

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

Director of Events and Public Relations – Vacant
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

WHEELIN' FOR HOPE

All proceeds from Wheelin' for Hope go to the American Cancer Society via the Relay for Life of Nelson, Virginia. April 25-27, 2014

Contact: wheel4hope@gmail.com

Web site: <http://www.wheelin4hope.com/>

BIG DOGS ICE BREAKER

Gore, VA

April 26, 27

Contact: johnhuntspilot@yahoo.com

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

CORE GREEN RIDGE STATE FOREST VOLUNTEER WEEKEND

Green Ridge State Forest, MD

May 2-4

Contact: lpope@core4x4.org

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

CORE DOLLY SODS TRIP & CAMPING

Dolly Sods, WV

June 13-15

Contact: lpope@core4x4.org

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

■ President's Message

from page 1

Travel and recreate with minimum impact

Respect the environment and the rights of others

Educate yourself, plan and prepare before you go

Allow for future use of the outdoors, leave it better than you found it

Discover the rewards of responsible recreation

Understanding and practicing proper four wheeling techniques we will ultimately reduce the impact we might have on the environment and trails whether on public or private lands. Some of those techniques are:

- Travel only in areas that are open to our type of ORV.
- Don't create new routes or expand existing trails. Drive only where permitted; stay in the middle of the trail or road. Don't make your own shortcuts, switchbacks, or trails.
- If you encounter a gate on public land, leave it as you find it unless posted otherwise.

Remember, if we abuse it, we'll probably lose it! Or someone with a 4X4, lifted or not, without a clue will lose it for us. In hind-sight I suppose me or someone else in the group should have seriously confronted the individual and explained trail ethics of responsible four wheeling. If he would have already knew the rules and didn't want to abide by said rules then ask him to leave the trail. I'll leave the subject at that and hope we all abide by the rules or ethics of responsible four wheeling and educate those who don't.

I hope everyone is looking forward to spring and summer as much as I am. Let's get out on the trails, those that remain, and be safe and responsible. I hope to see many of you in July at the York Fairgrounds ❖

Larry



Larry Pope is the MAFWDA President. He is also President of CORE.

Continued on page 5

■ Calendar

from page 4

BANTAM JEEP HERITAGE FESTIVAL

Butler, PA

June 13-15

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

Big Dogs Spring Fling

Gore, VA

June 13-15

Contact: johnhuntspilot@yahoo.com

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

PA JEEPS 19TH ALL BREEDS JEEP SHOW

York, PA

July 19, 20

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

MAFWDA POTOMAC STATE FOREST VOLUNTEER

WEEKEND

Potomac State Forest, MD

August 8-10

Contact: pstevens122656@comcast.net

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

Big Dogs Summer Slam

Gore, VA

August 9, 10

Contact: johnhuntspilot@yahoo.com

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

Contact: johnhuntspilot@yahoo.com

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

Big Dogs Main Jambo

Gore, VA

September 27, 28

Contact: johnhuntspilot@yahoo.com

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

Big Dogs Fall Crawl

Gore, VA

October 18, 19

Contact: johnhuntspilot@yahoo.com

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

Any additions? Contact Mike Vincenty to get them added to the MAFWDA calendar (Newsletter@mafwda.org). ❖

■ MAFWDA Valentine's Weekend Snow Run

from page 3

axle shaft assembly. Nope. Neither did the NAPA store. John said he had an idea. We went to the True Value hardware store to look for a plumbing test plug. We found them so I bought a 1½ inch and a 2 inch plug because we weren't sure of the actual diameter of the axle housing tube. These plugs have a metal circular flange on top with rubber below the flange and a bolt with wing nut running through the middle. Place the plug in an open end of a pipe and turn the wing nut to expand the rubber to make a seal and plug the pipe. Ingenious, but will it work? We returned to the motel and John went to get something to eat. Preston planned to take everyone on a tour of the back roads of the county after lunch. So Berna I jumped in Robert's rig with him and Shelley for the afternoon ride. It was a nice ride but not as nice as it could have been driving my own rig. No offense Robert and Shelley. We headed down MD Rt. 495, through Swanton, MD to a road that lead through Deer Park, MD. Yes, where the Deer Park bottled water comes from. The logo on the bottle was the original logo of the once famous Deer Park Hotel. Several presidents and famous people would frequent there. The hotel was lost to a fire.

We continued down the often snow covered back roads of Garrett County to the access road of the Potomac State Forest, where a local farmer had cut a path through the snow, just about as wide as a Jeep, or so it seemed. It went to a point to where the road forks, where we all turned around. In the process, Preston and John Jr. managed to get hung up in the deep snow. That just added to the fun. We went out by going through the historic mining town of Steyer, MD that is right along the upper Potomac River. The scenery was awesome.

We returned to the motel around 6 and we all planned to meet at Casselman's for dinner. After dinner everyone was going to meet in the common area of the motel and have a social gathering and talk about the day's adventure or some other fish story. I don't know what time the party broke up because my happy butt left at 9:00. I was wore out and worried if the JK was fixable to get home. John and John Tabor Jr, I really don't know if he is a junior I call him that because it makes writing this easier, said they would help with the fix at 9:30 Sunday morning.

Sunday morning was cold, 17 degrees, and right on time John and John Jr pull up. I was anxious to see if the fix for the axle John had designed would actually work. If you haven't been paying attention so far now is the time to start because here comes a temp fix for a busted axle so you can get home. Some may already know this trick but I didn't and to me John was thinking outside the box on this one. After the guys

continued on page 6

■ MAFWDA Valentine's Weekend Snow Run *from page 5*

had pulled the front tire and hub assembly off, the axle just simply slid out. John then inserted the 1½ inch test plug into the axle housing, tightened the wing nut, and the axle tube was sealed. This fix allows the wheel end of the axle shaft assembly to spin freely and keeps the differential fluid in the pumpkin. It only took about 30 minutes for the entire process.



After all was said and done everyone had a great time even if only going ¾ of mile on the trail in four hours. Off-roading is about having fun, being with friends or making new friends, and being responsible while doing it. Not like the jerk with the Dodge. It's like meeting someone for the first time on a ride and they help whoever needs help. I offered to pay John and John Jr for doing the work for the temporary fix. Naturally being the good people they are, denied any payment. All they asked was that I "pay it forward". That I will do and without hesitation. So if you are ever on a trail ride and I am along and you explode a front axle shaft U Joint and yoke on a Jeep, I'll help you fix it. I now have four plumbing Test Plugs in my tool bag just in case. We made the 170 mile trip home Sunday just fine with no problems at all. Not bad for a \$5 plug. I think we took the lemons Preston referred to and made lemonade. It was fun and I hope we get to do another snow run next year.

Historical information provided by The Casselman Inn and the Greater Grantsville Business Association, Inc. ❖

AOAA Chairman Tells Businesses to Get on Board with Park

By Andy Heintzelman
Reprint

<http://newsitem.com/news/aoaa-chairman-tells-businesses-to-get-on-board-with-park-1.1636817>

BURNSIDE - After more than five years of planning, the Anthracite Outdoor Adventure Area (AOAA) is preparing for a grand opening May 17.

What it needs as it heads into its first full season is

support from the local business community.

AOAA Authority Chairman James Backes used a meeting of the Brush Valley Regional Chamber of Commerce at the park's welcome center Tuesday to implore local business people to create economic development from the AOAA.

"We can be business friendly, we can be AOAA friendly and we can grow, or we can turn our backs on it and it won't grow," he said. "The leaders here today can make a difference of how this moves forward."

Curiosity in the AOAA swelled the monthly chamber luncheon attendance to some 40 people who packed into the meeting room at the welcome center, which was finished last fall. Other than two authority meetings earlier this year, the chamber lunch was the first public event in the building.

Backes expects it will be a busy place come this spring as the park, spanning forest and mine land in five townships, sells passes to the public for the first time.

"We are going to manage the ride area, the 6,500 acres of land, the trail system," he said. "We're looking for private development to take care of the rest."

'Second to none'

Backes said he spoke to an employee of Yamaha who conducted a dealer demonstration at the park in 2012 and has gone off-roading in all 50 states. He said what the AOAA has in terms of riding opportunity is "second to none." That's what AOAA Authority member Barry Yorwarth saw years ago when he began to push the idea of creating the park, Backes said. Yorwarth was also in attendance, as was Pat Mack, a third authority member and Northumberland County's planning director.

A study done as part of the master plan showed that if the park attracts 41,500 visitors per year, it would produce more than \$5 million in local economic impact and spawn 184 new jobs in the community.

"Working together, that's our potential," Backes said.

He said the region already has one "great example of tourism" in Knoebels Amusement Resort. "This is another one," he said.

While the park will eventually be open to biking, hiking, equestrian trails and other activities, off-highway vehicle (OHV) use - full-size vehicles, ATVs, motorcycles - is the concentration for now.

Two new businesses

Backes said a large campground is being constructed near AOAA land in West Cameron Township and a new storage rental facility has been constructed along Route 125 just north of the park entrance. Both are specifically because of the park.

continued on page 7

■ AOAA chairman

from page 6

"That's two businesses that have come about before we even get open. The question is," Backes said, repeating the words on his accompanying Powerpoint, "What else?"

He noted the AOAA, operating as a municipal authority on land it's leasing from Northumberland County, wants to pay its bills, but isn't interested in profiting.

"We want private development" for that, he said.

He acknowledged the business infrastructure for which the area is least prepared is in hotel accommodations.

DCNR behind it

Backes' presented details about funding the park has received, including more than \$3 million from the state Department of Conservation and Natural Resources (DCNR).

"They're very impressed with what we've done so far and they continue to support us," he said about the agency. "They're not going to walk away from it now."

Beyond recreation, development of the AOAA is serving as the impetus for cleanup of past mining, with hundreds of thousands of dollars targeted at land reclamation and acid-mine drainage cleanup. The welcome center and parking lots, Backes noted, sit on an area that 20 years ago was a strip mine.

Meanwhile, the county continues to lease some of the AOAA acreage for mining, so it's not losing out on income, he noted.

Stopping the trash

Backes acknowledged that securing 6,500 acres is difficult, but that with security cameras, gates and placement of rocks and trees, the plan is to control access.

That should stop the abuse that has plagued the area for decades, including dumping "trash on top of trash on top of trash," he said. "We're going to change that."

There has been vandalism to AOAA gates, he said, adding, "We're not going to take that lightly."

Cleanups are scheduled March 29 and April 12 in preparing for the opening.

The focus now is securing funding for and hiring a park manager. The AOAA is also working on a process for vendors and sponsors that will help direct business to local companies but keep a "level playing field," Backes said.

'Sky's the limit'

He noted there are endless possibilities of how the park can impact the community, and the goal is to get

riders into local towns to eat and stay and shop. He's optimistic it can help the economy.

"We don't know where it will go, but it'll go if people get behind it," Backes said. "The sky's the limit on what we can do." The luncheon was sponsored by the AOAA and KPI Technology, Elysburg, and was catered by One Smart Cookie, Coal Township.❖

Reprint from newsitem.com web site (2/19/2014)

Beyond Tool Kits in Field Repair Situations

By Bill Burke

Reprinted with permission

Having a good tool kit is very important, but only half of the solution. KNOWING how to use those tools and spares is equally as important.

CASE IN POINT: Recently, I was leading a club over some rough routes and a few of the rigs were set up quite well. Having all the goodies on the rig made one person in particular feel invincible! He would take all the tough lines and even wanted to climb a very tough section of the route that required winching along with using the lockers on the front and rear axles. Once I guided him over the section, he had to turn around and come back down. While maneuvering to turn around I asked this "well-prepared" person if the ARB lockers were OFF. His answer was, yes! Then I heard the SNAP, CRACKLE, POP of one of the front half-shafts.

DISCUSSION: When using lockers of any kind on hard surface terrain like slick rock, granite faces, large sedimentary rocks and even dry dirt, make sure that they are disengaged, or unlock the front hubs. I usually recommend that a slight throttle bump (or "goose"), or quick tap on the gas pedal will give enough momentum to slacken the gears so that the air/electronic lockers will disengage themselves from the binding that usually occurs when on unforgiving surfaces. BEFORE trying to steer, make SURE that the lockers are actually DISENGAGED, even if you have turned them off!

Once off the obstacle, I used the tire hydraulic jack to lift the front end up—like changing the tire— and diagnosed the problem as the left front axle being broken. Some of the other club members had a good set of tools, but had NO knowledge on how to make a field repair. They didn't have a shop book, or Haynes or Chilton books. The rigs were all basically the same—Land Rover products. Since I carry a tool or two, I began to disassemble the front wheel, rotor, stub axle and exposed the steering swivel housing. Land Rovers have enclosed steering knuckles (CV joints). Sure enough, the CV joint was fragged! Having full-floating

continued on page 9

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. KORC invites new members. 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

Eagle Valley Off Roaders



Lock Haven, PA

Eagle Valley Off Roaders is a family based non-profit four wheel drive club open to all makes and models of 4x4's.

EVOR is committed to promoting stronger family bonds and raising children to both enjoy and respect their environment by maintaining existing public trails and expanding trails on private lands that are open to our use. EVOR participates in trail clean ups and cuttings to help ensure that future generations can enjoy our sport.

www.eaglevalleyoffroaders.com
jim@eaglevalleyoffroaders.com

Mid-Atlantic Jeep Club

Mid-Atlantic Jeep Club

Frederick, MD
Home of the 2013 Maryland Jeep Festival.
www.midatlanticjeepfestival.com
midatlanticjeepfestival@gmail.com



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One "GOLDEN" Raffle Ticket  
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YOU COULD WIN FIRST PICK OF ANY PRIZE  
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# 19th Annual All Breeds Jeep Show

July 19 & 20, 2014 • York Fairgrounds • York, PA

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**4 WHEEL TO HEAL**

[www.4w2h.org](http://www.4w2h.org)

**SERVING OUR  
WOUNDED VETERANS**



## THE EVENT INCLUDES BUT NOT LIMITED TO:

Dirt & Rock Driving Course - RTI Ramp Challenge - Slow Crawl Competition - New Jeeps on Display  
Vendor & Swap/Meet Areas - Family Activities Area - Vehicle Recovery & Driving 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 ALCOHOL PERMITTED INSIDE THE EVENT AREA - DOGS MUST BE SHORT LEASHED!**

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

## HERE ARE SOME OF OUR MANY EVENT SPONSORS



## ■ Beyond Tool Kits in Field Repair Situations

from page 7

axles really is nice in these situations. I removed the broken axle and bits and pieces and began to reassemble the parts.

The question came up, "What if Bill wasn't here?"

One of the club members mentioned he had a special tool kit put together by the shop mechanic back home! Great! PROBLEM was, the owner of this great tool kit didn't know a slip joint pliers from a vise grip and the tool kit didn't have a wheel bearing nut socket or snap ring pliers even if he could figure how to get the rotor off the stub axle!! I am not being condescending here, just stating some important facts.

As mentioned in other field repair articles, at least be somewhat familiar with your rig or go with a group where hopefully someone else will be there to help you. I was responsible for this group so I affected the field repair, a somewhat advanced repair for most 4WD SUV owners, but more common than most Land Rover owners would like to think! Having an ARB locker in the front axle helped with the next few days of wheeling. YES, the rig—once I spent some MAJOR quality training time with the owner, finished the day and did Steel Bender the next day with a missing axle! Love those full floaters!

We were able to air-freight the new axle and miscellaneous parts in and I could install the new axle without a problem at the hotel. Getting all the broken pieces out of the swivel housing was a problem and really the swivel housing should be inspected for damage, but, it was a field repair that allowed them to drive home and 4-wheel the rest of the weekend!

**ANOTHER CASE IN POINT:** While leading a trip over the East side of the Hole-in-the-Rock trail one of my clients was experiencing difficulty on some of the ledges going in the first day. While guiding him up I noticed that the front end was not spinning either of the tires. "Are you in 4WD?" I asked. "Yep," he replied. Hmmmmmm! I strapped him a few times that day and then at camp that night I looked for the reason why the front axle did not work!

**DISCUSSION:** It was a General Motors product with the electric solenoid axle disconnect. The transfer case was in 4WD, but the axle was not getting the signal. Power was going to the solenoid; test light confirmed this. I unscrewed the solenoid and decided that I could shim the plunger out to engage the front axle. I just needed some type of shim. I rummaged through my box of goodies and found a transfer case spacer, kind of like a piece of conduit. I used the hack saw and made the spacer fit to keep the solenoid extended. The front axle worked all day and I was able to guide a

stock 4-door Tahoe to Cottonwood Canyon and the Hole-in-the-Rock viewpoint and back to camp. The owner finally realized what 4WD really can do. For two years from when he bought the used truck, he never really had 4WD! From what he told me, he kept getting stuck in places that he should not have. I really think that he drove that 2WD rig with luck and some skill. Once he had 4WD, was he ever impressed!

Go back to my photo essay, A 4-Wheeling Photo-Essay, and look at the pictures of the items I carry along and by all means get a shop or Chilton/Haynes book to help you figure it all out.

The point is, don't let someone else fix up a tool kit for you without knowing what is in it, how to use the tools, and having a reference manual/shop book to help figure it all out. Also, and this can't be repeated too many times, carry along some special tools like the wheel nut socket or fuel injector puller or whatever. Take a few classes from the local trade school or adult education on basic mechanics and repair procedures. Understand the methods of fasteners and torque specifications. Hang out at the local 4-wheel drive shop; maybe even offer to sweep the floors in hopes that some of the knowledge will rub off on you!

Knowing how to use your rig properly off the highway, knowing how to affect field repairs and knowing when to say when on the difficult obstacles will make you feel more confident when in the back country. It's like if you carry all the right stuff and the proper spare parts, you will never have to use them. That one item you forget, like the toilet paper, will be the only thing you need!

Drive like you don't want to break, like you want to smell the flowers, like you don't want to get greasy, sandy, dirty, like you want to enjoy the scenery, like you get a thrill from climbing that rock face, mud bog, sand hill or dirt road! Watch your tire placement, keep throttle openings to a minimum—don't spin the tires—use the winch or Hi-Lift jack instead of beating the old tired horse. Join a club or go with a trusty guide for a few of the first trips, learn the ropes and get some ideas before you have to actually use them when on your own! And Don't be a stick-in-the-mud! ❖

***TREAD Lightly! Leaving a good impression.***

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Bill Burke's 4-Wheeling America LLC

<http://www.bb4wa.com>



## News Items Wanted

The MAFWDA "Recovery Points" newsletter is always looking for interesting articles and news items for publication. If you or your club has something that you would like to share with other members of the fourwheel drive community, please shoot an email to Mike V (MAFWDA newsletter editor) at [Newsletter@mafwda.org](mailto:Newsletter@mafwda.org) and he will ensure your contribution is included in the next published edition.

"Recovery Points" is published quarterly (Jan, Apr, Jul, and Oct).

## 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.**



The perfect size for your favorite morning beverage or late night brew. Large, easy-grip handle. Treat yourself or give as a gift to someone special.

- Measures 3.75" tall, 3" diameter
- Holds 11 oz.
- Dishwasher and microwave safe

**\$11.99**

## 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 [Secretary@mafwda.org](mailto:Secretary@mafwda.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 [mafwda\\_news@mafwda.org](mailto:mafwda_news@mafwda.org). ❖

## It's Hammer Time!

### STRUGGLE FOR LEGENDARY RACE & JOHNSON VALLEY OHV RECREATION AREA ENDS IN VICTORY

#### ***VICTORIOUS FINISH IN SIX-YEAR CLASH OVER OFF-HIGHWAY LAND***

*Reprinted with permission*

For over six years, a battle brewed over the future of the Johnson Valley Off-Highway Vehicle (OHV) Recreation Area in the Southern California desert. The issue was simple – how to expand the adjoining Marine Corps Air Ground Combat Center at Twentynine Palms while preserving recreation access to 189,000 acres at Johnson Valley. The Marines needed the additional land to simulate brigade-level expeditionary force movements and the Johnson Valley topography seemed ideal for training purposes. The debate reached a crescendo in 2013 and a decision required Congressional approval. As a result of a consistent grassroots effort from the SEMA Action Network (SAN) and many partner organizations, a legislative solution was reached to create a dedicated OHV recreation area and provide land for military training exercises.

Under a provision included within the 2014 National Defense Authorization Act (NDAA) signed into law last December, 79,000 acres of Johnson Valley has been transferred to the Twentynine Palms base. Simultaneously, the law created the "Johnson Valley Off-Highway Vehicle Recreation Area," providing federal protection to over 96,000 acres established in 1980 for OHV recreation by the state of California. It is the first time an OHV area has been provided national recognition. Twice a year, 53,000 acres of the OHV area will be provided to the Marine Corps for 30 days of military training exercises. No dud-producing ordnance will be used at that time in order to assure safety and continued OHV access to the area.

"The SAN commends Rep. Paul Cook (R-CA) for the instrumental role he has played in reaching a



reasonable shared-use solution," said SAN Director Colby Martin. "We joined with a number of other organizations representing the off-road community to support this provision that addresses the nation's

*continued on page 11*

## ■ It's Hammer Time!

from page 11

military training needs while providing access for responsible recreational activities. We consider this ground-breaking provision a positive result for both the OHV community and the United States Marine Corps."



The Johnson Valley OHV Recreation Area will continue to be controlled by the U.S. Bureau of Land Management (BLM). It contains a unique mix of open desert, dry lake beds and formidable rock-crawling formations that attracts four-wheeler enthusiasts from around the world. The area hosts the famous "King of the Hammers" Race, which drew over 50,000 people to the 2013 event. The BLM estimates that Johnson Valley generates more than \$71 million annually for local economies, a number that will continue to grow.

"The agreement preserves California's most important off-road recreation area for future generations," said Rep. Paul Cook. "After years in which off-roaders have lived in fear of the closure of Johnson Valley, this permanently ends the threat of base expansion into off-road areas."

Prior to being elected to Congress in 2012, Rep. Cook served a 26-year distinguished military career in the Marine Corps before retiring as a colonel. He has lived for years in the area that includes Johnson Valley and the Twentynine Palms base and represented those communities in the California state legislature before his election to Congress.

The SAN worked collaboratively with the Off-Road Business Association (ORBA), California Motorized Recreation Council (CMRC), Motorcycle Industry Council (MIC) and Americans for Responsible Recreational Access (ARRA). CMRC includes ORBA, California Association of 4 Wheel Drive Clubs (Cal4Wheel), California Off-Road Vehicle Association (CORVA), American Motorcyclist Association National (AMA), AMA District 36, AMA District 37 Off-Road, San Diego Off-Road Coalition (SDORC), American

Sand Association (ASA) and California-Nevada Snowmobile Association (CNSA). ❖

<http://semasan.com/page.asp?content=sema-action-network-df-2014-spring-johnson-valley&q=SEMAGA>

Article contribution courtesy of the Sema Action Network.

*"Promoting Legislative Solutions for the Automotive Hobby"*

Please visit [www.semasan.com](http://www.semasan.com) to learn of the many ways SAN is protecting the automotive hobby.

## Quote

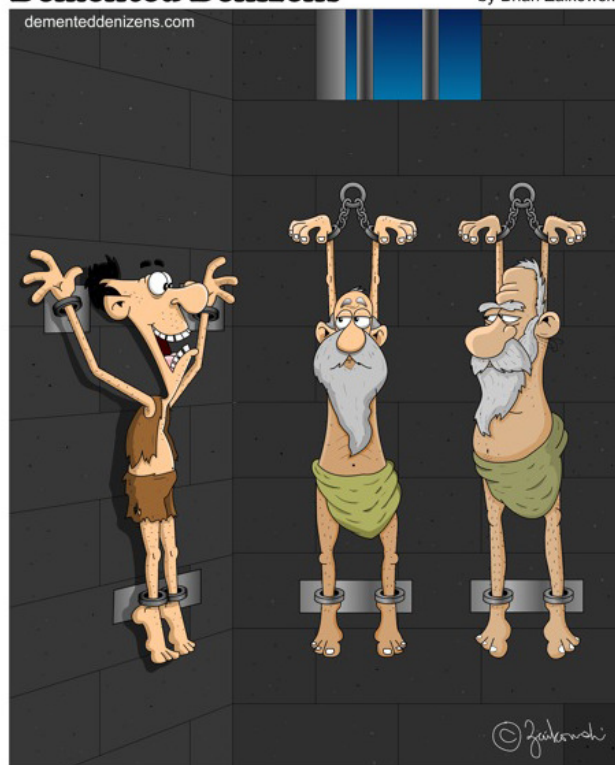
"All our dreams can come true, if we have the courage to pursue them." **[Walt Disney]**

"Being the richest man in the cemetery doesn't matter to me. Going to bed at night saying we've done something wonderful, that's what matters to me." **[Steve Jobs]**

"Our greatest weakness lies in giving up. The most certain way to succeed is always to try just one more time." **[Thomas A. Edison]**

## Demented Denizens

by Brian Zaikowski



Hey! ...We should do something fun!



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