

Recovery Points



The Middle Atlantic Four Wheel Drive Association Newsletter

Volume 5, Issue 3

July 2015

CORE Wheelin' For Hope

Andrew Taylor
CORE President

Wheelin' for Hope has become an event that CORE members look forward to all year. It is a two day guided off-road experience held annually at the Oak Ridge Estate. Rigs from hardcore trailer queens to bone stock 4x4's all tackle the same trails with optional side obstacles for those looking for a challenge. It's a neat way to enjoy the trails with a variety of vehicles and people of all backgrounds and skill levels! Proceeds from the event, hosted by the Relay for Life of Nelson, Virginia, go to the American Cancer Society. Of the 200 vehicles on the trail this year here is who attended from CORE.

- Andrew and Cherie Taylor – Silver Nissan Xterra
- Fred Granruth and Shelley Fitch – Green Chevy Tahoe
- Kevin and Kelsey Barnes – Black Land Rover Discovery
- Robert Rixham – Silver Toyota 4Runner

This year's adventure started long before we got there. Kevin's axle had broken a few weeks prior to the event

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

I Do Not Believe You Will Find This So Boring

Preston Stevens
Director Conservation/Land Use

I will try to keep this right to the point. First, the not so good news. The Baltimore 4 Wheeler.org domain is officially closed. At this time, I do not know what the status is of the club. Over the years I made friends with some of the finest people I have ever known and they were like a second family. My three daughters all remember those times as some of their best times. The Campouts, George Washington National Forest rides, United Convention, Savage River State Forest Fall Foliage Runs and Snow Runs, crab feasts, skunk runs, Christmas parties, long distance trail rides and even national recognition, including write ups in 3 national magazines. B4W had and maintained the respect of land managers on the state and federal levels. The group was very close. Everyone helped each other and cared for each other's well-being. We even saw our members get married and raise their children.

In all of those years, never a serious injury on a trail ride. No one, I mean, no one within the club was ever left behind on a trail ride. Even if it meant we all sat around the campsite waiting for someone to come back from town with a part to do a repair, we all hung tight.

Our monthly meeting were some business, but mostly a very nice social event. We even showed videos of recent trail rides. Thus, no one was left out.

The OHV Extravaganza became a favorite of many to attend. Our close work with the Camp Jeep was well received. Our group traveled all the way to Reno, Nevada and did the Rubicon together, as well as the United Convention. Other clubs, nationwide wanted to know how we could do that.

We put on heavy campaigns in the name of land use. We won some, we lost time. But our folks hung tough. Our volunteer work on public lands had us featured in a National Forest tabloid. We were on Channel 9 in Washington, D.C. I was at a United BOD meeting in California and folks from the hosting club saw my tee shirt and said, "I have heard of you guys."

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■ CORE Wheelin' For Hope

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and was in Utah being repaired under warranty just days before the event! Meanwhile I was spending 2 weeks trying to get new Uniballs for my UCA's (the liners had come out) which came in Thursday morning. Both of our vehicles were in the shop til noon on Friday! Kevin had also just finished getting new shocks and new 35" tires (from 33's) which he was eager to try out. With parts installed we all descended on Oak Ridge from our own directions (WV, VA and MD) and met up at the field for camping and got a nice little spot at the far end. Friday night was spent checking in, catching up, setting up, and just hanging out into the evening.

Saturday morning Fred hopped in with Robert and Shelley in with Kevin, the trails were going to be a little intense for the Tahoe.

During the raffle the announcer said that the catering trucks were now also helplessly struck in the field and would also need towed out. The crowd assembled for the raffle started chanting "Land Rover! Land Rover! Land Rover!"

As we pulled into the field where we all line up in groups the precipitation started. Not only a light sprinkling of rain, but also sleet. After the drivers meeting we all hopped back in our vehicles and away we went into the drizzle and sleet. Our first major obstacle of the day would be going down CJ5 hill into the stream at the bottom. Our group handled this without any issues and we continued on. We looped around for a bit on various trails, eventually making it back to CJ5, this time to go up it. Again no one in our group seemed to have any issues which was surprising considering this obstacle is a big knobby and wet rock face!



Just before lunch we came to another stream crossing. This one required a steep downhill descent on a muddy hill, cross a stream 2 feet deep, and then on the other side try to climb out on a rutted out muddy hill! We quickly figured out the way to do it was give it some gas coming into the hill as you cross the stream and stay on the gas until you were up onto the bank.

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■ Not So Boring Program

from page 1

Yes, they some of the best times of my life. I just hope those remaining folks at B4W can pull it back together. What a unique treasure to lose.

Good News!

Okay, this is for Maryland and my apologizes for not having anything for Pennsylvania. I know the PA Jeeps has been doing good stuff.

I am the Vice President of the Maryland OHV Alliance. The Alliance is on a major roll. Great things are happening. The only down side is it just does not happen fast. I truly wish I could take credit for all of this, but it has been largely due to the efforts of Ken Kyler, President, Mike Twigg, past President and a few others. While I have played some role, these guys have really performed some great work and figured out a way to balance their daily jobs and special family needs to pull this off, and much of this out of their own pockets.

They have met with the Garrett and Allegany County Commissioners and trails folks. They have met with town mayors. Politicians and merchants. Thus, gained their support. Ken organized and extremely successful social that included politicians, DNR and merchants. We have their ear and support.

What exactly is going to happen first, I do not know. But, Ken has managed to get their mouths watering with the thought of OHV coming into their areas. The DNR is supporting our efforts to some extent. Really, more than you would ever think.

We have a new Governor and Secretary of the DNR. They are paying attention to us.

High up on the radar is Kitzmiller, Md. Lupa Tana , some call it. Others know the property as Wolf's Den. If this happens, there will be plenty for everyone. It would be very much like to old Paragon. Plus, this is near the Potomac State Forest, Jennings-Randolph Lake, Back Bone Mountain, the Potomac River, Savage River and not so far from Deep Creek Lake.

Other properties are in the works. Still, everything has a minor road block and details to be ironed out. There is still a hard push to get Green Ridge re-opened. That will be a more difficult nut to crack, but I am hoping it would start with licensed four wheel drive vehicles and then keep looking to the future.

There is a section of the Savage River State Forest slated to be a small camping area and OHV playground. This is being developed as I am writing this. While maybe not so much geared toward us, it is a real start.

THE SEEDS HAVE BEEN PLANTED. LET'S HELP TO MAKE THEM GROW.

Do you want to see this happen? Very simply, write or e-mail the Secretary of the DNR. You can write in general terms or if you want, nail down some specifics. Let our new Governor know as well how you feel. Speak in terms

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■ CORE Wheelin' For Hope

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While this worked, each vehicle was shooting muddy rooster tails up and out across the stream, slowly making the ruts deeper for those of us at the back of the group! Kevin and Shelley were the first from CORE to attempt it. With a little bit of speed he hit a dip in one of the ruts and both front wheels bounced skyward! Luckily he did not roll backwards into the water. With a little less speed going in and more gas once he was on the hill he climbed up with less excitement. Cherie and I seemed to have little issue on the banks which was nice. Next a non-CORE Jeep and then Robert and Fred in the 4Runner. By this point it was pretty rutted out and Robert pretty effectively buried the front end into the hill.

The Jeep in front of him didn't have the weight or power to pull him up out of the water on his own, so I attached to the front of the Jeep and together we pulled Robert and Fred up out of the water.

After our late lunch we looped around some more on the trails. Eventually we made our way to an area with a rutted out muddy hill directly ahead. We quickly figured out that only those with lockers seemed to have a chance. Those without were going to pull over on a side trail until the guide to get them out another way. Well one more guy without lockers wanted to give it a try, and try he did with speed and gusto, until he popped out of the rut and right into a tree halfway up. Most people seemed sad he had hit his fender on his Wrangler, but more importantly he had broken the end off his tie-rod, so his wheels were pointed in opposite directions! Around this time someone else who had managed to get to the top of the hill had then slid precariously close to the edge of another section of the trail that looped back down the hill. We had 2 stuck vehicles, it was starting to rain harder, and it was a little after 3:30pm and we were supposed to be off the trails by 4!



Kevin and I worked out a plan with the trail guides and we got everyone turned around, with the tail gunner now leading everyone out. Kevin and I stayed behind with the trail guide to help the one stuck vehicle (the guy with the tie-rods would have to wait for new parts).

Kevin drove as far as he could up the untouched portion of hill to get to the stranded Jeep on the ledge,

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MAFWDA Recommended Businesses

The MAFWDA membership recommends these local businesses for your four wheel driving accessories and services. 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

Extreme Terrain



Your online retailer of aftermarket Jeep Wrangler parts and accessories headquarter just outside of Philadelphia, PA. ExtremeTerrain is staffed with enthusiasts dedicated to customer satisfaction.

www.extremeterrain.com

7 Lee Blvd, Suite 100
Malvern, PA 19355
1-800-988-4605

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

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

President@mafwd.org

Vice President – Bob Weaver

VicePresident@mafwd.org

Treasurer – Larry Pope

Treasurer@mafwd.org

Secretary – Mike Vincenty

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

CORE HATFIELD-McCOY/WV TRIP

July 4-5

Hatfield-McCoy Trails
8053 Leesburg Pike
Williamson, WV

Contact: Andrew Taylor

Email: taylor@core4x4.org

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

CORE CLUB MEETING

July 19, 3PM

On the Border Restaurant
8053 Leesburg Pike
Vienna, VA 22182
703-734-9512

Guests welcome!

Contact: Andrew Taylor

Email: taylor@core4x4.org

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

PA JEEPS 20TH ALL BREEDS JEEP SHOW

York Fairgrounds
York, PA 17404
July 18, 19

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

■ CORE Wheelin' For Hope

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eventually losing traction and winching the rest of the way up. Once up there we winched the Jeep back toward Kevin, in the process getting Kevin stuck in the mud. Eventually I would setup the Xterra at the bottom of the hill to winch both of them back and then down the hill using a snatch block on a tree. We were all out of there by 4:30 somehow!

Mud would be the word of the evening. By the time we got back to camp people were getting stuck in their trail vehicles in the camping field! One particularly slick spot was right in front of our tents. Kevin started towing people back up the hill (he really likes his new tires btw) and apparently got noticed doing it. During the raffle the announcer said that the catering trucks were now also helplessly struck in the field and would also need towed out. The crowd assembled for the raffle started chanting "Land Rover! Land Rover! Land Rover!" I went with Kevin and we got his vehicle, and an extra strap and gloves. I'd hook up the vehicles and he'd tow them out, then come down for another one! In the end Kevin and I hooked up and towed out their refrigerated box truck, 1 small trailer, a Chevy 2500 with 4000lb trailer, and a Ford F-350 with an 8000lb trailer (that one we hooked up a 2nd tow vehicle for) and a small truck that was in the way but stuck. By the end of the night Kevin had towed about 15 vehicles including the caterers, and we were all covered in mud!

When we returned back to camp we found out I had ironically won a recovery kit in the raffle and Shelley was the proud new owner of a Hi-Lift! We discussed our plans for the next day, but between the exhaustion from basically constantly recovering people since 3:30pm and the fact that the trails were going to be covered in slick mud again tomorrow (it was raining harder and harder as the evening progressed) we all decided to not hit the trails on Sunday.

Sunday morning we found that many had come to the same conclusions. As if to reiterate the wetness we had one more good strong shower for an hour or so just before we all got up. We all packed up during a lull in the rain. The packing took closer to 2 hours instead of the 1 it would normally take. The mud just made every movement slower. The Tahoe got stuck on the way out so Kevin got one more tow in as we headed to a gas station nearby to air up and gas up. Kevin discovered his tires valve cores were not sealing and all weekend his valve caps were what had been holding the air in his tires! After a quick McDonald's breakfast we all said our goodbyes. Once again our trip to Oak Ridge Estates was nothing but adventure!

Andrew Taylor ❖

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■ Calendar

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9TH ANNUAL MASON-DIXON WILLY'S JEEP GATHERING

3311 Littlestown Pike,
Westminster, MD 21158

October 25, 2015

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

MAFWDA POTOMAC STATE FOREST CAMPING AND WHEELING WEEKEND

Potomac State Forest, MD

August 14-16, 2015

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

EVOR CLUB MEETING

August 28, 2015, 7PM

Bald Eagle State Park, Howard, PA

Guests welcome!

Contact: Chuck Bloom

Email: Cb.Sb@hotmail.com

Web site: <http://eaglevalleyoffroaders.com>

EVOR WHEELIN 4 WISHES

October 10, 2015

Wheelin 4 Wishes benefit ride to benefit the Make A Wish
Foundation

Contact: Chuck Bloom

Email: Cb.Sb@hotmail.com

Web site: <http://eaglevalleyoffroaders.com>

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

Do we have your email?

As a member of MAWDA, 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 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
mafwda_news@mafwda.org.

■ Not so Boring

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of economic benefits, family experience, past
experiences and well, because as a tax payer, this is
what you and your family want. If you can, let your state
delegate(s) and Senators know. Ask your friends and
family for help with this. Of course, do not in any way
expect results right away. But, you doing this will increase
their awareness that there is an increasing need to make
this happen sooner, than later. Savage River is nearly a
year behind. That should not be.

Lastly, please visit the Middle Atlantic booth at PA Jeeps
All Breeds of Jeeps Show this July, rated one of the top
ten must do four wheel drive events in the nation. ❖



Preston Stevens is the MAFWDA Director of
Conservation & Land Use. He is also a member of PA
Jeeps.

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 and he will ensure your
contribution is included in the next published edition.

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

See Something Missing Here?

Where is your club contribution to this
newsletter? Where are your trip reports
pictures and events? Folks in MAFWDA are
interested in hearing what your club is up to
and also in participating.

MAFWDA Potomac State Forest Four Wheeling Camping Weekend 8/14-16 2015

Preston Stevens

MAFWDA Land Use Director

I do not see any changes at this time. I know some of you are thinking, "work, I do enough of that all week." I get that. What we do is not all day and the folks that go, always seem to make it a fun time. The pay backs are direct and fast. An outstanding place to wheel in a very special place (especially, to me and my family), great camping and tons of opportunities to do whatever outdoors in a beautiful area. The site is reserved from the 11th thru the 19th. It makes for a dandy family vacation. You are more than welcome to share this experience with my family and I beyond the weekend. Of course, you can do your own thing, too. Sadly, when you all come up during the weekend only you miss the other 90% of the reason we choose this as our vacation destination. If any of you choose to come up early, I only ask one tiny favor. Just let me know, if you can, so we know to expect you. On a few occasions we did have a few try to horn in our site while we are there. Again, a great family spot. Generally, great weather, great air and great people.

DESCRIPTION OF TRIP: This is a family oriented trip, which features outstanding primitive (dry) camping, in the woods, excellent scenery, very enjoyable four wheeling on old wooded CCC roads, possible swimming, fishing, unique shopping opportunities and a great chance to do some team conservation work.

We may do some wheeling on Friday. Keep in mind, we will be wheeling on some routes rarely traveled. So, if you have a chain saw or bow saw, gloves and safety glasses, please consider bringing them along.

Lunch will probably be at the campsite. Then some more wheeling. Dinner. Then, do some more wheeling or swimming and then some nice campfire. Sunday, will feature some more wheeling, possible swimming, etc. Monday, chill out day. Shopping, fishing and packing.

I have reserved the site from August 11th thru the 19th. You and your friends and guests are more than welcome to come up earlier and/or stay later. You very well may be on your own at those times. Trust me, there are far more things to do than time to do them. I very much recommend the extended stay. We have been doing that for decades, now. The most difficult time is going home.

TERMS AND EXPECTATIONS TO WHEEL ON THIS TRIP: This is a very unique opportunity. Once again, we will be provided unique access to trails. Some may

be open during Deer Season, some others for snow mobiles, some never open. Otherwise, they are gated closed. Please keep in mind, the only time you can have access there, is with this outing. If you venture out there on your own, you will be cited and worse than that, stand to cause all of us to lose that valuable access. This is almost too good to be true. So, let's make sure that is never becomes just that.

Historically, we do a bit of trail related volunteer work on that Saturday Morning in return for some fun, family wheelin'. Last year, we were still working on re-opening our favorite routes that Super Storm Sandy 3 years ago, had closed with 30+ inches of very heavy, wet snow. Everyone there last year said they still wanted to finish what we started. If Forest Manager, John Denning is still good with that, then that is our plan.

Everyone worked very hard last year. Still, we are not sure if we got to the "intersection". My goal is for everyone not to work as hard, yet complete our task. Still, the wheeling just to do that was really good and fun. This road, currently is not maintained, so really, it is up to us.

DESCRIPTION OF FOUR WHEELING: The roads we plan on using are typically very tight, little used old Jeep trails, often there from either the C.C.C.'s work, old timber operations or another multiple use trail, such as a snowmobile route. Some have not seen any sort of maintenance in 20 to 30 years or more. In most cases, a stock Jeep can handle most of these roads. There are a few difficult sections that may be an issue or fun if you will. Yes, there are sections that may be too much for a bone stick 4x4. Skid plates and tow hooks are certainly a must on many of these routes. They feature some rocks, steep grades and sometimes wash outs. We will wheel on Saturday and some years on Sunday, morning.

RULES: Tread Lightly! Or not at all! Everyone will air down, no exception. If you get hung, up, do not rip up the trail. If we mess them up, they will be closed. . No Alcohol on the trail rides. No exceptions! Pets are permitted. Owners must keep control of their pets and clean up after them. No independent wheeling. We go as a group, only.

FISHING: There is fishing in Laurel Run, the Potomac River or several other areas outside of the Laurel Run/Wallman area. The Jennings Randolph Lake and Youghiogheny River Lake are excellent places to take any kind of small to medium sized power or non-power boat. Jennings Lake is a beautiful, unique place to boat, swim and fish. It is rarely, if never crowded. It is loaded with fish. They just do not always bite. Broadford Lake and the Savage River Reservoir require the use of an electric motor or paddles. You can fish from the bank or pier at Broadford. Of course, there is Deep Creek Lake. There is a small usage fee

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■ MAFWDA Potomac State Camping Event

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at each location. Excellent fishing there. You must have a Maryland Fishing Fresh Water License. Also, a trout stamp to fish the River and Laurel Run, if over the age of 16.

SWIMMING: Last year was not so good to go swimming. It never got out of the 70's on the warmest day. Yet, most years, it is great. There is a nice swimming hole in the Potomac River that is a local favorite.

CAMPING: There are NO hook ups. No set camping pads on our site. There is a concrete outhouse in easy walking distance from the site, but not too close. The ground is rocky. You will actually be camping under the trees. Typically, it is 10 to 20 degrees, or more cooler than in Baltimore. Even 5 to 10 degrees cooler than Oakland.

The camping fee is for the entire site. Thus the cost will be divided up amongst the attendees, based on camping families/units. Where you camp is first come, first serve. In short, camping is really inexpensive. The more that camp, the cheaper it is.

MOTELS: There is one right in Mountain Lake Park. I have to be honest with you. I know very little about it or how nice it is. There are a few right in Oakland, as well. The one in Mountain Lake Park is right near an auto parts store. How can you beat that?

AUTO PARTS: There is a nice auto parts store right in Mountain Lake Park and there is a Ram/Jeep Dealer in Mountain Lake Park and other parts stores and dealers in Oakland. These seem to be real good folks. Still, try to make sure your vehicle is in good, well maintained order. For yourself and others with you.

WEATHER: Garrett County is the wettest region in Maryland. So, rain is not out of the question. The temperatures may range as high as the upper 80's (rare) to as low as the low 40's at night. If it is very humid, (possible, but not typical,) Avon's Skin So Soft or a good bug repellent can save your trip. Bring extra clothes. Trust me on that one. Yet, normally, they are not an issue.

ITEMS TO BRING:

Required

Your own water, camping gear or Motel reservations, food and cash to go toward the group camping site.

Tow hooks on your rig (Yes, folks have indeed needed a pull)

Tire Air gauge (Take my word for it, airing down is a huge help, besides protecting the resource)

Spare Tire and Jack (A plug kit is not at all a bad idea.

Guess how I know that)

Start out with a full tank of gas. (Please fuel up before getting to the campsite. There is a BP station in site of the turn off to Route 560. You probably will not burn that much. Still, you do not want to have to cut your day short due to low fuel)

Recommended gear

31" tires or a bit larger, all or mud terrain (not a must, but you may have to fore go one or two routes with smaller tires)

Skid plates (some routes are very rocky)

Flash light(s) (It gets dark there. Real dark!)

Matches (old school, but when you need them, you need them)

Small travel cooler for trail ride snacks and cold drinks (no alcohol on trail) (I recommend a soft cooler)

Sun glasses (hopefully, they would be a must)

Hat (trust me, it can make for a better trip)

Sun screen (even in the mountains, you can get a sneak attack sunburn)

Bug repellent (usually not an issue. But, we have been known to use some)

Extra water (Think primitive camping. You may want to wash up, as well as for cooking and drinking. Sometimes it is simply too chilly to swim)

Extra toilet paper (We are not the only ones that use that outhouse. Plus, always keep a roll in your vehicle)

Air Compressor (It can make a trip just a bit nicer last year)

Rain gear (That way, it will not rain. Sounds good, anyway.)

Tarp to cover your tent (Same reason as the rain gear. Besides, it is really loud in a heavy rain. LOL)

Bow and/or chain saw (please bring and use your safety gear when using the chain saw)

Work gloves (They can really make it easier to do this work and save your hands)

Tools, especially to disconnect sway bar and a hammer for tent stakes.

(Unfortunately, I have had to use mine on numerous occasions)

Chairs for sitting around Camp Fire (To me, one of the highlights of the weekend. Being around the campfire with friends and family)

CB radio (channel 34) (It is way more fun being able to communicate with each other on the trail)

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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
<https://www.facebook.com/core4x4>
info@core4x4.org

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

Are you missing something? Where is your club? If you would like your club to be represented here, contact Mike Vincenty at secretary@mafwda.org for information on how your club can join and contribute to MAFWDA.

■ MAFWDA Potomac State Camping Event
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Cell Phone (service has improved a lot at the campsite, maybe not so much so in the lower areas) (Stand in the clearing and point your right hand toward the satellite and lift your left foot up 6" and talk real loud)

Lantern (Hey, they are a big help there)

First Aid Kit (Just so you will not need it. Consider one with a snake bite kit. We never needed one. But, they are there. There is a reason the one road is called Rattlesnake Ridge)

Camera (Come on, this is Garrett County and you will be with great friends. Need I say more?)

DIRECTIONS: Will be provided on MAFWDA web site

WHO CAN ATTEND: All Middle Atlantic Member in good standing, potential member and invited guests are welcome. All attendees are expected to follow the rules of Tread Lightly! And help out with the work detail, as long as they are physically able. If you are unable to help, do not let that stop you from coming up. We all understand. Please contact me (Preston) as to let me know that you and your guests are coming up, including a vehicle count. It simply helps me to lay out the trail ride schedule. I encourage you to bring the entire family up and friends. It is an outstanding family location. There literally tons of things to do in Garrett County.

This is one of the nicest areas that you will ever get to wheel and camp at with your entire family. I look forward to hearing from you. If you aren't sure if you are in the right spot or are struggling finding your way there, my Cell Phone Number is (Verizon) 443-605-3573. Remember, I may be in a location when you call, that has poor or no signal. Just keep trying and by all means, leave me a message with your phone number.

I will be posting updates, as they occur. Please, do not for a moment hesitate to contact me with any questions.

See you there! ❖



Preston Stevens is the MAFWDA Director of Conservation & Land Use. He is also a member of PA Jeeps.

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.



- Dark T-shirt
- 100% preshrunk cotton, Charcoal Grey is 50% cotton/50% polyester
- Crew Neckline
- Standard Fit
- Machine Wash Cold

\$21.99

Quote

"Look up at the stars and not down at your feet. Try to make sense of what you see, and wonder about what makes the universe exist. Be curious." **[Stephen Hawking]**

"When a thing is done, it's done. Don't look back. Look forward to your next objective." **[George C. Marshall]**

"Government's view of the economy could be summed up in a few short phrases: If it moves, tax it. If it keeps moving, regulate it. And if it stops moving, subsidize it." **[Ronald Reagan]**



I Don't know how much more devil's food cake I can eat!

The Recreational Trails Program (RTP)

What is the Recreational Trails Program?

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Who administers the program?

The RTP is an assistance program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). Each State administers its own program, usually through a State resource or park agency. Each State develops its own procedures to solicit and select projects for funding. Each State has a State Recreational Trail Advisory Committee to assist with the program. In some States, the committee selects the projects, in others, the committee is advisory only. See the State contact list.

How much money is available?

Congress authorized the RTP for \$60 million in 2005, \$70 million in 2006, \$75 million in 2007, \$80 million in 2008, and \$85 million 2009. FHWA may use up to \$840,000 annually for program administration and trail related research, technical assistance, and training.

The remainder of the funds are distributed to the States. Half of the funds are distributed equally among all States, and the other half are distributed in proportion to the estimated amount of off-road recreational fuel use in each State: fuel used for off-road recreation by snowmobiles, all-terrain vehicles, off-road motorcycles, and off-road light trucks. Please visit the FHWA's [website](#) for funding levels for current and previous years. You are also able to see how much each State received.

For more detailed information on the RTP, access the RTP Page on the [Federal Highway Administration](#) (FHWA) web site.

Plan Approved to Modify Wildlife Protection Buffer

Cape Hatteras National Seashore

From: <http://obpa-nc.org/joomla/>
Reprint

Editor Comment: Many members of MAFWDA and its

membership clubs have a particular affection for the Cape Hatteras National Seashore with all that it offers those who love the outdoors and off-road opportunities. I have included this reprint as a show of support for those organization that are working hard to keep OHV access open for all to enjoy.

The National Park Service has approved a plan to modify wildlife protection buffers at Cape Hatteras National Seashore (Seashore) as required by Section 3057 of the Defense Authorization Act of Fiscal Year 2015, Public Law 113-291. **(A law supported by NCBBA, CHAPA, OBPA, CHAC & others.)**

The selected plan includes modified protection buffers and provides corridors around buffers for many species, including American oystercatchers, Wilson's plovers, piping plovers, colonial nesting waterbirds, and sea turtles. The plan maintains protections for wildlife along the seashore by augmenting the seashore's monitoring and on-the-ground management program. Additionally, the Seashore will be hosting workshops in the future to refine scientific monitoring and research towards improving adaptive management.

While it is expected that these changes will provide additional public access during wildlife nesting seasons, access to all areas of the Seashore at all times may not be possible, even with the decision to modify wildlife buffers; multiple species may nest in close proximity to each other and there are times where ORV corridors cannot be provided due to local geography. Parts of the selected alternative may be implemented during the summer of 2015, while the entire plan will be implemented in 2016, once additional staff are available to help intensively monitor and manage wildlife protection buffers and corridors.

The plan was approved by Stan Austin, the Director of the Southeast Region of the National Park Service, completing the National Environmental Policy Act and Environmental Assessment (EA) process which began earlier this year. The EA and FONSI were prepared in close coordination and consultation with the U.S. Fish and Wildlife Service and North Carolina Wildlife Resources Commission and in consideration of public input that was received during the public review period.

Superintendent David Hallac stated, "Wildlife protection buffers described under the plan's selected action will continue to protect wildlife species while providing additional flexibility to allow access to pedestrians and off road vehicles."

A brief summary of the selected plan is as follows:

• For **American oystercatcher**: There will be an ORV corridor at the waterline during nesting, but only when (a) no alternate route is available, and (b) the nest is preferably at least 50 meters, but no less than 25 meters from the vehicle corridor. Buffer reductions

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■ Wildlife Protection Buffer

from page 10

and corridors will only be implemented with at least twice daily monitoring to ensure that the area can be managed appropriately when chicks hatch. Buffers for nests and unfledged chicks will stay the same as they are now.

- For piping plover and Wilson's plover: The buffer during nesting will be reduced from 75 meters to 50 meters for both pedestrians and ORVs. For unfledged chicks, the buffer will be reduced from 300 meters to 100 meters (pedestrians) and from 1,000 meters to 500 meters (ORVs). Where the standard 500 meter buffer blocks ORV access, the buffer may be reduced to no less than 200 meters to allow an access corridor along the shoreline. Buffer reductions when chicks are present will only be implemented with intensive monitoring by qualified staff.

- For least tern: The buffer for unfledged chicks will be reduced from 200 meters to 100 meters for both pedestrians and ORVs. The buffer during nesting would stay the same. Buffer reductions and corridors will only be implemented with at least twice daily monitoring to ensure that the area can be managed appropriately when chicks become mobile.

- For common tern, gull-billed tern, and black skimmer: The buffer for these species during nesting and when unfledged chicks are present will be reduced from 200 meters to 180 meters for both pedestrians and ORVs.

- For sea turtles: The expansion buffer will be reduced to 30 meters (15 meters on either side), and, when light filtering fencing is installed, 5 meters minimum behind the nest. In the absence of an existing corridor, the shorter buffer behind the nest may allow ORVs to travel behind a nest where sufficient beach width exists. Where a turtle nest blocks access during the hatch window from one ORV area to another and no way around the nest exists, ORVs may drive in front of the nest only when qualified staff are regularly monitoring the nest for signs of hatching and available to remove ruts in front of nests on a daily basis.

For nests laid prior to June 1, the Seashore will retain the option of not expanding the buffer until day 60, unless signs of hatching prior to day 60 were detected. For nests laid after August 20, the Seashore will retain the option of not expanding the buffer for nests that block access to ORV passage.

On the rare occasion that a sea turtle nest is laid in such a location as to completely block ORV ramp access to and from an open section of beach where there is no ability to provide a corridor or other route around the nest, that nest may be relocated to an area that does not block access.

The buffers and corridors proposed in alternative B are

contingent on NPS having the resources (funding and staff) to perform intensive or increased monitoring to protect species. In cases where resource management personnel document adverse impacts to resources greater than those described in this EA, the Seashore would retain the discretion to revert to the resource protection measures in the ORV FEIS.

Alternative B only makes changes related to the review and modification, as appropriate, of wildlife protection buffers and the designation of pedestrian and vehicle corridors around buffers. All other aspects of the ORV FEIS remain unchanged.

Later this summer, the Seashore will commence a public process to consider modifications to the final rule on off road vehicle management (2012).

Specifically, the Seashore will consider changes to the final rule related to: morning openings of beaches, the time periods open for use of seasonal off road vehicle routes, and the size and location of vehicle free areas.

Additional information and a copy of the FONSI and related comments can be found here:

<http://parkplanning.nps.gov/document.cfm?parkID=358&projectID=56762&documentID=66763>

Neither NCBBA nor OBPA or CHAPA fully support the published plan and will comment at a later time. We suggest that you read and familiarize your selves with the rules that will be implemented. ❖

Hatfield-McCoy Trails Economic Impact Report

From:

<http://www.trailsheaven.com/About-the-TRAILS/Economic-Impact-Report.aspx>

In the Summer of 2014, Marshall University's Center for Business and Economic Research completed an updated Economic Impact Study for the Hatfield-McCoy Regional Recreation Authority. The first Economic Impact Study was completed on 2006. Research gathered for each of these studies reflect the impact on the Hatfield-McCoy Trail System's project area and Southern West Virginia. Click [here](#) to view and print the results for each Report.

Select highlights from the report executive summary are impressive and included here demonstrate the value of state and local government supporting expanded OHV access.

The Hatfield-McCoy Trails project is a network of outdoor recreational trails located in seven historically economically distressed counties in southern West Virginia. Originally established to promote statewide and regional economic development opportunities, the network opened in 2000 with three trail systems and nearly 300 miles of cleared trails.

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■ Hatfield-McCoy Trails

from page 11

Today, the Hatfield-McCoy Trails have expanded to include a total of eight trail systems totaling more than 700 miles of trails usable by ATVs, UTVs and off-road motorcycles.

Plans for the next five years include additions and enhancements to the trail network.

Estimated Economic Impact

The diverse network of trails draws thousands of visitors into the project area each year. Non-local visitor spending, coupled with annual expenditures to maintain the function and operation of the Hatfield-McCoy Trails, stimulates the local economy and the State of West Virginia by extension.

Quantifying the value of the input lays a crucial foundation in better understanding the economic and fiscal benefits of the presence of the Hatfield-McCoy Trails in West Virginia.

The analysis indicates that the nearly \$1.7 million in spending conducted by the Hatfield-McCoy Trails for day-to-day operations generated an additional \$1.6 million in economic activity within the State, for a total operational impact of \$3.3 million. Even more notably, the Hatfield-McCoy Trails bring non-local visitors to the area whose spending is estimated to generate an additional \$19 million in economic activity in West Virginia. **Together, the total estimated economic impact of the Hatfield-McCoy Trails is more than \$22 million.**

In addition to the dollar value of economic activity, the Hatfield-McCoy Trails supports employment and thus provides earnings. The Hatfield-McCoy Trails directly sustain 22 full-time equivalent (FTE) jobs year-to-year, and can be credited with **supporting a total of approximately 237 FTE positions across the State.**

The economic activity generated by the Hatfield-McCoy Trails' operations and visitors also yields tax revenues. **Direct employment related to the Hatfield-McCoy Trails impacts the state and local tax base by nearly \$120,000 annually.** When considering the estimated total employment sustained by the presence of the Hatfield-McCoy Trails, an annual state and local tax benefit of more than \$455,500 is estimated. An Additional fiscal benefit to the State of more than \$1.5 million is estimated as a result of non-local visitor spending while visiting the Hatfield-McCoy Trails.

Economic Impact Change Since 2006

Since the first analysis in 2006, the total economic impact of the Hatfield-McCoy Trails has grown by 74 percent. This growth reflects not only the expansion of the trail system but also of the additional economic

activity generated, as indicated through the larger indirect and induced effects of the initial spending.

Rider Survey Results

In addition to providing data for estimating the visitor spending impact of the Hatfield-McCoy Trails, the rider survey indicated largely positive experiences among riders. The vast majority of respondents reported a good or excellent experience with the Hatfield-McCoy Trails overall, and more than 97 percent of riders surveyed would recommend the Trails to others.

Conclusions

Beyond the quantitative analysis of the economic impact, it is apparent that the presence of the Hatfield-McCoy Trails provides many intangible benefits to the region and the State of West Virginia as a whole. Although not quantified in this report, these benefits speak to the value of the Hatfield-McCoy Trails and their importance. Off-road trail sites, such as the Hatfield-McCoy Trails network, provide visitors with recreational benefits and promote recreational activity (Maine Department of Transportation, et al. 2006).

The Hatfield-McCoy Trails also provide benefits to landowners through public-private partnerships. By entering into such agreements, land owners are provided insurance, professional management services and law enforcement. By extension, continual development of the Hatfield-McCoy Trails will continue to improve the aesthetic value of the area and promote additional development in many other sectors of the local economy.

The presence of the Hatfield-McCoy Trails in southern West Virginia has benefited the local economy and the State for more than a decade. Through the continual development and enhancement of the trail system and other amenities provided by the Hatfield-McCoy Trail network, the economic and educational wellbeing of area residents has improved and is likely to realize continued improvement in years to come. ❖

Editor comments: This comprehensive report demonstrates the tremendous economic benefits OHV access brings to local and state communities. The Hatfield-McCoy trail system serves as model for economic development while at the same time providing needed access to trails and resources for those families and outdoorsman that who are passionate about OHV activities.

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