

Recovery Points



The Middle Atlantic Four Wheel Drive Association Newsletter

Volume 2, Issue 2

April 2012

CORE New Years Day Trail Ride

The annual wheeling event continues

Paul Lepine

CORE member

January 1, 2012. What a perfect day for CORE members to start the New Year with good friends and good wheeling. Every year CORE members get together on day 1 to solidify wheeling good fortunes for the next 12 months. This year would be no exception. In the past, CORE had chosen an easy stock friendly trail, but as luck would have it, they're all closed now. So what better way to start things off than a trip to Rausch Creek!

The usual meeting spots were advertised, the Exxon in Urbana, MD. and the truck stop at exit 77 just north of Harrisburg, PA. Members in attendance were:

- Paul L (Silver LJ Rubicon)
- Jeff M (Blue JK Rubicon)
- Jay N (Blue JK Sahara)
- Bob (Blue TJ Rubicon)
- Paul W and Juliette (Green Chevy S-10)
- And Guests Larry P and Berna (Blue JK)

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

President's Message

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

Preston Stevens

MAFWDA President & PA Jeeps member

While it may not seem like it, there are a lot of things going on regarding our future. Amazing as it may seem these days, there is a lot of very positive news. Mind you, many of us may not be able to put fuel in our rigs. Still, there is news coming over the horizon that may very well rekindle the enthusiasm toward recreational four wheel drive.

At the end of February, I once again attended an ORV Stake Holders meeting. This one was far more positive than the other ones that I had attended. There has been some honest progress made. Much of that is due to the aggressive nature of some of the other groups' representatives that has them driving hard to follow up on potential leads. I mean, even knocking on land owners' doors, contacting local elected representatives and corporate land owners. Lord knows, I certainly wish I had that kind of time on my hands.

One area that is literally only months away from becoming reality is an area referred to as Antietam. Yes, it is not far from the battle field, but from what I understand, it is within the jurisdiction of the City of Hagerstown, MD. While geared more so toward dirt motorcycles and ATV's, there is room for us on select weekend(s). There is potential for a group to come up, play a bit and then, say tour the battle field. It certainly is not far from Baltimore, DC or Frederick. This would likely be a limited use type area; still, not so limited that it would lie dormant most of the time. Most of the leg work here has been done by the Baltimore Cycles; a very old dirt bike group, base near Soldiers Delight, Baltimore County.

Bosely/Beeman is in Garrett County, but not by much. Never the less, this is a combination of private and public land. It has huge potential for all of the user groups. This is a rather large track of land that would

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■ CORE New Years Day Trail Ride

from page 1

Paul, Jeff, Jay and Bob met at the Exxon. After the usual morning greetings and pleasantries and a quick radio check on channel 34, the group was off and running. North up 270, continuing onto RT15 and into PA was uneventful. A left just before Harrisburg and a right onto I-81 and we were almost there.

As we approached exit 77, Jay, Jeff and Bob decided to continue on to exit 100 in order to pick up sandwiches at the local subway. Just as I bailed onto the truck stop exit we suffered our first casualty. A quick radio transmission from Jay stating his engine died and he was pulling over. It was only moments later the Jay announced he was back under power and continuing the trip. I pulled into the truck stop to find Larry and Berna waiting at the McDonalds and pulled up aside. Only seconds later did Paul W pull up and the 2nd group was ready to head back on the road.

Paul, Larry and I met up with Jay and his crew at the Subway. Jay told us he had a weird problem with his CB, where-as when he transmitted, his engine would lose power. None of us quite knew what to make of that, but it was what it was, and back onto the road we went.



Paul & Julia on the rocks

We pulled up to Rausch Creek to find it full of tow rigs and trailers. There must have been at least 25 of them, but the Jeeps were no-where in sight. We wasted no time in obtaining our yearly passes and paying the daily use fee, plus a little extra for the NE property. Then back outside to air down and disconnect. There was a bit of chill in the air but it was not unbearable. It was at this point I learned that Larry's only off-road trip, prior to this one, was to Green Ridge State Forrest.

After further chatting with Larry, I promised not to take them anywhere he or his Jeep would get hurt. Then off onto the NE property we headed.

For those who have not been to the new side, the trail map lists light greens (easy) and dark greens (hard). Light blues (easy blues) and dark blues (harder blues). There are also a red and black or two mixed in for good measure. (Most remarked later, that even the easy greens had telltale signs of blue in them). Down through the center of the property we went. The trail in

is pitted with lots of gullies and off camber from rain run-off. I kept one eye ahead and one behind and we turned back up into the good stuff.

It just added a little "pucker" factor not knowing what was on the other side.

Not being one to overlook a good opportunity, I brought the group to the first obstacle, an over the hood ledge which dropped off at least 30 degrees then down into the unknown. Over I went, dropped onto a rock ledge and continued down the trail. The drop off was smooth and looked far worse than it really was. It just added a little "pucker" factor not knowing what was on the other side. I looked in the mirror waiting for Larry to follow and noticed him perched at the top. A little coaxing over the radio and down he came! I pulled down the trail a bit to allow for plenty of room for the others to come down. I got out, looked back at Larry, and he was grinning from ear to ear. I re-assured him once again that we wouldn't take him anywhere his Jeep couldn't handle, and off we went.



Bob W also on the rocks.

We continued exploring the new trails, went down rock ledges (where Paul W choose to show off his lift on the larger rocks), up hill climbs, across meadows and through creek beds. From time to time we stopped to spot one another and slow and easy was the ticket. It was at the end of the creek bed where we encountered two challenges. The first was a gully that dropped down 18 or so inches, to three feet across, the up two feet on the other side. Did I mention the rocks in the middle? We each navigated across it carefully, but carnage did occur. With my long wheelbase, I came down in the rear on my pintle-hitch and moved it upward about an inch. Jay in his JK came down hard on his rear bumper and raised it about two inches up into the tailgate. Well, it is off-roading and these types of things are bound to happen. Staring in front of us was an ominous hill climb. It was steep, muddy, rutted down 18 inches mid-way up and about a 30-40 foot climb. We figured this would be a good time to stop for lunch and ponder things for a bit.

When it came time to move on, Paul W assessed the hill, climbed in his truck, set the rear locker and up he

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■ CORE New Years Day Trail Ride

from page 3

went. Next came Jay who started to slip near the top but continued over, then Jeff and Bob. All three using just their rear lockers. The top is slippery, and it does take a good amount of momentum, but as these three proved, it is doable. I led Larry around the by-pass, and met the four on the other side of the hill. Through another deep gully and off we went to explore some more.

We approached a dark blue trail on the map. It extends up like a flag. When you get to the top, you turn around and head back the way you came. Sounded like a plan to me. One turn up onto the trail and it was immediately evident of why it was rated a blue. Up until now, we had remained relatively clean, this trail was ditches and sticky gooey strip mine mud, and lots of it. A steady hand and lots of momentum gets you up easy enough as does back the way down, but it doesn't quite prepare you for the mud holes lying further along the trail.

The first time I was at this section during a previous visit, we were unable to get through as the trail was blocked by a full size pick-up being winched slowly out. Now there was no-one in the way and going forward certainly seemed more fun than backing out. There are about 6 mud holes aligned in a row. They span a distance of about 200ft. The depth is unknown and the sides are rutted. There are no by-passes till the end and the mud is thick and gooey. I have AT tires. Aww what the Hell! Off I plunged. Down in one hole and back out the other side. Mud flying everywhere and I struggled for traction and even slipped sideways from time to time. Hole after hole till I made it to the last one. Ah the by-pass...if only I could get to it...my tires were caked and played out. Locked up I eased onto the gas and slowly crawled my way onto the by-pass. I was out!



Paul L navigating rocks.

By why should I be the only one to have any fun? Over the radio I called out to Jay. Jay wanted to know how deep the last hole was and I had no idea. Always being one up for a challenge, on he came. First one hole, then the next. Slipping and sliding the entire way. Down into the last hole he went, tires spinning, mud flying, then up and out the other side. Jay was out.

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MAFWDA Business Partners

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

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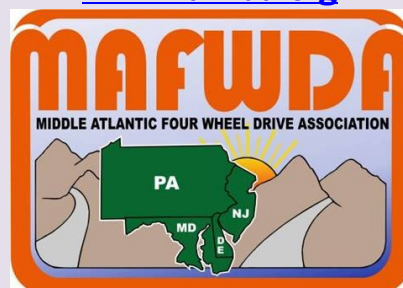
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Yes we are still on the Web!

Check out:

www.mafwd.org



DO YOU KNOW YOUR MAFWDA BOARD OF DIRECTORS?

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

President – Preston Stevens (PA Jeeps)
President@mafwd.org

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 Marketing - Jennifer Watson (PA Jeeps)
Marketing@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

PA JEEPS / MAFWDA TRAIL RIDE

April 21

PA Jeep / MAFWDA trail ride at Rausch Creek. All "Black" level trails all day.

Contact: Jeepnharleymomma@msn.com

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

BIG DOGS ICE BREAKER

April 28-29

6,000 acres of private, heavily wooded legal land, 8 times a year. Near Winchester, Virginia

Contact: johnhuntspilot@yahoo.com

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

BIG DOGS MILITARY JEEPERS

May 11-13

Contact: johnhuntspilot@yahoo.com

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

BIG DOGS SPRING FLING

June 8-10

Contact: johnhuntspilot@yahoo.com

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

17TH ANNUAL ALL BREEDS JEEP SHOW

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■ President's Message

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offer a lot of primitive road type travel. There are several hurdles there yet, such a getting all of the land owners to buy into this, much of which looms on the State making certain commitments; commitments that would benefit us. Most of the homework here has been done by an ATV rep.

One area that is literally only months away from becoming reality is an area referred to as Antietam.

Lupa Tana, or Wolf's Den, as it is known by many is the one that has my interest the most. This place has huge potential in a lot of ways. First, the bad news; it is in receivership, and controlled by a West Virginia based law firm. The good news is, the State very much has interest in this land for our purposes. This location would offer camping, ATV, motorcycle, horseback, bicycling and it appears great 4x4 access. There is even swimming on the property, from what I can see. Even cycle races take place on a portion of this land. One other big thing that is actually in our favor is its proximity to the town of Kitzmiller, a once active mining town that is now very depressed. Even their one gas station had to close a couple of years back. The entire section of Garrett County could use us and we could use them. Jennings/Randolph Lake is not that far away, either. This is also very close to the Potomac River. This would be a true win-win.

There is an area called Pee Patch that probably holds the most for the Snow Mobile group. Still, do not rule us out, again, Garrett County.

There is a really neat track of land owned by a lime mining company near Hancock, close to where I-68 and I-70 connect. This is an area the State is a little shy about. Yet, the land owner is extremely willing. The hold back is a long steep cliff on the property. The State is concerned about safety. There are no other hold backs. A fellow from Carroll County is really pursuing this area for the group. One thought is, the Army Corps of Engineers may help us out for free for the purposes of training. Whatever the reason, we are looking at some prime land. It features an area suitable for dirt bikes and ATVs and wooded routes for us. The land owner drives a Jeep. I am truly hoping this gets pushed back up onto the front burner; not at all a bad drive for any of us.

A few of the other area have fallen by the wayside, but totally from the radar. Plus, there some more mining sites that hold potential for all. Many are just sitting there. Plus, the DNR is promoting the idea of limited organized rides on the State managed lands;

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■ Calendar

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July 21-22

Contact: president@pajeeps.org

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

BIG DOGS PACK IT IN

WEST VIRGINIA

TBA

Contact: johnhuntpilot@yahoo.com

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

UFWDA ANNUAL GENERAL MEETING

York, Pennsylvania

July 23-24

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

BANTAM JEEP HERITAGE FESTIVAL

Butler, Pennsylvania

August 10-12

A tribute event for the father of all jeeps, the history behind it, the people who created it, and it's birthplace, Butler, PA

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

BIG DOGS SUMMER SLAM

August 11-12

Contact: johnhuntpilot@yahoo.com

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

MAFWDA ANNUAL POTOMAC STATE FOREST

CAMPOUT/TRAILRIDE

August 17-19

Contact: pstevens122656@comcast.net

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

BIG DOGS RICHMOND 4x4 SHOW & SHINE

August 18

Contact: johnhuntpilot@yahoo.com

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

NOVA TRAILFEST 2012

Rausch Creek, Pennsylvania

August 24-26

Hosted by Northeast Offroad Vehicle Alliance

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

BIG DOGS MAIN JAMBO

September 14-16

Contact: johnhuntpilot@yahoo.com

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

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 mvincenty@core4x4.org and he will ensure you are added to the MAFWDA email list.

Also all current MAFWDA members are encouraged to post items of interest for follow four wheelers on this public email list. Simply send email message to mafwda_news@mafwda.org. ❖

■ President's Message

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great news for us. Hopefully, that may eventually get us limited access to Stafford and East Valley Roads in the future. Not banking on it. Not ruling it out, either.

In PA, I believe most of you have been following the threads on the area in Northumberland County. That has huge potential and the Jeep Jamboree USA has already put this place on this year's schedule. Hopefully, that will remain intact.

As far as a summer trail ride, I am going to be getting back in contact with the Potomac State Forest do see how late in August we can plan on wheeling up there. Since the All Breeds of Jeeps Show week also features the United Annual Meeting and Rausch Creek trail ride, I want to put a little time between that and Potomac so the most can enjoy both.

Ask anyone that has gone up to the Potomac State Forest in the last ten years, if you have any doubt as to it being an outstanding time, despite ½ day of conservation work. Mind you, some years, we did not have to do any. The work has always turned out to be fun, mostly because the folks there know how to have fun. The trails have been a ball and somewhat challenging in spots. The scenery is beautiful all over. The last 2 years, the swimming has been outstanding. For my family, Jennings/Randolph Lake has been a blast.

As soon as I can get a firm date, I will get back with you all. By all means, if you can go, you will not at all be disappointed. This is especially true if you like camping in the wilds.

Last, but certainly not least, Middle Atlantic 4WDA would like to do an April trail ride at Rausch Creek and put \$10.00 per member vehicle toward your fee. I hope I can make it. Regardless, you should; can't beat that deal. Right now, we are looking at April 21st. Keep watching your e-mail. Do keep in mind. The \$10.00 is only for vehicles being driven by Middle Atlantic members and is not for each person in your vehicle.

One final note. The Recreation Trails Program is not dead at this point. There is some activity in DC that may breathe new life back into this program. For now, it is in limbo.

Happy Wheelin'



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

Getting Involved in Land Use and Access Issues

By Del Albright

Reprint <http://www.delalbright.com/access/howto.htm>

Are you looking for information on land use, conservation, closures, and/or getting involved in keeping our public lands open to public access? Are you trying to figure out what clubs/groups you should join or support? You came to the right spot.

Step 1: Join your local club (four-wheel drive, snowmobile, ATV, motorcycle, equestrian, whatever your interest may be), join your regional/state club (in AZ such as ASA4WDC), and/or join a national organization like the BlueRibbon Coalition.

Get the point? Join! Pay your dues to an organization that fits what you think is doing the right thing. Support them with money and your volunteer time. It takes dues and membership to make something happen. That's where it all begins. Honestly, if you can't go to meetings, just send money (dues, contributions, etc.). Be part of organized multiple-use organizations to how the public what we're really made of.

It'll be those of us in organized recreation that eventually gives us a credible image.

Step 2: Advocate for your sport. Do things like speak up to your family and friends. Even do more than just talk: "Adopt" your local Fed (USFS Ranger or BLM Manager).

The "Adopt-a-Ranger" idea comes from my friend and compadre, Tom Crimmins (USFS retired). Tom is a trails consultant who used to work in the OHV efforts of the Forest Service. He tells me that recreationists are out-numbered by far when it comes to being a familiar face around federal office buildings. Environmental proponents, however, are well known.

So that means we've got to get our faces in the offices of our local federal land managers and get to know them on a first name basis. Take them on club runs. Take them on rides. Go with them on field trips.

Get on their mailing list. Schedule coffee or morning break informal meetings with them. Make a "friend" in the office who can keep you posted on office activities that might be appropriate for you to be a part of (somebody's retirement or a building dedication or luncheon or whatever). Go on field trips where possible, such as OHV grant proposal projects. Be part of their local list of contacts when "input" is needed to a decision.

"Adopt" them as one of your own.

Step 3: Recruit and include others to do the same things you're doing.

We've got to re-establish our image (motorized recreationists of all types), so the public sees that we're really the good guys. We are the true conservationists and environmentalists. The opponents to off-highway motorized recreation have developed our image for us: they make us look like we're bad guys. We've got to change that. We've also got to police ourselves.

It takes all of us working together and doing our part. We need to build membership in organized recreation by recruiting anyone and everyone who has an interest in keeping public lands open to the public. Get others to write letters, adopt their local fed, and reach out to recruit even more folks.

Step 4: Do your part when it comes to expressing your opinion in writing to anyone and everyone that will listen. Write letters - handwritten works just fine. Be sure to tell your elected officials what you believe in. Write them once a year at least. For every time you go on a ride, write one letter (or make one phone call).

It boils down to this: JOIN, ADVOCATE, INCLUDE OTHERS, and WRITE LETTERS! If you're an acronym kind of person, you'll have noticed that the above steps spell out "JAIL." Our public lands don't belong in jail, behind bars! They belong to you, me, and all fellow off-highway enthusiasts. ❖

■ CORE New Years Day Trail Ride

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Next came Jeff. "If Jay can do it..." More mud went flying, tires searched for traction, and hole by hole Jeff came through. Paul W was up, came through the first two holes, and then decided he would take the over-land route, climbed up onto the right hand side. Larry was next. I radioed to him (being stock on AT's) he had two options. Come forward and take his chances ("we'll winch you out") or turn around and meet us back at the main trail. But Larry was having way too much fun to let a little mud spoil his trip and he was full steam ahead. Down and out, down and out he navigated hole by hole. He had a good run going, but alas, the last hole would prove to be too much. His Jeep sat passively in the middle of the hole, covered from top to bottom in thick goeey mud, tires spinning helplessly. We gave him a few moments to try and find some bite, but it was no use...out came the winch. (I did tell Larry not to worry about it, its times like this that justifies the expense of having them). Jay worked the controls and I snapped the hook onto Larry's D-ring on his front bumper. Good thing he upgraded from that from stock. In short order Larry was out and Bob came bouncing through. Bob didn't seem to have quite as hard a time, now that we got rid of most of the mud for him. We all got out and stood for a minute, admiring our individual artistic work, then off for more adventure.

I brought the group up a hill climb to the back side where two horseshoe shaped blue trails awaited. When we got to the top, I pointed out the signs that stated "winch required" and opened the conversation up to any takers. Jay, Jeff and Paul W were all up to the challenge. I advised them I would return to the trail

exit, were there was a nasty hill climb out and would be waiting with winch in hand if needed. Bob, Larry, Berna and I all headed back to the exit to watch the action. Bob and I stood at the top of the hill and remarked that the trail was much drier than the last time we were there, watching several big rigs winch themselves up, and thought perhaps it might be a bit easier. The minutes passed with no sight of Jay. I walked down the first hill and could see Jay off to the right, about a hundred yards away being spotted over some rocks by Jeff. It was very slow going and they took the time

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■ CORE New Years Day Trail Ride

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to spot each other across carefully. Then it started to rain.

Jay made his first run up the first of two hills, pot-marked with holes from those who had attempted before him and now much slicker than it had been only moments before. Then a second attempt, then a third. He just couldn't get the momentum to get up to the top. I found a suitable tree, took the winch line by hand and up Jay came. The second hill was a bit easier and Jay was able to claw his way out.



In the mud pit.

Jeff made the next run, gave it a gallant effort, unspooled his winch, and slowly pulled himself up. Paul W was next, took a good run, and just as he was cresting the top, traction gave way. Not to go down quite as easy, he gave it some more gas and up he came across the top. The second hill was his un-doing; his right tire caught the side of a tree and up the tree he climbed till we all heard a loud "pop." Paul W had snapped a hub and was reduced to two wheel drive.

Deciding we had enough for one day, we made our way off the hill and back toward the exit. We crossed into the competition area for a bit, but that's the way the trail led us. Around we went till we found the black top road and made our way out and on to the office. If you haven't been to Rausch lately, they now have two air compressors to inflate your tires back up, which was a nice speedy way to get back to road ready without having to drag out the portable air machines.

We bid our farewells to Larry and Berna and he assured us they would be back, after a few more modifications, of course. Jay and Jeff took off next, and Bob, Paul W, Juliette and I met them back at the Subway. Paul W offered to stop for dinner, dragged out his GPS and found a suitable Cracker Barrel to dine at near Harrisburg. We stopped for dinner, discussed future trips and then called it a day.

Once again, CORE members succeeded in ringing in the New Year properly!



Paul Lepine is an active member of CORE. ❖

Quote

"Freedom is never more than one generation away from extinction. We didn't pass it to our children in the bloodstream. It must be fought for, protected, and handed on for them to do the same." **[Ronald Reagan]**

MAFWDA Potomac State Forest Campout & Trail Ride

Preston Stevens

MAFWDA annual Potomac State Forest Campout/Trail Ride will be held weekend of August 17th-19th. We have our normal group campsite that is an awesome site. It is too early to know all of the details of the activities that will take place. Typically, we do conservation/trail work on Saturday morning, wheel, swim, and camp the rest of the time. If it is too cool to swim, we will just wheel more. There are also plenty of other things to do: fishing, site seeing, bicycling, hiking, unique shopping, and boating.

If all goes well, we will have some guests with us, including the FJ Bruisers, 4 wheel drive club and Major Daryl Anthony of the Maryland DNR Park Service. He is a serious Jeepster.

This is an outstanding location and event to invite the entire family. When we get a bit closer to that time, we will need an idea as to all will be going, so the DNR can set up a practical game plan. I know for one, the Stevens family is already looking forward to this trip. ❖

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.



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Driving with Lockers: Is Parallel Power Really Easier?

Bill Burke (Reprinted with permission)

Although both my D-90 and my Range Rover have lockers, I want those that I am training to understand how to drive without using, or actually getting used to, lockers. Granted ARB lockers are great; switch them on whenever you need them and the rest of the time they are off!



I have always taught that it's best to learn how to negotiate the terrain without lockers so you get the finesse of 4-wheeling down.

Understand the dynamics of the vehicle and its handling characteristics on- and off-highway, then start to add the goodies. Yes, I own Air Lockers now but I cut my teeth on posi-traction and Detroit Lockers. Try driving Detroit's front and rear with 35's and no power steering!

While you negotiate rough terrain, the suspension and your "line" will not always allow you to have smooth contact with the ground. At some point, the tire will catch air or lose full proximity with the ground, causing the tire to spin. Remember Murphy's Law, the tire with the least amount of traction gets the most amount of power. You will hit moguls, come off rock ledges with two tires and attempt hills with very loose soil. This is where lockers really come in handy.

Once you've purchased a set of lockers and had them installed, here is a short course on how and when to use them. Whether you have air, electric or mechanical lockers, limited slip, posi-traction or whatever, the techniques are generally the same.

First: be careful on side angled (off-camber) hill sides; i.e., the vehicle is traveling on a side slope. If it is mucky, icy, snowy or any other type of slippery-slidey side slopey slope, use open diff, if possible. Lockers will tend to "walk" you sideways down slope. This is because both wheels are rotating at the same speed. If one wheel is "static" and the other is rotating, the static one will act as an anchor or stabilizer that will keep the

rig from slipping sideways. When on these side slopes, let the vehicle idle across, giving the tires a chance to dig in and get the best traction.

Second: when going up hills or any incline, aim straight up. The weight shift to the rear will give you added traction so the locker in the rear is advantageous. **WATCH OUT** for the front end, though! The tires will have a tendency to catch ledges and occasionally loose soil and "walk" the front end around either left or right, causing the rig to get sideways on a hill. Then if you PANIC, give it gas, and don't come out of lock, you could roll over.

I usually get lined up for the ascent, approach cautiously, engage the rear locker and start the climb. Depending on the terrain, rock ledges, sand, loose granite, mud, etc., I will then engage the front locker once I feel control of the steering and front end traction have been attained (gut feeling!). About halfway up the incline, I'll engage the front locker. If you don't have air lockers, be careful of the front end walking! No matter how hard you try to steer, with the front end being light due to gravity pushing on the rear, you **MUST** modulate the throttle carefully. Remember, minimal tire spin. Soft tires (low pressure) helps here.

Third: when going downhill, be careful that the rear end does not swing around and meet you in front! I like using both front and rear when going down hill. It allows all tires to have traction, resisting the "breakaway" feeling. Engine braking is very important here and having all four tires helping makes a big difference. Sometimes when in open-diff rigs going downhill, the two tires (1 front, 1 rear) that are holding the rig back, hit loose soil or get air, allowing the rig to "lurch" forward--I call this the "lurch effect"--and it'll scare the heck out of you. Sometimes light pressure on the brake pedal will work, but I don't like using the brakes on the trail unless absolutely needed. Using engine compression with lockers is most advantageous 'cause all 4 tires are adding traction and resistance.

Fourth: steering is hard to do especially on hard surfaces like slick-rock, granite faces and boulder outcrops. When you are on a "bind" (no not binge!), the lockers will hinder your turn. You need to disengage the front end (ARB) and "bump" the throttle to allow slack in the gears to disengage the lockers. With mechanical, you need to play the throttle softly to allow the turn. Sometimes when I come out of an obstacle, the rear end will "steer" me straight even if the front is unlocked. So, if I can I will disengage (ARB) the rear as well. The Detroit's will clank and bang, the Lock-Right will click and clack, but it's the best you can do. When I did have mechanical lockers, I would run the front end unlocked, the hubs free, in 4WD low using only the rear end and the mechanical locker in the rear. Then when I needed to "get to it," I would lock

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■ Driving with Lockers: Is Parallel Power Really Easier?

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the hubs in! In mud and soft dirt/sand, the rear locker will steer you straight, even though you are turning the front tires! Again, throttle steer using some of the finesse at the foot. Let the tires slow down, then blip the throttle to "pull" the front end around.

Note: Air lockers can be engaged anytime they're needed. Just don't be spinning the tires. Engage them moving or not; disengage them anytime, but you need a moment of slack to make sure they unlock. Having lockers means you need to pay more attention to the vehicle and its handling characteristics. Add big tires aired down to 12 psi and it takes some finesse to make turns and keep the vehicle aligned. Driven responsibly, lockers are a great help. They actually reduce environmental abuse due to all four tires helping, not just two spinning. ❖

Bill Burke's 4-Wheeling America LLC

<http://www.bb4wa.com>

Congressman Jones Introduces Bill to Restore Access to the Cape Hatteras National Seashore Recreational Area

Reprint (<http://obpa-nc.org> 2/28/2012)

North Carolina Congressman Walter B. Jones today introduced House Bill H.R. 4094 to preserve pedestrian and motorized vehicular access to the Cape Hatteras National Seashore Recreational Area on the Outer Banks of North Carolina. Access to the seashore is now severely limited due to the implementation of the Final Rule from the National Park Service, which went into effect on February 15, 2012. The controversial rule was issued by the Park Service in spite of an outpouring of public comments in support of reasonable recreational access.

H.R. 4094 follows a lawsuit that has been filed in U.S. District Court for the District of Columbia by the Cape Hatteras Access Preservation Alliance (CHAPA), a grassroots project initiated by the Outer Banks Preservation Association committed to balancing recreational access with resource management. For over thirty years, OBPA has worked to maintain the seashore as intended by Congress when the first National Seashore Recreational Area was established. Preserving the traditional and cultural values of the

seashore has been a fundamental principle of the group, which represents people throughout the United States.

The Cape Hatteras National Seashore Recreational Area has been a popular destination for American families seeking affordable, family oriented beach vacation. Under the Final Rule access to some of the most popular areas is no longer available. This has restricted access for many, including the disabled and elderly, and caused financial harm to the communities surrounding the seashore.

CHAPA President, John Couch, expressed gratitude to Congressman Jones for introducing H.R. 4094. He said, "We appreciate the efforts of Congressman Jones and the leadership he has shown for preserving access to this American treasure, so it can continue to be used by the people for its intended recreational purpose."

Jim Keene, a Director of the North Carolina Beach Buggy Association emphasized the importance of people getting involved throughout the United States. He explained, "The Cape Hatteras National Seashore Recreational Area is controlled by Congress. That is why it is vital that people everyone contact their elected leaders in Washington now and ask them to support House Bill H.R. 4094. ❖

The following is the full copy of House Bill H.R. 4094. Please read this short bill and write to your Congressman and show your support for this proposed legislation.

HR 4094 IH

112th CONGRESS

2d Session

H. R. 4094

To authorize pedestrian and motorized vehicular access in Cape Hatteras National Seashore Recreational Area, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

February 28, 2012

Mr. JONES introduced the following bill; which was referred to the Committee on Natural Resources, and in addition to the Committee on

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■ HR 4094 IH

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the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To authorize pedestrian and motorized vehicular access in Cape Hatteras National Seashore Recreational Area, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the ‘Preserving Access to Cape Hatteras National Seashore Recreational Area Act’.

SEC. 2. REINSTATEMENT OF INTERIM MANAGEMENT STRATEGY.

(a) Management- After the date of the enactment of this Act, Cape Hatteras National Seashore Recreational Area shall be managed in accordance with the Interim Protected Species Management Strategy/Environmental Assessment issued by the National Park Service on June 13, 2007, for the Cape Hatteras National Seashore Recreational Area, North Carolina, unless the Secretary of the Interior (hereafter in this Act referred to as the ‘Secretary’) issues a new final rule that meets the requirements set forth in section 3.

(b) Restrictions- The Secretary shall not impose any additional restrictions on pedestrian or motorized vehicular access to any portion of Cape Hatteras National Seashore Recreational Area for species protection beyond those in the Interim Management Strategy, other than as specifically

authorized pursuant to section 3 of this Act.

SEC. 3. ADDITIONAL RESTRICTIONS ON ACCESS TO CAPE HATTERAS NATIONAL SEASHORE RECREATIONAL AREA FOR SPECIES PROTECTION.

(a) In General- If, based on peer-reviewed science and after public comment, the Secretary determines that additional restrictions on access to a portion of the Cape Hatteras National Seashore Recreational Area are necessary to protect species listed as endangered under the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.), the Secretary may only restrict, by limitation, closure, buffer, or otherwise, pedestrian and motorized vehicular access for recreational activities for the shortest possible time and on the smallest possible portions of the Cape Hatteras National Seashore Recreational Area.

(b) Limitation on Restrictions- Restrictions imposed under this section for protection of species listed as endangered under the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.) shall not be greater than the restrictions in effect for that species at any other National Seashore.

(c) Corridors Around Closures- To the maximum extent possible, the Secretary shall designate pedestrian and vehicular corridors of minimal distance on the beach or interdunal area around closures implemented under this section to allow access to areas not closed.

SEC. 4. INAPPLICABILITY OF FINAL RULE AND CONSENT DECREE.

(a) Final Rule- The final rule titled ‘Special Regulations, Areas of the National Park System, Cape Hatteras National Seashore--Off-Road Vehicle Management’ (77 Fed. Reg. 3123-3144) shall have no force or effect after the date of the enactment of this Act.

(b) Consent Decree- The April 30, 2008, consent

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decree filed in the United States District Court for the Eastern District of North Carolina regarding off-road vehicle use at Cape Hatteras National Seashore in North Carolina shall not apply after the date of the enactment of this Act. ❖

Tips For Driving Through Water In Off Road Situations

How To Drive A Truck Through Water

Jim Walczak (Reprinted)

4wheeldrive.about.com

High water crossings can be tough and dangerous at times. Here are some suggestions to make crossing water a little easier on you and your vehicle. Never cross water that is moving swiftly.

- Most 4x4s can be driven in water that is axle-deep without taking special precautions. (Max. wading depth is about 20 inches.) When the water is deeper, you need to know where your engine's air intake and engine computer are located and don't allow water to enter. Switch off headlights and allow them to cool, as sudden contact with cold water will cause the glass to crack.
- If you place a tarp across the front of your vehicle prior to entering very deep water, you will minimize the water entering the engine bay by creating a bow wave, so long as you maintain a brisk forward momentum. The result: less water will be sprayed over the ignition system by the radiator fan and less chance of water entering the air intake.
- When crossing shallow streams, drive slow and steady to create a small bow wave in front of your bumper that will reduce the height of the water behind the bumper and keep the water away from the air intake and electronics. Select low range and first gear, and keep steering straight.
- When crossing fast-flowing shallow streams, cross at an angle and drive slightly upstream. This presents a smaller surface area and lessens the force of the stream on the vehicle. (Never cross fast-flowing deep streams, as your vehicle can be swept away.)
- Apply your brakes several times after crossing water or deep mud to dry them out.

More high water crossing tips:

1. Determine how deep the water is and how smooth the bed of the crossing will be.
2. Lock in your hubs if they are manual hubs.
3. Put vehicle into 4-wheel drive. Put it into low range if you have low range on the transfer case.
4. If the water is going to be higher than the hubs; remove the fan belt or unhook the wires on an electric fan.
5. Make sure the air intake for your air cleaner isn't going to enter the water. Move it if you have to.
6. Cross water slowly!
7. After you are done with the water crossing replace all wires and/or belts.
8. If you relocated your air cleaner intake system put it back.
9. When you return home; check/drain all your axles, transfer case, and transmission and put new oil in.
10. Tips:
11. Water is much stronger than one would think. It could force the fan through the radiator. This is the reason for step four (above).
12. The air intake for the air cleaner can suck water right into the motor if it is low and isn't moved. This is the reason for step five (above).
13. Water and oil do not mix. If water gets into your axles or transmission, transfer case, motor or bearings; damage will be quick. This is the reason for step nine (above). ❖

PA Jeeps/MAFWDA Trail Ride

Rausch Creek Off-Road Park

Jennifer Watson

This month's PA Jeeps and MAFWDA trail ride will be hosted at Rausch Creek Off-Road Park on April 21. Rausch Creek Off-Road Park (<http://www.rauschcreekoffroadpark.com>) is near Tower City and Tremont PA. The plan is to meet at 8:30 AM. Jennifer Watson from PA Jeeps will be the trail guide for this trail ride. This is event billed at as "Black" level trails all day. All MAFWDA members are invited and welcome to attend. Also with this event, MAFWDA will be paying \$10 towards the entrance fee for each MAFWDA vehicle attending.

If interested in participating on the "Black" level trails ride, contact Jennifer Watson at: Jeepnharleymomma@msn.com. ❖

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=25&Itemid=29

Moab Four Wheel Drive Trails

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

Words to Find

BEHINDTHEROCKS	CHICKENCORNERS	ELEPHANTHILL
GEMINIBRIDGES	GOLDBARRIM	GOLDENSPIKE
HELLSREVENGE	LASALPASS	LATHROPCANYON
LIONSBACK	MOABRIM	POISONSPIDER
POTATOSALADHILL	STEELBENDER	STRIKERAVINE

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