

Recovery Points

The Middle Atlantic Four Wheel Drive Association Newsletter

Volume 7, Issue 1

January 2017

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

President's Message

Larry Pope

MAFWDA President

I want to start by wishing everyone a Happy New Year. I hope you get the opportunity to get out on the trails as much as possible in 2017. With that said, 2016 was a busy year for the off-road community, good and bad. Congratulations to Capital Off Road Enthusiasts (CORE) for their selection as MAFWDA Club of the Year for 2016.

Inside this issue of Recovery Points you will see just how busy some of the MAFWDA member clubs were. You will read about actions taken by other off-road organizations and government entities. Some working with each other to provide access to public lands and others taking away access with the stroke of a pen. Thank goodness President Obama and his pens are leaving.

MAFWDA will be sponsoring as usual a couple of volunteer events during the year, one in the spring and the other mid-summer. Please don't forget the PA Jeeps Show in York the third weekend in July. Last year's was one of, if not, the most successful shows held. They ran out of space to park registered Jeeps for the show. MAFWDA will have booth there again this year so stop by and say "hi". Oh, I almost forgot, you can now like us on Facebook @MAFWDA. We are trying our best to catch up to the times.

Again, have a fun and safe 2017.

Larry

INSIDE THIS ISSUE

- 1** President's Message
- 1** CORE Black Friday Run at Rausch
- 3** 12 Facts You'll Want to Know About Jeep History
- 6** NPS Publish Final Rule for ORVs in Federal Register
- 6** NOHVCC Association of the Year Award
- 8** Off-Road Vehicle Trail Approved for Garrett County
- 9** Another 1.5M acre federal land grab
- 11** MAFWDA 2016 Club of the Year
- 13** Land Use and Conservation News

CORE Black Friday Run at Rausch

Andrew Taylor

CORE

Since CORE is comprised of people that enjoy getting out away from it all it generally isn't too hard to find folks that would rather spend Black Friday wheeling than risk their lives at a Walmart! This year was no exception. I proposed a trip to Rausch Creek Off-Road Park for a day on the trails and we got a pretty good sized group.

- Andrew & Cherie Taylor – Silver Xterra
- Kathryn, Linda and Alan Taylor – Tan LJ
- Robert Rixham – Silver 4Runner
- John & Andrea Doyle – Black JKU
- Ryan & Jordan Young – Blue Cherokee
- Sam L. and Nephew – Black JKU
- Jesse & Wendy King – Black JK
- Ben Metzler & kid – Red JKU
- Hope Metzler & kid – Black TJ
- Mike O'Grady – Tan Xterra

With such a large group, and people coming from all over due to Thanksgiving celebrations away from home, only a small group convoyed up together, with the rest of the group meeting at Rausch Creek. It was a cool overcast day and the park was only lightly populated. With a bunch of guests and those new to Rausch it took a little longer than usual to get paperwork filled out, tires aired down, and sway bars disconnected. Eventually we had a brief drivers meeting, and then headed into the park.

We had a pretty diverse group this trip, from the Cherokee and stock Wranglers, to the lifted JKU's on 35's and 37's, new-to-wheeling folks and several veterans. Robert was itching to continue pushing all his recent upgrades to the 4Runner! It also was a special trip for Cherie and I because our friends Kathryn, Linda and Alan were able to come along. We talked Kathryn into getting a Jeep a few months ago as an excuse to get out and meet good people in her new home in Indiana. She got the Jeep, found a club, and had been

continued on page 2

■ CORE Black Friday Run at Rausch

from page 1

out several times, but I was looking forward to showing her more of what her Jeep could do!

We headed east out of the parking lot onto a few of those trails with optional lines on the side of the park. It was a good way for me to feel out the group and see what everyone's comfort level was, as well as get a feel for vehicle and driver capability. After getting out to spot people over a few of the more exciting obstacles we got near the end of A. I mentioned that folks could take the harder black lines up to the top of the hill, and that I would lead the group around the easier way. Robert took the hardest line available, got stuck just once, but with his newly installed lockers was able to get himself going again! Robert arrived at the top of the hill with a big smile on his face, and a small dent to the rear passenger door, but that's the beauty of owning a new 4Runner, this one is now his toy!



After we all regrouped at the top, a few others took more exciting lines too, we walked through the trail nearest to the top of the hill. It looked more rutted out than in the past, but I thought it would be fun for everyone, and after the first "gatekeeper" obstacles there were some optional lines that included one large deep rocky hole that I thought John or Mike may want to try.

Everyone made it through without too much excitement. There was a group lesson on not avoiding the trees which resulted in a high centered JKU and a lot of rock stacking, but in no time we were all past that excitement. Ben decided to go for the big obstacle and I spotted him through it also without too much excitement. The ease with which he made it through that obstacle is quite the testament to his build and experience. He made it look effortless!

Because of our late start and intentionally walking through these obstacles, it was already lunchtime and we were still right next to the parking lot. I chose to lead the group back to the parking lot for lunch, providing an unique opportunity for a mid-day bathroom break. While we all ate lunch Robert discovered that one of his tires had a hole in the sidewall. Around the same time Kathryn realized her big tires which were contacting her fenders when flexed, were actually bending the fender sheet metal as well. As she weighed the option of removing the plastic fenders, Robert's tire swap was taking longer than expected, I decided to encourage half the group to go on and have fun. We had a large group and two smaller groups would

move faster. Sam and Mike offered to take that group out once lunch was done, and I stayed behind with Robert to guide the 2nd group once we got done.

Once back on the trail we thought we would catch back up to the first group, but I also discovered a low pressure tire which slowed us down. Then when we got on Pole Line Robert decided to go for the deep side of the big puddle at the bottom! The enthusiasm was there, but the 4Runner didn't quite make it the whole way through.

Lucky for Robert the door seals did their job and he was able to climb through the sunroof to the hood to toss his already attached recovery rope to us on the mainland! A quick tug and we had him out of the hole in no time. I'll also add, Alan was so impressed with the recovery rope, he's looking into getting one for his work for when they have to recover stuck farm equipment in the middle of a field. A synthetic recovery system should be far safer than the chain they've apparently been using. So thanks Robert for helping to set up that demo for Alan!

After our two delays we were far from the other group so I called Sam and suggested we remain two groups for the rest of the day. It was at this time that I suggested he take trail 23. I heard at the end of the day that suggestion lead to him cursing my name about 23 times as that trail was apparently in surprisingly bad condition and caused no end of calamities for Sam and Mike's group! Sorry Sam.

Our group continued on, looking for exciting trails for our diverse range of vehicles. We hit 14, always a crowd pleaser, 11, 11-B and Power Line. By this point it was late in the day and we needed to start headed back. We took the "shortcut" near the top of Pole Line that connects to the 101 trail. It's a great little side hop for those that haven't tried it. As we waited for Robert, our tail gunner, two other Jeeps came up the trail. They were driven by Shawn and Keith, two drivers that fell in with us last year for our Black Friday run! Keith said he recognized our group as we passed and wanted to catch up and ride with us. I passed him a card and reiterated some info about CORE, he said he'd probably reach out soon to get on the listserv.

With our expanded group, and Robert at the top of the hill, we continued on, heading to E, then B, and eventually onto 1. Trail 1 can be a little unpredictable with it's submerged rocks and various forced lines. It was slow going for some in our group, but other than one or two spots where spotting was required, we made it through without issue. We came back out on D, and most opted to skip the optional "puddle" at the bottom of Pole Line this time. We headed back to the parking lot right around 4:45, just in time for everyone to go in and get their new member passes.

As we all aired back up in the parking lot, and got our vehicles ready for the road, we decided to head over to O'Neils for some good food and some more time with the group. Most people opted to participate and get some food. By the time we all left O'Neils (which had another large group there that slowed everything down a bit) it was cold and dark outside. This Thanksgiving I'm thankful for getting to be a part of such a great club!

Andrew

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@mafwd.org).

Adrenaline Off Road LLC



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

www.adrenalineoffroad.com

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

Steinjäger Inc.



Steinjäger was founded in 2013 by principals of Midwest Control Products Corp to better serve the motorsport market with application-specific products.

www.steinjager.com

Hwy 9 West
Box 299
Bushnell, IL 61422
309-772-3163

Appalachian Offroad Inc.



Full service 4wd specialty shop in Westminster MD.
Suspension, axles, fabrication

www.appalachianoffroad.com

2 East George Street
Westminster, MD 21157
410-848-29426

12 Facts You'll Want to Know About Jeep History

By Historic Vehicle Association

Reprint: <https://www.historicvehicle.org/12-facts-youll-want-to-know-about-jeep-history/>

Washington, D.C. (December 7, 2015) – According to the Historic Vehicle Association the oldest known “jeep” recently celebrated its seventy-fifth birthday. Here are some of the more intriguing facts of the early history of the ¼ ton, four-wheel-drive reconnaissance truck that became known affectionately as the “jeep.”

1. Born in Butler – Where?

The first ¼ ton, four-wheel drive reconnaissance truck “pilot model” produced for the U.S. Army was built by the American Bantam Car Company of Butler, Pa. It was delivered for testing to Camp Holabird in Baltimore on Sept. 23, 1940. Subsequent designs by Willys-Overland and Ford while important were refinements on this original U.S. Army and American Bantam concept.

2. Grilled by Ford

One of the most distinctive elements of the “jeep” design is the flat slotted grill with integrated headlights – for this – Ford gets the credit. Ford’s Pilot Model GP-No. 1 “Pygmy” featured a flat grille with integrated headlights delivered to the U.S. Army on Nov. 23, 1940. From thirteen slots (1940), to nine slots (1941), to seven slots (1945) – that’s the history of the iconic “jeep” grille.

3. The Devil is in the Details

The main reason Willys-Overland won the lion share of *continued on page 5*

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 – Keith Holman
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

Director of Marketing – Vacant
Marketing@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

BIG DOGS – FREEZE OUT

January 28, 29 2017
Gore, VA
Email: johnhuntpilot@yahoo.com
Web site: <http://www.biggodsoftroad.com/>

MAFWDA GREEN RIDGE STATE FOREST VOLUNTEER

WEEKEND
Spring 2017
Green Ridge State Forest, MD
Email: lpope@comcast.net
Web site: <http://www.mafwd.org>

BIG DOGS – ICE BREAKER

April 29, 30 2017
Gore, VA
Email: johnhuntpilot@yahoo.com
Web site: <http://www.biggodsoftroad.com/>

WHEELIN' FOR HOPE

April 29, 30 2017
Oakridge Estate in Nelson County, VA
Email: Wheel4Hope@gmail.com
Web site: <http://www.wheelin4hope.com>

BANTAM JEEP FESTIVAL

June 9-11 2017
Butler, PA

Email: <http://www.bantamjeepfestival.com/contact-us/>
Web site: <http://www.bantamjeepfestival.com/>

MAFWDA POTOMAC STATE FOREST VOLUNTEER

WEEKEND
July 7-9 2017
Potomac State Forest, MD
Email: pstevens122656@comcast.net
Web site: <http://www.mafwda.org/>

PA JEEPS SHOW

July 15-16 2017
York, PA
Email: jeepshow@pajeeps.org
Web site: <http://www.pajeeps.org/>

OCEAN CITY JEEP WEEK

August 24-27 2017
Ocean, MD
Email: <http://www.oceanicityjeepweek.com/contact/>
Web site: <http://www.oceanicityjeepweek.com/>

Any additions? Contact Mike Vincenty to get them added to the MAFWDA calendar (Newsletter@mafwd.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@mafwd.org and he will ensure you are added to the MAFWDA email list.

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

Quote

"Success is not final, failure is not fatal: it is the courage to continue that counts." **[Winston Churchill]**

"The object of war is not to die for your country but to make the other bastard die for his." **[George S. Patton]**

"You do what you can for as long as you can, and when you finally can't, you do the next best thing. You back up but you don't give up." **[Chuck Yeager]**

"It suddenly struck me that that tiny pea, pretty and blue, was the Earth. I put up my thumb and shut one eye, and my thumb blotted out the planet Earth. I didn't feel like a giant. I felt very, very small." **[Neil Armstrong]**

■ 12 Facts About Jeep History

from page 3

the production for the WWII “jeep” was its engine. Willys-Overland fortunately began reworking its L134 engine in 1938 with the arrival of Barney Roos as chief engineer. The result was the durable and powerful “Go-Devil” engine that became the heart of the “jeep” for decades.

4. Where is Willy?

Willys-Overland produced at least two Pilot Model “Quads” in 1940. The photo above was taken after 1952 based on the line up of military “jeep” models and includes a Willys-Overland Pilot Model Quad. Anyone know where it is now? Buried in a Toledo garage perhaps?

5. American Bantam Receives the Consolation Prize

American Bantam is credited for development of the “jeep” concept but lost out on the big military contract for the standardized WWII “jeep.” What they did get was the contract to produce the trailers for the “jeep.” During the war, American Bantam produced approximately 74,000 T3 trailers for the U.S. military.

6. “Willies” or “Willis?”

Willys – is it pronounced “Willies” or “Willis”? In 1952, the Toledo Blade newspaper got to the bottom of the story and concluded it’s “Willis” – so that’s what we’re talkin’ ‘bout!

7. Woodies for the Masses

Prior to the war, woodie station wagons were expensive hand-crafted wood paneled luxury vehicles but that would all change thanks to designer Brooks Stevens. Willys-Overland wanted their new product-line to leverage on the “jeep” success. The answer for 1946: the Willys-Overland all-steel, two-door, two-wheel drive “Station Wagon” with a “woodie-look.” It was a hit – finally a woodie for masses!

8. The Long List of Jeep Paternity Claims

It is said that “success has many fathers” and in the case of the “jeep” the list of those that have claimed or are sometimes credited with “fathering the jeep” include: Col. William F. Lee (U.S. Army, Infantry); Charles Harry Payne, sales (American Bantam); Frank Fenn, President (American Bantam); Charles Probst, design engineer (American Bantam); Harold Crist, factory manager (American Bantam); Delmar “Barney” Roos, chief engineer (Willys-Overland) ... any more?

9. Keep it Spicye!

The unsung hero in the “jeep” story is definitely the four-wheel-drive transfer case Model 18 produced by Spicer Manufacturing. This was a linchpin of the military jeeps and for decades of civilian jeeps thereafter. In 1946, Spicer changed its corporate

name to Dana Corporation.

10. They Sold Grandpa

The Ford Pilot Model GP-No. 1 “Pygmy” was sold at auction by The Henry Ford Museum in 1982. At the time they might not have known it was the oldest surviving “jeep.” Today, the Henry Ford Museum displays a 1943 Willys-Overland Model MB and GP-No. 1 is on display at the U.S. Veterans Memorial Museum in Huntsville, Ala. – thankfully in good hands.

11. America’s Oldest Jeep is a Ford

American Bantam delivered the first pilot model to the U.S. Army on Sep. 23, 1940. Willys-Overland delivered the first of two pilot model “Quads” to the Army on Nov. 11, 1940. Ford delivered its two pilot models GP-No. 1 and GP-No. 2 on Nov. 23, 1940. Of these five pilot models produced, only the two Ford pilot models are known to survive making the 1940 Ford Pilot Model GP-No. 1 “Pygmy” America’s oldest known “jeep.”

12. 1940 Ford Pilot Model GP-No. 1 Honored as One of America’s Most Significant Vehicles

On Dec. 7, 2015 Historic Vehicle Association the 1940 Ford Pilot Model GP-No. 1 “Pygmy” as the eighth vehicle to be recorded under the Secretary of the Interior’s Standards for Heritage Documentation. The documentation will be part of the HVA’s National Historic Vehicle Register and the Historic American Engineering Record that is permanently archived in the Library of Congress. The documentation is part of an ongoing collaboration between the Historic Vehicle Association and the U.S. Dept. of the Interior, Heritage Documentation Programs to document historically significant automobiles, trucks and motorcycles. Principle funding and support for the documentation of the 1940 Ford Pilot Model GP-No. 1 Pygmy was provided by Shell Lubricants and Hagerty and FARO Technologies, Inc. The 1940 Ford Pilot Model GP-No. 1 Pygmy owned by the U.S. Veterans Memorial Museum in Huntsville, Ala. where it is on permanent display.

About the Historic Vehicle Association

The HVA is dedicated to preserving and sharing America’s automotive heritage. In 2014 the HVA established the National Historic Vehicle Register program working with the U.S. Department of the Interior and Library of Congress to document historically significant automobiles in America’s past. The HVA is supported by nearly 400,000 individual historic vehicle owners and corporations such as Shell Lubricants, Hagerty and FARO Technologies, as well as individual benefactors

Please visit: www.historicvehicle.org

NPS Will Publish Amended Final Rule for ORVs in Federal Register

By Irene Nolan

Reprint: <http://islandfreepress.org/2016Archives/12.20.2016-NPSWillPublishAmendedFinalRuleForORVsInFederalRegister.html>

The National Park Service said today that it will publish some changes to the final rule on off-road vehicles in the Cape Hatteras National Seashore in the Federal Register tomorrow -- on Dec. 21.

The changes are the final step in requirements that Congress mandated in the National Defense Authorization Act for Fiscal Year 2015. The legislation required that the seashore modify wildlife protection buffers, accelerate the construction of vehicle access points and roads, report back to Congress within one year of the date of the NDAA, and undertake a public process to consider changes to the final rule on ORV management.



Wildlife protection buffers were modified in June 2015, all vehicle access points were constructed, and a report to Congress was finalized before the end of December 2015.

The Park Service has been working on the final part of the requirements --the change in the rule.

Specifically, the legislation required the seashore to consider three specific changes:

- Morning opening of beaches that are closed to ORV use at night, which is now 7 a.m.
- Dates for seasonal ORV routes
- Size and location of Vehicle Free Areas (VFAs).
- In addition, seashore officials added these changes to the ones that are required:
- Dates that ORV permits are valid -- different lengths of time currently exist, which is either a weekly or annual permit.
- Revising an ORV route designation to allow pedestrian use of a soundside area on

Ocracoke Island without requirement for an ORV permit,

- Extending the existing bypass route at Cape Point.

The seashore published an Environmental Assessment in February 2016. That document can be found here

(https://parkplanning.nps.gov/showFile.cfm?projectID=59571&MIMEType=application%2Fpdf&filename=CAH_A_ORV%20EA%20good%20page%2080.pdf&sfid=234223). The environmental assessment included a preferred alternative that described proposed changes and impacts of those alternatives, to the seashore's final rule for ORV management.

However, special regulations are required to change existing regulations for ORV use on National Park Service lands. The final rule largely describes the technical details that are required to implement the Seashore's preferred alternative.

The Park Service had public scoping meetings before the EA was developed and after it was presented to the public.

Also, proposed changes to the final rule were published in the Federal Register in August.

Yesterday, the NPS published a Finding of No Significant Impact (FONSI) on its proposed changes.

The next step is to publish the final changes to the final rule in the Federal Register.

Here are the highlights.

BEACH OPENING TIMES

Most ORV routes would continue to open at 7 a.m., as they now do under the ORV rule. Certain "priority" beach routes could be opened earlier than 7 a.m., though no earlier than 6 a.m.

Priority routes, the Park Service said, were chosen by their proximity to villages and popularity with users. They would include Ramps 2, 4, 25, 27, 43, 44, 48, 49, 70 and 72. NPS resource staff would patrol these priority routes before opening so that park resources would be protected even while earlier access is allowed.

The NPS is proposing to amend the special regulation to state "no earlier than 6 a.m." instead of stating a specific time in the regulation. Instead beach opening times would be published annually in the Superintendent's Compendium.

The Superintendent's Compendium is a summary of regulations that pertain specifically to the administration of the park, such as areas closed for public use and activities that require special permits, that are up to the discretion of the superintendent and do not require going through the federal rulemaking

continued on page 7

■ NPS Published OHV Rule

from page 6

process.

This process will give the superintendent more flexibility over beach opening times without having to go through the cumbersome and lengthy federal rulemaking process each time.

SEASONAL ORV ROUTES

Under the proposed rule, seasonal ORV routes in front of the villages of Rodanthe, Waves, Salvo, Avon, Frisco, and Hatteras and the Ocracoke Campground would be expanded by two weeks in the spring and fall. Under the new rule, these seasonal routes would be open from Oct. 15 through April 14.

Currently, they are open from Nov. 1 through March 31.

VEHICLE-FREE AREAS

The proposed rule would modify the size and location of vehicle-free areas and improve access in some locations.

The proposed Ramps 2.5 on Bodie Island and 59.5 on Ocracoke would not be constructed. Ramp 2 would be restored to ORV use, extending the existing ORV route by a half-mile to the north and providing ORV access to the route from either Ramp 4 or Ramp 2. Ramp 59 would continue to be open to ORV use, extending the existing year-round ORV route about a half-mile.

The seasonal ORV route at Ramp 34 would be extended 1 mile to the north into what is now a vehicle-free area. And the seasonal route at Ramp 23 would be extended 1.5 miles to the south into what is a vehicle-free area.

According to the proposed rule, "The NPS proposes making these changes to these particular VFAs because it would slightly increase ORV access on each of the islands without measurably impacting visitor experience, safety, sensitive wildlife species, or workload complexity of park staff."

The change at Ramp 23 is especially important to residents of and visitors to the tri-villages, where ORV access is limited in the summer months.

Many wanted to see changes to the VFA south of Cape Point, in the area of the Hook, which is not in the proposal.

PERMIT DURATIONS

The Park Service is proposing to remove the specific times established for the duration of ORV permits from the special regulation and instead control the duration of the permits through the Superintendent's Compendium.

This means that any future changes to the duration

would require the proper compliance with the National Environmental Policy Act (NEPA), but would not require going through the more complicated rulemaking process.

In choosing Alternative 2, the Park Service would change year-round permits from being valid for the calendar year to being valid from the day they are issued -- a change that has long been asked for by beach drivers.

The current 7-day permit would be changed to a 10-day permit, which, the NPS says, could allow many users to access the beaches over two weekends.

OCRACOKE ACCESS IMPROVEMENTS

The proposed rule would remove the ORV route designation from Devil Shoals Road, also known as Dump Station Road. This is an existing dirt road located across Highway 12 from the Ocracoke Campground.

This road would be designated a park road and no ORV permit would be required for driving on it.

The NPS says it proposed these changes to allow for limited vehicular soundside access on Ocracoke Island without the requirement of an ORV permit, since there is currently no soundside vehicular access areas on Ocracoke as there are on the other seashore islands.

HATTERAS ISLAND ACCESS IMPROVEMENT

The proposed rule would extend the existing Cape Point bypass route south of Ramp 44 by four-tenths of a mile to the north so it will join with Ramp 44. NPS also proposes extending the existing bypass approximately 600 feet to the south.

The Park Service proposes extending the bypass to provide additional access to Cape Point when the ORV route along the beach is closed for safety or resource protection.

Although the southern extension was not originally part of the Environmental Assessment, impacts associated with the bypass route extension would be negligible at most and would have no impact on wetlands.

The rulemaking process does not provide for a public comment period for a final rule.

The final rule will be effective in no fewer than 30 days after the date of publication in the Federal Register. The seashore intends to implement most changes, other than those that require construction, prior to the 2017 summer season.

For full details on the Final Rule, visit:
<https://www.federalregister.gov/documents/2016/12/21/2016-30735/special-regulations-areas-of-the-national-park-system-cape-hatteras-national-seashore>

To view the FONSI, go to:
<https://parkplanning.nps.gov/document.cfm?parkID=358&projectID=59571&documentID=76714>.

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.



Men's V-Neck T-Shirt

100% ringspun cotton, Heather Grey is 97/3 cotton-poly blend
Classic fit

Machine wash cold, tumble dry low

These quality short-sleeve v-neck t-shirts are 100% pre-shrunk cotton (cotton/polyester blend for gray colors) & are soft & durable for a comfortable feel. Fit is mens standard (size up in doubt)

\$23.99

NOHVCC Association of the Year Award: Maryland OHV Alliance

Posted on November 1, 2016

The Association of the Year Award was presented to MDOHVA "for their continued growth and development, and their efforts to preserve access for all OHV enthusiasts in Maryland." Jack Terrell, NOHVCC Senior Project Manager, accepted the award on the Alliance's behalf, saying, "This award is much appreciated. It is the work of our NOHVCC Associate Partner in Maryland, Ken Kyler, who has done a fabulous job there. There was absolutely no OHV riding anywhere on State land in Maryland. They had shut down every inch of trail there. The attitude was that the way to manage OHV trails is to close them."

"Ken was one of those guys that wouldn't accept the words 'no' or 'you can't do that.' He formed the Maryland OHV Alliance. The interesting thing is, that some of the officers don't even live in Maryland. What they have accomplished in the last couple years is incredible. The State DNR has agreed to open up a new riding area. They put out a bid to construct the riding area. The bid package has been approved by the State and the trails will be under construction in the next couple of months. It's a situation where the riders in that State have no opportunities and have had to go ride out of State. They will now have a place in-State to ride. It's a most deserved award for them, and I am

continued on page 10

Copyright 2006 by Randy Glasbergen.
www.glasbergen.com



"If Robin Hood takes from the rich and gives it to the poor, then eventually everyone will be poor. Explain to me again why that makes him a hero?"

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@mafwd.org for information on how your club can join and contribute to MAFWDA.

■ NOHVCC Association of the Year

from page 8

more than happy and honored to accept it on their behalf. We are going to be doing a Great Trails Workshop there 10 days from now, and I will make sure that Ken and the Association receive this award."

Source:

http://nohvcc.org/Materials/Newsletter/october-2016?utm_source=MadMimi&utm_medium=email&utm_content=NOHVCC+News%3A+October+2016+Edition

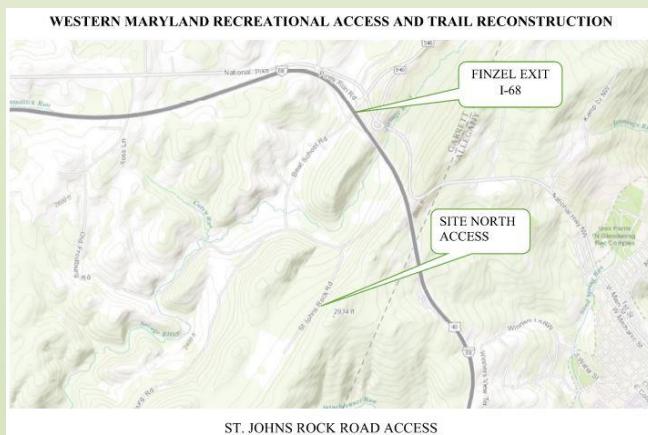
Off-Road Vehicle Trail Approved for Garrett County

October 19, 2016

Reprint: <http://news.maryland.gov/dnr/2016/10/19/off-road-vehicle-trail-approved-for-garrett-county/>

The Board of Public Works unanimously approved today the construction of several projects within Savage River State Forest, including the development of the state's first modern off-road vehicle trail. The trail will include the first-ever campsite designed to support off-highway vehicle riders. Other features will include single-track hare scramble style trail sections, technical trail spurs, internal loops, vehicular pull-offs and in another first – a full size rock crawl area.

The Maryland Department of Natural Resources, which manages state forests and parks, seeks to open the 6 miles of improved trails late next spring or early summer.



"Improving access to our public lands and resources, and enhancing and promoting outdoor recreation is at the heart of what we do," said Natural Resources Secretary Mark Belton. "Providing an enjoyable and safe area to pursue one's passion in an ecologically-responsible and sustainable manner is in everyone's interest. We appreciate the patience of the off-road community as we developed this project and look forward to welcoming riders and their families."

The new St. John's Rock Road trail, located near the Allegany and Garrett County line, will complement the state's existing off-road trail system in select areas of Garrett, Potomac and Savage River state forests.

All off-road vehicles must be registered annually with the department and display a current registration sticker, which is available for purchase online, at department service centers or Maryland Forest Service offices. An off-road vehicle is defined as a motorized vehicle designed for or capable of cross-country travel on land, water, snow, ice, marsh, swampland or other natural terrain. This includes a four-wheel drive or low pressure tire vehicle, an automobile, a truck, a motorcycle and related two-wheel vehicles, an amphibious machine, a ground effect or air cushion vehicle, a snowmobile or golf cart.

The Western Maryland Recreational Access and Trail Restoration project is estimated to cost \$1.4 million and is set for completion around May or June 2017 (weather dependent). Part of the funding was provided through the Recreational Trail Program, which is administered by the Maryland Department of Transportation's State Highway Administration.

Another 1.5M acre federal land grab

POSTED AT 8:01 AM ON DECEMBER 29, 2016 BY JAZZ SHAW

Reprint: <http://hotair.com/archives/2016/12/29/another-1-5m-acre-federal-land-grab/>

Wake me when it's January 20th.

If you thought the parade of last minute executive actions by Barack Obama was going to slow down in the final three weeks, think again. In a (hopefully) final slap in the face to states' rights advocates, the President expanded on his already record setting history of locking up vast tracks of land under federal control this week. A staggering mass of more than 1.5 million acres in Utah and Nevada was converted to "national monument" status, ostensibly intended to protect cultural treasures. The announcement showed up on the White House web site.

Today, I am designating two new national monuments in the desert landscapes of southeastern Utah and southern Nevada to protect some of our country's most important cultural treasures, including abundant rock art, archeological sites, and lands considered sacred by Native American tribes. Today's actions will help protect this cultural legacy and will ensure that future generations are able to enjoy and appreciate these scenic and historic landscapes. Importantly, today I have also established a Bears Ears Commission to ensure that tribal expertise and traditional knowledge

continued on page 11

■ Another 1.5M acre federal land grab

from page 8

help inform the management of the Bears Ears National Monument and help us to best care for its remarkable national treasures.

In a clearly coordinated effort, the White House enlisted Russell Begaye of the Navajo nation to publish an op-ed singing the praises of the President for his “bold” efforts to preserve tribal lands for future generations. And to be clear, there’s no doubt that there are some individual sites scattered around this vast piece of territory where you can find ancient indigenous dwellings and other cultural artifacts. In a sane world where the White House actually understood and respected the idea of a “national monument” (as opposed to a national park, which the President can’t simply create on his own) we might have seen some of the more important, individual sites set aside for preservation and tourism. But this move simply blocks off a vast area in both states from any future energy exploration, recreational use or private development.

These eleventh hour moves are becoming tedious and repetitive at this point. The President is distorting the intended purpose of traditional tools available to the White House for limited preservation action. It’s very similar to his twisted interpretation of sea shelf leasing rules which supposedly allowed him to permanently ban offshore oil exploration in vast tracks of the continental shelf. This should bring us to the unfortunate but apparently necessary point of examining some of these executive branch powers to see precisely how “permanent” they truly are. Some members of Congress are already mulling the question over. (Fox News)

Trump’s upcoming presidency has tempered the excitement for tribal leaders and conservationists, with some worrying he could try to reverse or reduce some of Obama’s expansive land protections.

U.S. Rep. Rob Bishop of Utah, who opposes the Bears Ears Monument, has suggested presidents have the power to undo monuments, though it has not been done before.

A coalition of tribes pushed for the creation of Utah’s eighth national monument, though they asked Obama to make it about 500,000 acres larger than the monument he named Wednesday.

There was a time when we didn’t need to worry about “undoing” these sorts of actions. That’s because previous presidents acted on the honor system, exercising restraint and not attempting to bend the rules in order to advance their own agenda. Sadly, those days are gone. The idea that a president elected for four or eight years can permanently effect such sweeping changes regardless of the wishes of either future office holders or the voters is dubious at best.

Sadly, we needed that “honor system” all of this time to avoid turning the routine practice of designating monuments or managing natural resources into a political football. I doubt anyone wanted a situation where alternating presidents from different parties were creating and then invalidating a series of statutes. But when you have a president abusing the system to this degree there may simply be no way around it.

MAFWDA 2016 Club of the Year

Larry Pope

MAFWDA President

Congratulations to Capital Off Road Enthusiasts, Inc (CORE) MAFWDA’s Club of the Year for 2016. CORE has continued to show its dedication and enthusiasm to the promotion of, and participation in, the off-roading community. Throughout 2016 CORE actively upheld the values of MAFWDA. Below are the accomplishments of CORE as presented by CORE President Andrew Taylor.

CORE participated in 16 total events so far in 2016 ranging from continued responsible off-road recreation in four states, to volunteering during a crippling blizzard, and assisting in land rehabilitation efforts in Maryland. This year CORE held a Beginners 101 Trail Ride where new and experienced wheelers alike learned about proper recovery gear, proper recovery techniques, driving etiquette, driving tips and more, before putting what they had learned into practice on a trail ride! In addition to helping our members and guests grow as responsible off roaders, CORE continued its active member recruitment campaign, increasing active membership participation in all activities. CORE also continued to share news of various legislative type alerts with its guests and members, to help them voice their united recreational 4x4 voice! Under the streamlined leadership of COREs President to its professional and experienced members, CORE has upheld the values and traditions befitting acknowledgement and award of MAFWDAs Club of the Year.

From the Appalachian Mountains in West Virginia to the Atlantic coastline, CORE has made its presence felt, not only on the trails, but in the communities as well, leaving a positive impression for all in between. Of note, during the blizzard that poured record breaking snowfall across much of the eastern United States, CORE members volunteered to drive their 4x4 vehicles to transport hospital workers to and from their respective places of employment, ensuring the operational continuity of hospital staff and their patients. During the same crippling blizzard, CORE members patrolled their areas of residence and surrounding communities checking on the welfare of

continued on page 12

■ MAFWDA 2016 Club of the Year

from page 11

people and recovering stranded motorists.



CORE members have also shown their dedication through their participation in MAFWDA sponsored activities and meetings. At the annual MAFWDA meeting on May 18th, seven of the twelve attendees were CORE members. CORE attended the PA Jeeps Show again this year and hosted a club booth both days of the show. Approximately 1/3 of club members attended at least one of the days of the show. CORE was also the only club with a presence at the spring Green Ridge State Forest volunteer weekend, setup by MAFWDA President Larry Pope. This year's project was to create a new parking area, complete with freshly planted trees and a new fence, for visitors to GRSF. CORE members also made a significant presence at the Potomac State Forest volunteer event, hosted by MAFWDA Director of Land Use Preston Stevens, where they helped to repair and paint worn infrastructure in the Forest.

In addition to participation in MAFDWA-sponsored events, CORE members have also maintained a constant voice in the online community and in off-road publications. In the year 2016, CORE has added 16 new trail reports to their website and has many more planned. They contributed a trip report to the January and July issues of the MAFDWA newsletter, Recovery Points, documenting the newly opened Twin Mountain Off Road Park and the MAFWDA Green Ridge State Forest Volunteer Weekend. They have also contributed several articles to United's Voice, including an article about CORE members helping people in the blizzard.

The year 2016 has been another active and rewarding year for CORE and its ongoing efforts to promote positive land use and the enjoyment of fun and safe off-roading activities. They have maintained a steady schedule of events including to Chaos Off-Road Park, Twin Mountain Off-Road Park, Assateague National Seashore, Red Cloud Off-Road Park, trips to various State and National Forests and Parks, and an overlanding expedition run into West Virginia, among others. These trips were documented and shared on

the CORE website as a local community resource for others to reference. An example of this was the special trip to document and report the current conditions of the recently closed Shoe Creek Trail, where a detailed GPS track and description of conditions were posted on the CORE website to alleviate rampant speculation. CORE also gained access to a new members' private land which has presented unique opportunities to its members. CORE has dedicated themselves to volunteering their time in positive land use campaigns as well as in the online community.



Through these efforts CORE has not only exhibited a positive example of an off-roading community, but has also been a prime example of upstanding club membership in MAFWDA. They have made every effort to actively engage their club members in MAFWDA sponsored activities and have gone above and beyond with their enthusiastic participation. Each CORE member is delighted to be a part of such an active and forward-thinking organization and proudly dons their MAFWDA stickers on every rig!

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 four-wheel drive community, please shoot an email to Mike V (MAFWDA newsletter editor) at Newsletter@mafwd.org and he will ensure your contribution is included in the next published edition.

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

Land Use and Conservation News

Preston Stevens

MAFWDA Director of Conservation / Land Use

Well Folks, 2016 is behind us now. We now have a new US President. The State of Maryland has a Governor, Secretary of the DNR and an Assistant Secretary that look at us in a positive light.

Come spring, there will be a State sponsored OHV area in Eastern Garrett County. Yes, there will be some stuff for us Four Wheel Drive Owners and campers. Is it much? Not really. A really fine start, never the less.

The positive, it is a first in Maryland. The negative, it "seems" like an avenue to deny us access for a snow run, or it is a personal agenda. To be honest, I feel like I let you all down regarding that event. It was always so much fun and it was such a huge benefit to Grantsville and even Accident, Md. To say I am disappointed and even a bit surprised is an understatement. I am not throwing in the towel regarding that event, never the less. But, time needs to pass, once again.

In the works is a potential 3,000 track of land for us to play. Way too early to get into the details. But, if it happens, it will benefit so many and an area that truly needs a helping hand. Once something becomes official, I will share more. I just do not want to accidentally undermine the efforts of many.

The Maryland OHV Alliance won a national award this year from NOVCC. That is actually, quite a big deal.

Motorized recreation in Maryland receive a record RTP funding.

In PA, the Anthracite area is getting better and better. With the assistance of Jenifer Watson, we are trying to put on a show and tell ride for the Maryland DNR. Yes, that too is a big deal. Our PA Jeeps club has done so much as to make that area happen and be successful.

Last year, our CORE club once again did great volunteer work on the Green Ridge State Forest. They were recognized for their fine work at the Citizen's Advisory meeting this fall, which I am a member of. The group, as the association did great work on the Potomac State Forest, followed by some fine four wheeling. Fun was had by all and this year, we had a nice size group. This may not seem exciting, but we all prepped and painted gates. Okay, maybe that sounds backwards. Actually not. The Forest Manager was very appreciative. We managed to complete 8 gates. Trust me, there are a lot of parts on those things. The best part, the general public will see our efforts, in a big way.

This year's Potomac State Forest event will be from

July 5th thru the 12th. Wheeling on the weekend. Still, a great family trip.

Not so obvious, doors are again opening up to us. While, I do not know if Mr. Trump has any clue as to what we are or do, he is a business man. So, he understands financial benefits, such as access for us, as for what it generates. We have a Republican controlled Congress. Never will there be a better opportunity for Four Wheel Drive to make progress and regain lost access. Take a few minutes few minutes and write and/or email your representatives. Let them know we are here and they need to undo some bad decisions of the past.

If you have any information that could help our cause, please forward the details to Larry or myself.

Everyone, please have a great 2017. Stay safe, stay healthy. Let's create more excuses to use four low!

Respectfully Submitted,

Preston Stevens

Director of Conservation/Land Use

MAFWDA Newsletter
9073 Harris Place
Frederick, MD 21704

BULK RATE
US POSTAGE
PAID
PERMIT NO.
00000

ADDRESS CORRECTION REQUESTED