



UNITED FOUR WHEEL DRIVE ASSOCIATIONS INC.
AN INTERNATIONAL ORGANIZATION
www.ufwda.org

UFWDA e-NEWS August 2006

Welcome to another edition of this monthly newsletter. How quickly things change in a month. Continuing unrest in the Middle East and more airline disruptions keep changing the flows of travel and commerce. I'm not sure how the fuel cost has affected other countries 4x4 recreation but it's certainly got many in New Zealand thinking about the distances they travel.

In the same way as our members are inquisitive about what UFWDA is doing, so are we wanting to know more about whom we represent.

Knowing something about the demographics of our membership worldwide also has a practical purpose in helping to fund UFWDA by allowing us to get advertisers interested in buying space in our publications. The survey we'd like you to complete is a "test drive" of a new format that may allow better future information gathering with minimal effort by everyone. We'd like your input and those of your 4x4 enthusiast friends but it needs to be quickly, as **the survey will close on August 24**. It's quick, user friendly and totally anonymous. It is set to allow only one reply per computer to maximise the accuracy.

Enjoy your reading of this issue and remember that you can send **your** news to e-news@UFWDA.org

UFWDA web based survey

www.zoomerang.com/survey.zqi?p=WEB225JSNSL6T6

Evolution of UFWDA

As part of the evolution of United Four Wheel Drive Associations, all professional positions are being reviewed and restructured. Jim Anderson has dedicated a lot of time and effort to these positions and has done an admirable job in the area of Supporting Business Member Coordinator, Advertising Sales and Voice Editor and we appreciate his dedication and professionalism.

With this re-organization, I felt that the positions of Supporting Business Member Coordinator and Advertising Sales should be posted for application and the Voice Editor position is being put out to tender. We are also introducing the position of Executive Director. The position will be a part time professional position where the compensation is primarily performance based.

Headlines

UFWDA web based survey
Evolution of UFWDA
Director of Environmental Affairs Report
Federal Funds help Trails
UFWDA at Camp Jeep
PA Jeep Show
Awareness Program Report
4x4 Resource
Biodiesel
Stoney Run Trip Report
TMTC Purchase
Glass Magna Interestados Mexico 2006

United Four Wheel Drive Associations, an international organization, dedicated to the promotion of outdoor motorized recreation and maintaining access to public and private lands for recreation has the following professional opportunities available. Suitable applicants may indicate an interest in more than one position and must indicate so in a covering letter/e-mail.

Applications for all positions, with the exception of News Magazine Editor, which is subject to an RFP Process, should be submitted to Wayne Groom, President at president@ufwda.org.

Executive Director

This is an opportunity for an individual with experience in business management and four-wheel drive recreation to assist with the future growth of United Four Wheel Drive Associations.

This part time position will be responsible for the business management of the corporation and will include the oversight and guidance of the Supporting Business Relationship Manager and the Advertising Sales Executive.

The objective and challenge will be to grow the corporation to the point where this position could become a full time salary paying opportunity. The ideal candidate will have experience applying technology to the business and have project management experience.

The success of this position will be dependant upon working closely with the Board of Directors. This position will report into the President. Compensation will be performance based and will relate directly to the financial success of the corporation. Compensation could also include a monthly fee.

Supporting Business Relationship Manager

This is an opportunity for an individual with some experience in sales, relationship management and four-wheel drive recreation to work with a global leader in motorized recreation in growing the number of supporting business members.

The challenge is to develop and execute a marketing plan to facilitate the sale of Supporting Business Memberships to the United Four Wheel Drive Associations. The requirements of this position also include the monitoring of invoicing and collections as well as ongoing relationship management with these important supporters. The success of this position will be dependent upon working closely with the Advertising Account Executive, the Director of Public Relations as well as the office manager and Treasurer.

This position reports into the Executive Director and the Director of Membership. Compensation will be based upon a scalable commission schedule that is negotiable.

Advertising Account Executive

United Four Wheel Drive Associations has an opening for an Advertising Account Executive.

This is an opportunity for an individual with some experience in sales, relationship management and media to work with a global leader in motorized recreation.

The challenge is to develop and execute a marketing plan to facilitate the sale of advertising space in the United's Voice, a quarterly newsletter/magazine, as well as presence on the word wide web. The requirements of this position also include the monitoring of invoicing and collections as well as ongoing relationship management with our advertisers.

The success of this position will be dependent upon working closely with the Supporting Business Relationship Manager, the Director of Public Relations as well as the office manager and Treasurer.

The position will report to the Executive Director and compensation will be based upon a scalable commission schedule that is negotiable.

News Magazine (Voice) Editor

United Four Wheel Drive Associations has an opening for a News Magazine (Voice) Editor

This position is being put out to tender and a Request for Proposal (RFP) will be issued in coming weeks.

If you are interested in this position and would like to receive a copy of this RFP please contact Peter Vahry, International Vice President at intlvp@ufwda.org

The United Four Wheel Drive Associations are a group of state, regional, provincial and national 4WD organizations in the United States and around the world. Our members span the globe from the U.S. and Canada, New Zealand, Australia, England, Japan, South Africa, and Iceland.

Wayne Groom | President | United Four Wheel Drive Associations |
president@ufwda.org | 416 948-5337

'New frameworks are like climbing a mountain - the larger view encompasses rather than rejects the more restricted view.' Einstein

John Stewart {Director of Environmental Affairs} Director of Environmental Affairs Report

The year 2006 has been an active year for promoting and protecting recreation opportunities. Through the year, UFWDA has been involved in several "wins" for recreation on issues affecting our members. While California is leading the nation with issues, it is not the only place where recreation is under attack. While some issues are regional, most have a national as well as regional impact.

The California issues with the Off Highway Motor Vehicle Recreation (OHMVR) Commission and audit issues with the state OHV Trust Fund have been the focus of many contentious meetings. As of the May OHMVR Commission meeting, a turning point was noted. The Commission approved funding for the acquisition of lands to increase the recreation opportunity in Ocotillo Wells SVRA. UFWDA member organization Tierra del Sol Four Wheel Drive Club of San Diego hosts their annual Tierra del Sol Desert Safari in that area. While few immediate changes are expected, a long-range management plan will be developed. It is expected the management plan will establish protection for important archaeology sites and a buffer to prevent encroachment of housing developments.

And, Woolly's Off Road Park in Tennessee remains open due in part to UFWDA and member organizations support. Faced with closure due to noise issues, supporters were able to convince the county agency to re-align one trail rather than close the entire park.

In Alabama, Greyrock faces increased scrutiny from local agencies. While the outcome is not settled, UFWDA has provided letters of support to keep the park open. These efforts underscore the importance of participation in the public process, which includes working with the regulatory and management agencies as well as with the elected officials. Involvement is essential.

A little known lawsuit in the summer of 2005 had a significant impact on recreation activities on National Forest lands. A lawsuit meant to halt a timber salvage operation ended up closing down recreation activities where a Forest Service Special Recreation Permit was required. The Pt. Mugu 4 Wheelers in California were stuck. With less than two weeks to obtain the required permit, they were informed the application would be submitted to a public review process and maybe issued within 90-120 days.

UFWDA interceded on their behalf and the club received its permit allowing the event to continue as planned. The popular Halloween Fright Night Run was held on schedule. In appreciation of UFWDA assistance, the Pt Mugu 4x4 Club donated \$2800 of their proceeds to UFWDA.

UFWDA was there when the Wild West Off Roaders hosted their Second Annual Clean Up on April 23 at the Grandview Sand Wash featuring free food and a chance for free prizes for everyone that attended. The event was co-hosted with the Mountain Home ATV Club. Over 100 attendees included members of Idaho Off Road 4x4 Club, High Desert Off Road of Southern Idaho, Idaho State 4x4 Association, Wild West Off Road Club and the Mountain Home ATV Club. In all, almost 11,000 pounds of trash was collected. Trash collected included two car bodies, three refrigerators, one washer and over 50 tires.

While the local groups expect to lose access to this area due to a technicality (it is part of a National Wildlife Refuge), they turned out to show commitment to the Bureau of Land Management to save other important areas. Collaboration with national groups is an important element in representing UFWDA member interests.

To that extent, UFWDA hosted the 2nd National Leadership Summit on Recreational Access (NLSRA) on October 25-27, 2005 in Chicago, IL.

The summit focused on setting recreational land use and access priorities for the next five years. Attendees included the United Four Wheel Drive Associations, BlueRibbon Coalition, Motorcycle Industry Council, Off Road Business Association, Specialty Vehicle Institute of America, California Off Road Vehicle Association, Wisconsin OHV Coalition, United Land Action Fund, American Motorcyclist Association, American Council of Snowmobile Associations, and the Idaho State Snowmobile Association. The meeting was a facilitated discussion to develop issues and determine priorities. The issues include education, policy, litigation, legislation, advocacy, public relations, and others that require close coordination and sharing of information. The top three issues included, developing systems to share information, developing educational programs, and trails designation. Summit attendees recognized the importance of regular meetings to facilitate problem solving through face-to-face contact that is driven by continued networking to identify recreational land use and access priorities. Forest Service Route Designation was identified as a major impact issue affecting recreational land use and access priorities. Other issues included image of recreation and sound.

On January 17, 2006, Carla and I attended a meeting with the Forest Service in Washington, DC. Together with the American Council of Snowmobile Associations (ACSA), American Motorcyclist Association (AMA), Americans for Responsible Recreational Access, (ARRA) BlueRibbon Coalition (BRC), Motorcycle Industry Council (MIC), National Off Highway Vehicle Conservation Council (NOHVCC) and the Specialty Vehicle Institute of America (SVIA), United Four Wheel Drive Associations (UFWDA) met with Forest Service Chief Bosworth and other Forest Service officials to discuss concerns arising from the national OHV rule and route designation efforts. A detailed list of 14 issues of concern was delivered to Forest Service officials.

The next day, some of the group visited with the House and Senate Budget and Appropriation Committees in Washington, DC to discuss funding support for the Forest Service efforts to implement the national OHV rule and route designation. Subsequently, on May 4, 2006, the Interior Subcommittee of the House Appropriations committee approved legislation for Forest Service funding in the amount of \$262 million for Recreation Programs, an \$11 million increase over the amount requested by the administration.

The Forest Service has completed a series of "training" sessions for regional and district managers on implementation of the national OHV rule and route designation. UFWDA is involved with other national recreation groups to ensure our members have access to the latest information about the route designation process as it moves forward.

UFWDA presented a seminar on Effective Advocacy for the OHV Enthusiast in Warwick, Rhode Island on March 18, 2006. The North East Association of 4 Wheel Drive Clubs (NEA4WDC) hosted the seminar.

The seminar topics focused on National Environmental Policy Act (NEPA), Public Speaking, Lobbying Basics, and Effective Advocacy. Additional information on hints to promote a more positive public image was presented to attendees. This is part of an effort to bring the United Land Use Conference to the members. Over the past several years, I have obtained a vast store of documents from a variety of web sites. Some of the documents are no longer available at their original site. I am beginning to make these documents available through www.muirnet.net. If you have a need for information on a topic not currently posted, I may have just what you are looking for. The focus of the site will be to provided information, current and historical, for access advocates. We continue to face new challenges affecting recreation opportunity and UFWDA is committed to representing member interests in the legal, legislative, and administrative processes.

As we move into the new year, the below list of five items represents my view of issues that will be major factors in the legal, legislative, and administrative processes affecting recreation opportunities.

John's five major factors:

1. Forest Service OHV Rule and Route Designation. This is part of the administrative process where the Forest Service will determine a sustainable system of routes to support the needs of Forest visitors. Key to determining the final system of routes are the potential for resource damage and financial resources to maintain the route.

2. Special Recreation/Special Use Permits. Each federal agency has begun to implement some form of Special Use/Recreation Permit. Associated with these permits is the concept of "cost recovery". As such, the process is expected to set limits on the number of visitors to federal lands and recover the costs associated with issuing a permit.

3. Image. Motorized recreation continues to be marked as "destroyers of the environment". Image does affect land management decisions when protection of resources is under consideration. Our image is projected to the public though advertising and our own web sites.

4. Coalition Building. Motorized recreation is characterized by many facets, each with its own set of advocates. We need to build a coalition of the different people to develop strategy and set priorities for addressing issues common to all. While we may recreate in different manners, we are bound by two common elements. We use a motorized vehicle and we need access to a place for recreation.

5. Membership and Involvement. Increasing the membership and involvement of recreationists is important. As we move into the future, we will be involved with change. The sport is changing. Opportunities are changing. And, regulations are changing. Membership and involvement are key ingredients to ensuring recreation remains a viable opportunity.

'It is always the minorities who aren't part of a mainstream who define what the limits...of the majority are going to be.' Rose Elizabeth Bird, US Chief Justice, California

Federal Funds to Help Expand Trail Systems

<http://www.insideindianabusiness.com/newsitem.asp?ID=19079>

"Inside Indiana Business" (press release) - Indianapolis, IN, USA

... Each year a portion of federal taxes from gasoline purchased by off-highway vehicle (OHV) users is apportioned to the RTP through the Federal Highway ...

UFWDA at Camp Jeep again in 2006



Some of the United people at Camp Jeep 2006

Left to right, Frank and Joanie Noel, Wayne Groom, Kathleen Snyder and Bob Poland.

Many more were assisting Carla and Chris Boucher with the trail runs for the Jeep enthusiasts.

Interesting articles about the 2006 PA Jeep Show

Photos from JeepFan.com <http://www.jeepfan.com/offroad/pajeps06-1.htm>

Event article from Quadratec http://www.quadratec.com/community/jeep_news/article.php?a=14

Photos from Webshots <http://community.webshots.com/album/552502878uGTser> if this link does not load the first time click it again.

Chris Tefke {Awareness Program Coordinator & Development} Safety Awareness Report

Greetings; each year I write a letter for the UFWDA Annual Convention and the last few I seem to be saying the same thing. We are working on the program; trying to change and find a better way to promote and organize it. I have found someone to rewrite the manual; adding some new material to the student manual. This will provide a different style of training program for clubs, associations, individuals, dealerships or corporations. I have given a list of questions and projects to the board for review to find a way to accomplish these goals; currently I have not received much feedback from them. The Board has been busy as well on other UFWDA issues. I have been in contact with some of the board members and we are trying to evaluate the next step. Some of the questions and projects are:

UFWDA Awareness Program

Current Problems/Issues and Proposed Solutions

Contacting the Awareness Program

- Website (Link from UFWDA.org)
- Map – point and click - contact Association/Representative in their area to attend a class
- Pre-designed Form that asks relevant information - Interested in attending a class (form goes to Kathleen so she can direct them to club/assn), becoming an instructor (form goes to Kathleen so she can direct them to club/assn), starting the program in a club/association (form goes to Chris to schedule instructor class), starting the program at a business (form goes to Chris)
- Allow payment via Pay Pal and Credit Cards
- Google: Driver Training, safety/awareness
- Advertise in the Voice/E-News and elsewhere
-

Maintenance of the Awareness Program

Database to include:

- List of who has taken Awareness Class (Club, Assn, Individual)
- List of who has been trained as an Instructor and when their certification expires. System should have the capability to provide reminders to Admin. that certification (first aid and CPR) needs to be renewed and Admin would need to contact the individual to get updated credentials (any software suggestions?)
- Date of where/when class was taken

In an effort to get the program back up and running, I propose that we place an ad in the Voice asking for previously trained instructors to come forward, provide updated credentials and move forward with the program. Previously issued certification can be confirmed in "the box". I need help with setup and maintenance of this database (Kathleen?).

Promote/sell Awareness Program to corporations/businesses:

1. What are the benefits?
2. Costs?
3. Necessary Investment?
4. Is there a need for a separate program/booklet tailored for corporations? Possible solution – one booklet, two covers (corporate vs. clubs/assns), assembled at the printer to only include appropriate chapters.

Do we need new artwork? If yes, any thoughts and/or resources (who to design and what type).

- I recommend/prefer a more “professional” look for the “corporate” cover, but keep clubs/associations cover the same for now due to financial constraints.
- Revise certificates to include space for Association logo – is this something we want to do?
- Awareness-specific logo (e.g. UFWDA logo with a rocker)

Are we still considering Regional instructors (3) or create a “team” of instructors?

- Regional Approach

Benefits – Likely to be less expensive

Challenges – Finding quality individuals in each region (reliable, professional, and knowledgeable); so far, little or no interest has been expressed by association representatives; unlikely to be suitable for corporate awareness classes; would need specific job description, including duties, territory to be covered, etc.

- Team Approach

Benefits – Professional quality; likely to be “corporate” quality, more consistent message; reliability; availability; one individual could provide supervision and direction

Challenges – More expensive

Materials to be included in Student/Instructor Folders:

Who should solicit companies for brochures and/or product to be used in classes (e.g. Hi-Lift jacks)? Is this something Jim Anderson could incorporate into his song and dance?

Incentive Program for Instructors

Give-away items to individuals who have given a certain number of classes or have trained X number of individuals (jacket, name badge, shirt, etc)

Promotional DVD to be sold to corporate entities – short, 5-7 mins, include actual vehicle demonstration footage

Would be included in informational package to be sent (UFWDA info, membership, Voice info, etc) - Can anyone help with this

Pricing – how much does program cost us vs. how much we’re charging?

Ongoing and Completed Awareness Projects

Current and on-going work

These are things that I am currently working on and that are in various stages of completeness:

1. Evaluating and Editing 3-part Awareness forms - ongoing
2. Modifying Written Test required for Instructors – ongoing
 - a. Includes adding answer key to Instructor manual
3. Create new wallet cards – pending artwork decision
4. Created a more detailed Instructor “help” list, which includes laminated “cheat sheet” – done
5. Creating a better trail etiquette list for Student manual – ongoing
6. Updating/Re-writing Student Manual with hired help (Don Baker) – ongoing
7. Updating/Re-writing Instructor Manual – to be done after Student Manual is complete
8. Creating an advanced winch safety/recovery booklet – ongoing

Please keep in mind that we do have ideas for some of these but no action has been taken yet.

This program is completely functional; I am not sure why the clubs and associations aren’t taking advantage of it and using it. A question was placed on e-NEWS (www.UFWDA.org) to see how many people were doing training or were previous instructors and wanted to do training again. We received two responses. This program is here to benefit you, your Club and Association. The projects we are working on are all in-house and do not effect the training side but for some reason very few seem to use it. It has been discussed that an advertisement needs to be placed into each issue of the Voice to help promote the Program more.

My thought is to start soliciting dealerships, corporations and businesses to try and create some income for the Program and UFWDA. I will create a team of instructors that will be trained specifically for this and paid for their

services. This program could be a viable asset to UFWDA as I have said for years but for some reason the associations do not see that; it could be lack of interest, something I did or did not do to help them out. I'm not sure.

There are many opportunities out there for training, education and the building of courses but it takes money to be able to generate the income for UFWDA. We have discussed possibly setting up a few classes around the country; open to anyone. Promoting this in the Voice and on the website; although it hasn't been decided how we will fund this endeavour.

I'm not great with the computer; it is a stumbling block; which doesn't help me with doing some of the program organization, the projects and promotions. I'm working on it though. For direct contact please feel free to call me on the phone at any of the following numbers, if I am unavailable please leave a message and I will get back to you ASAP.

Cell: (443) 250-5724

Work: (410) 335-0621

Home: (410) 676-6821

I hope to have an opportunity to discuss any questions, concerns or issues anyone may have at the convention. I am hoping to move this Program forward once we can get some of these projects and issues completed and resolved.

4x4 Resource

A reminder of a new web site oriented towards assisting land use advocates to locate and research information. The web site, maintained by UFWDA Director of Environmental Affairs John Stewart, can be found at:

<http://www.muirnet.net>

Stewart stated, "The web site is a work in progress and will be built out with reports and information about all aspects of land use and access issues. The site will not be for "action alerts". It will be for background information on issues."

Some of the documents are no longer available at their original web site.

Biodiesel

Here are some useful links for information...

http://journeytoforever.org/biodiesel_make.html

<http://www.kelseyville.com/biodsl/>

<http://www.biodieselnow.com/>

www.biodiesel.org

www.biodiesel.com

www.biodieselamerica.org

www.jatropha.de

Willie Nelson Biodiesel (a lot of great biodiesel facts) - www.wnbiodiesel.com

Company investing heavily in Jatropha - they also have a modular biodiesel plant - www.d1plc.com

Great study on biodiesel made from algae oil by the Univ of New Hampshire www.unh.edu/p2/biodiesel/article_alge.html

www.unh.edu/p2/biodiesel/article_alge.html

Trip Report: 07/01/2006 - Stoney Run Trip Report

What do you get when you mix sunshine, temperatures in the 80s and an uphill climb with rocks ranging from softballs to basketballs with the some occasional boulders for good measure? You get a great ride on Stoney Run Trail in the Glenwood-Pedlar District of the George Washington National Forest.

Representing the Lifted Rubi group on the ride were:

CORE Vice President Bob in Blue



CORE Member-at-large Jason in Red
CORE Member Loc in yellow.

Representing "other vehicle" category was CORE Member Keith in the Blue Blazer.

We could hardly have asked for better weather or a nicer time. The only real downside to the day was series of missed direction cues that seemed to just keep on coming and that proved to be more annoying than disastrous. In spite of an excellent and detailed set of directions, I -- leading the ride -- managed to misplace us on the west side of I-81 instead of the east. Perhaps writing 100 times that Shoe Creek and Stoney Run are south of I-64 and between US 29 and I-81 will help. Nah, guess not. But I think the lesson has sunk in.

We left Wendy's in Park Ridge Center about 8:15 which should have put us at the trailhead around 10:45. That should have been a clue! Without going into all the gory details, we managed to arrive at the bottom of Stoney Run a little before 1:00 and had lunch before starting. Let it suffice to say we took the long way around. Coal Road, the gravel road obvious camping sites on the road as we drove much rain the DC area had Stopping at the trailhead, place to eat lunch water was crystal clear and the forest. Lunch and airing which appears to be just rocks lining it.



leading to the trailhead had about half the occupied. There was some dust kicked up along so the area obviously didn't get as in the last week.

Bob discovered that there was a quiet alongside the babbling stream where the cool. Very nice ambience in the shade of down completed; we started up the trail, another two track with a few golf ball sized

There are really two paths up the mountain. One is similar to the view at the trailhead and zigzags up in a series of switchbacks. The other tends more towards straight up and has obstacles of varying size and complexity. The series of zigs and zags essentially creates a bypass for every obstacle.

We started up and took the straight and very narrow path at our first opportunity. It took me a couple of tries to get past the first hump. But after I accepted that crawling was not going to work for me, it worked out fine. I did notice that the bypass there (which had been an option on our last trip) had been closed. To bypass any obstacle really required that one use the switchback road. Bob, Loc and Jason had no trouble with the first hump as the lockers and higher ground clearance paid off.

As we continued up, we encountered several other people. There were a couple of campers who had apparently used the zig zag road to reach their campsite. One was on a mountain bike and was headed up. I admire the will and stamina of those who choose to participate in that activity but I don't think I would have gotten into that even if it had been as popular when I was younger.

Our next significant pair of good sized for me, they created open/open) where the ground



combinations but some minute steering corrections that did the trick. Once again the Jeeps with higher clearance and lockers made easy work of it.

obstacle is captured in several of the pictures and was a boulders that had significant voids around them. At least the worst combination for the Blazer (essentially right front and left rear wheels lost contact with the simultaneously. I tried several different angles and none were working. Bob then spotted me through with

One of the straight sections between the switchbacks had been closed by the FS with a berm/tanktrap and some trees piled on top. We didn't walk it to find out why. As we got back to the straight up section, there is one stretch near the top that is less straight and still narrow.

As we rounded the corner, we saw a vehicle blocking the trail. Closer investigation showed it to be an XJ with no occupants nearby. The hood was up. There was a 12-volt electric fan zip tied to the grille and blowing towards the radiator. The windows were down and the key was in the ignition (as it should have been, especially if blocking the trail. Other than the fan, there was no indication of why it would have been left there. We assume that it had developed some type of overheating issues and had the owners had walked out or hitched a ride with someone else to go for parts? At any rate, there wasn't any getting around it so we backed and turned to go back to the switchbacks and proceed to the next section that way. That was about the last section of the harder trail and we stayed on the easier route the rest of the way.

After we crested the summit, our ride was not over but the terrain changed significantly. There was more water around and also more soil and fewer rocks. We did find a couple here and there that made for nice posing spots. We came eventually to a fork in the road -- unmarked, of course. Relying on the GPS units, we took the

left fork and very quickly found ourselves at the Forest/National Park boundary where further vehicle progress was prohibited. One more time, we turned around and had to go "the other way".

The Forest Service lists the trail as about 12 miles long. It ends at the Blue Ridge Parkway, a scenic and paved winding road along the mountains from its southern end in Tennessee to about Front Royal VA. We stopped for a few pictures there and were soon joined by two more Jeeps from the DC area. We introduced ourselves and



handed them cards and asked them to look us up on the website.

The morning's missed turns had brought the time to about 4:30. Jason needed to head for home so we bade him adieu and Loc, Bob and I headed in the opposite direction towards Shoe Creek, hoping to get in one more trail this day. We passed by the Wintergreen Resort (wow! that place is HUGE!) and made a stop for gas. The map showed us heading on down to the end of our road and needing to make a turn right. As we approached the stop sign, it became apparent that we hadn't reached the end of our road (just of pavement) and there were no route markings on the

crossroad. We proceeded forward and looped to come out on the road we had just crossed. As planned, we turned right and headed on. After a few minutes it occurred to me that the loop had reversed our direction and that turning right had led us further away from Shoe Creek.

It was so late in the day, we had been plagued with going the wrong way and I recalled my last quick trip up the Shoe Creek trail where we waited for hours and hours for a tow truck from AAA. I made the call that it was time to accept our situation and head for home. We stopped in Charlottesville to air back up with a high pressure, high volume air compressor at a local gas station and then made the uneventful trip home.

A couple of lessons hopefully learned from this one dealing primarily with maps and directions. If you have written directions, be sure as to where they assume your starting position to be. Of course, verify, verify, and verify the directions by tracing them out on the map ahead of time. It might be useful to actual mark them on the map itself. Stoney Run is a seasonally open trail. Call the FS District office to verify the trail is open. One other attempt to this trail was aborted when the group arrived to find the gate closed for some special circumstances. Most importantly: A great day on a great trail covers a number inconveniences when enjoyed with friends.

Happy trails to you. Stay safe, stay sane. TreadLightly!

Keith Holman

Texas Motorized Trails Coalition



The Texas Motorized Trails Coalition (TMTTC) is proud to announce the recent acquisition of a 3,329 acre parcel of land in Crockett County, near the town of Ozona, Texas. The TMTTC is planning to develop this land into a public recreational park open to both motorized and non-motorized users.

The TMTTC had been searching for a new park property for over three years. "It's been a long time in coming", said Carol L. Smith, land acquisitions chairperson, "but we have completed the initial task of acquisition and look forward to developing this land into another premier offroading destination park for the entire State of Texas."

The TMTTC already owns an 1800 acre park near Longview, which is currently almost fully developed. The Barnwell Mountain Recreational Area (BMRA) has over 120 miles of trail system, which is marked and mapped, as well as, rated as for degree of difficulty. The BMRA also has rest-room and shower facilities, RV and primitive camping, a pavilion, an air station, food service and park managers that live on site.

The TMTTC works closely with the Texas Parks and Wildlife Department (TPWD), the US Fish and Wildlife Service and the Texas Historical Commission to ensure that all environmental, biological and cultural resources located on the property are identified and protected.

The TMTTC is a non-profit, all volunteer, membership based organization that was recognized in March of 2006 as the "State Association of the Year" by the National Off Highway Vehicle Conservation Council. The TMTTC also works closely with the American Motorcyclist Association, United Four Wheel Drive, SW Four Wheel Drive, Tread Lightly! and the ATV Safety Institute.

“The acquisition of this new park property proves that we are working diligently to fulfill our mission – in the operation of family-oriented recreational parks within the state of Texas.” said Gary Hazel, president of the TMTC, “ We would especially like to recognize the assistance and support of the TPWD in this land acquisition and we look forward to continuing our excellent working relationship with them.”

Both of the TMTC’s property acquisitions were funded, in large part, by the Recreational Trails Fund (RTF), a federal, pass through, gas tax rebate program administered by the TPWD. TPWD has also recently instituted an Off Highway Vehicle (OHV) Sticker Program required for use by OHV’s who utilize public lands or land purchased with grant programs, both federal or state. Both of these programs are a substantial step forward in the creation of public lands dedicated to OHV use in the State of Texas and the TPWD/ TMTC land acquisitions are prime examples of how the programs can be utilized.

www.texasmotorizedtrails.com

Glass Magna InterEstados Mexico 2006



Celebrate the traditional EXTREME GLASS YURTEZIO 4x4, Glass Magna InterEstados Mexico 2006, where we invite you to live the adrenalin to the maximum, enjoying the most extreme 4x4 competition. See as the 10 best equipped 4x4’s of the Mexican Republic face the natural obstacles of the High Mountain range of Michoacán. Two days of competition without leaving the mountain range.

For greater visitor information www.4x4mex.com in the link of Yuretzió Glass or email to copayuretzió@4x4mex.com

©Copyright 2005-2006, United Four Wheel Drive Associations Inc.

To use materials please acknowledge the source.

United E-news is collated from many sources and may not represent nor constitute endorsement by UFWDA Inc.