

TRACKS

September 2019

Field & Forest Camping, Wheeling, & Eating

Lisa Horowitz

September has been an extremely busy month for Baystate. Of course, there was Fall Crawl, and then just two weeks later, another Field & Forest camping/wheeling trip along with the 2nd Annual “Members BBQ” and 2019 Fall Meeting. On Friday, September 20th, members sporadically filed into Field and Forest’s campground, remembering to sign the waiver before making it past the bathhouses, and continued straight along the dirt road, to what has traditionally been the typical site for BSJ to gather and camp.

This particular Friday was no different. Like years past, people claimed their usual spots and set up their tents and trailers under the same trees, facing the same direction. Unlike two weeks prior, setting up tents were slightly more tedious, as acorns had now blanketed the ground, which required clearing for a comfortable place to sleep. The leaves were beginning to change colors, and the constant noise of acorns falling onto the tops of trailers and forest ground could be heard all weekend. And yet, the 80-degree temperature still made it feel like summer, thought it was the last weekend before the official end to the season. The forecast showed zero precipitation in sight and setting up Friday was the

beginning to an absolutely beautiful weekend in New Hampshire.



While people were still arriving and getting their camps set up, Kurt, Mark, and Dave C. wanted to go out on the trails for a bit. Mark quickly banged out the buggy’s dented hood and topped it off with power-steering fluid after the Summit Street roll-over 2 weeks prior. Kurt’s YJ looked clean as ever, and Dave’s Jeep had four 35” tires holding air, a working front drive shaft, and no starter issues. Kurt took Dave H. as a passenger, and Dave had his buddy Bill jump in with Dave C. We went out and wheeled some Blacks and Reds and watched in amazement as Dave got his little YJ over everything, all while grinning ear to ear.



Seriously, if you have never seen Dave drive his YJ on Field and Forest blacks and reds, it is a pretty remarkable sight. He was able to keep up with Mark and Kurt on their 42's and after a while, it seemed almost effortless for him.



After a little while out on the trails, we decided to head out of the forest and back to the campground. Cassandra's Jeep required some repairs after a little incident involving her favorite rock the weekend at Fall Crawl, and the guys had offered to help her fix her Jeep so she would be able to lead Saturday's Class VI. As we were heading back, Mark, who was leading, saw Kurt stop, who in turn, was waiting on Dave. Mark and Kurt had just made it through a pretty deep mudhole, which then led up to some steep rock ledge, before making it back onto the drier dirt trail.

We seemed to be completely stopped for a few minutes and when I unbuckled my harness and was able to turn around, I noticed Kurt was out of his Jeep. This meant Dave was probably really stuck. Mark jumped out of the buggy, and as we both walked past Kurt's Jeep, we saw flashing headlights and Dave's YJ flopped over in the mud on the driver's side. Mark, who was about 30 yards ahead of me yelled back "Lisa, grab your camera. Oh, and a tree saver and the soft shackle." Dave and Bill were moving and appeared okay. Bill started crawling out of the Jeep, and Mark was able to help pull him the rest of the way out. Dave was still inside the Jeep and wiggling around quite a bit. Mark dove in, head first, helped Dave with his seatbelt, and freed Dave, as well. Dave was worried because his shoulder was sinking into the water and thought his head would be next, so he was struggling to get out quickly.





Both Dave and Bill were unscathed, and all that was left was Dave's YJ on its side and a decent yard sale: stuff scattered around the trail and some items floating in the murky water. Mark and Kurt were able to winch Dave's Jeep right side up, but then the jeep wouldn't start. After removing **almost** all of the spark plugs and getting the oil out of the engine, Dave's YJ was back up and running. Dave was able to winch over the ledge he had flipped on, and we all got out of the woods and back to camp. Cassandra, in the meantime, had changed her axle shaft with minor assistance from Ken and Frank. Go Cassandra!

By late Friday afternoon, and as the sun began to set early and the temperature began to drop as well, it started to feel like fall. There was a total of 14 of us as gathered by the fire. We shared food, Dave C's "blue shakey thing," cheese balls, thoughts about the season, the upcoming Fall Meeting, and most importantly, good company and plenty of laughs. The evening turned into night, people slowly started heading back to their tents and trailers to rest up for Saturday's adventures.





Saturday morning arrived quickly. Everyone was up early: Dave was both emptying out his jeep and drying out his Jeep, people were making breakfast and coffee, and waiting for the non-camping members to arrive. By 9:30, another 20+ members had showed up, and gathered around for the driver's meeting, led by Cassandra. After the sign-ins were completed, those going off with Cassandra on the Class VI did so, and those staying on-property also split into groups and played on the rocks until around 3:00. Everyone met back up around 3:30, along with more members arriving at F&F who were coming for the BBQ and Fall Meeting.



The guys from Bentley's Famous BBQ brought more food than anyone knew what to do with. The corn bread was unbelievable, and the pulled pork, chicken, and ribs were super flavorful. Rockaholics, another NEA club, was at F&F and they chipped in for the BBQ as well. The guys from Bentley's are incredible and have been fun to have around over the past two years. The owner has been supportive of legal wheeling and even donated to Fall Crawl.

Nothing bring people together like some good food, and it was great to see people enjoying themselves and talking with one another. While we all spend lots of time in our Jeeps on the trails, getting to know one another off the trails just makes for an even better time. I think it also helps people feel more comfortable being in a club, where they don't feel like they don't know anyone. Seeing people step outside of their comfort zones, interacting with each other, and seeing newer people feel welcome was an additional highlight to an already fantastic day.



None of this would be possible without the BOD, so thank you to all for the scheduled camping trip at F&F and arrangements and payment for the BBQ and Fall Meeting. Additionally, thank you to Field & Forest owners, Bob and Liza, for being awesome hosts and for always welcoming us onto your beautiful land and use of the campground and trails.

Adventures with BEV

“Beach Edition”

Matt Janchar

Before our memories of summer fade into the fall (and winter!) wheeling season, I wanted to share an update on several things that BEV and I learned this summer at the beach. Yes, BEV loves to play in sand, and there is nothing more fun than going topless on the beach . . . especially when you are a Jeep!



However, driving on sand DOES require a very different set of preparation and driving techniques. In many ways, driving on sand is similar to driving in snow . . . except there is no bottom to the sand. All-terrain tires work better than mudders (since the LAST thing you want to do is dig) and airing down is MANDATORY. When driving, maintain a steady forward momentum, especially on turns. And remember to keep your turns as wide as possible.

In softer sand, you will actually be pushing a small wave of sand in front of you. Unlike rock crawling, when driving on sand the best technique is to run at the highest comfortable gear and make sure the engine has enough torque to respond to throttle input without spinning the tires. Keep your stops and starts gentle to avoid digging. And if you feel wheel your wheels start to spin, LAY OFF THE SKINNY PEDAL! Every second of wheel spin equals another six inches of sand you will need to dig your Jeep out of.

BEV and I have learned that whether you have an enjoyable day at the beach is determined well BEFORE you go. Preparation and packing the right gear are essential. If your trek takes you into more remote areas (which is typically the case where vehicles are permitted on sand), you will need to ensure you have everything you need for a self-sufficient adventure. Pack everything from bug spray to sunscreen, extra water and emergency survival essentials (signaling devices, survival blankets or tarps, etc). And of course, you need recovery gear. And LOTS of it. BEV never heads to the beach without at least five recovery systems: multiple traction boards, kinetic rope, a pull-pal sand anchor, a shovel, and . . . can you guess the last one? Extra credit if you did: a spare wheel. If all else fails, you can bury the wheel at a sharp angle and use it as an anchor to winch your Jeep.



Fortunately, good traction boards are a very quick solution to most recovery situations on sand. In fact, nearly every time BEV goes to the beach, the traction boards get used by somebody (often another vehicle that hasn't planned quite so well for the day). Just remember, do NOT let anyone stand behind the Jeep when using the traction boards (you can guess why) and tie a rope to the corner of each traction board so you can find it when it gets buried (bright nylon rope is best).



Some of the most exciting and fun treks you can ever have in a Jeep involve driving on sand - beach or desert! But be prepared to prepare and recognize that your Jeep will never be quite the same afterward. In fact, here's a helpful table I made to set your expectations on how long it will take to clean/vacuum your Jeep after a day on the sand:

Normal Jeep owner – 1 hour

Jeep enthusiast – 1.5 hours

Jeep enthusiast who is a neat freak – 2.5 hours

The guy who drives BEV – 4 hours!

Finally, a day at the beach doesn't end once you are back on pavement and aired up. Remember that you still have a lot of the beach with you! Saltwater and sand will coat the underside of your Jeep and will even enter the frame. And if you brought kids or pets, you'll have several pounds of sand INSIDE the Jeep too. I swear my kids must empty buckets of sand into my Jeep, judging by what I find in the second row. Be sure to power wash the underside of your Jeep and consider adding drain holes to the low spots on your frame if you plan to drive on the beach often.



Jeep Timeline 2005-2019

Dave Coye

I bought a bone stock 1992 YJ in the summer of 2005 and embarked on a journey. That journey has led me through 14 wonderful years of being a Baystate Jeep member.



Through the years I have been impressed with the members generosity and genuine interest in helping one another combined with their continued support for the sport. The guidance and experience shared accelerated my driving skills and enhanced my appreciation for the sport I continue to learn today.



My jeep has been transformed over the years starting off with open diffs back in 2005 then quickly adding a \$199 front lock-Rite lunch box locker to the Dana 30. The front locker made for some interesting driving and had a big influence on

the lines I now choose to this day. I still remember my first Baystate run which was Ma Bell and the Guardian which I thought I had to climb... I was relieved when the go-around was pointed out to me. I was surprised and excited to make it to the top and took my first poser shot. I almost tipped over when I was getting out of the Jeep but Kurt was there to save me.

I manage to trash the Dana 30 in the second year and went for a "cheap" 4:10 axle upgrade by purchasing a set of used axles out of a 4 cyl Jeep. All was good for years, except for a rash of flat tires caused by the shredded aluminum wheels slicing my tires till the dana 30 began to show signs of wear. I opted for a junk yard Ford 8.8 which provided a "free" disc brake upgrade and chose to go spring over in the rear. I had added a rear Aussie lunch box locker and was amazed at the increased traction.



On a class 6 run, I found out just how much extra traction I had when I proceeded to flop the Jeep by idling up a small boulder on the side of the trail. Driving with true 4-wheel drive was a whole new experience and opened a new set of terrain and driving challenges. The Dana 30 let go again and I bought a used Dana 30 with 4:56's and 30 spline alloy axles and ARB locker. To go with the new gearing up front I had to re-gear the rear to match. The original 33" Mickey Thompson Baja Claws had taken a beating over the years and even with tubes inside, I could not keep air in them. I bought new Baja Claws TTC's on steel wheels and this is the

setup I ran till this year. I mounted them the night before heading to Rausch Creek. I thought with brand new tires I'd be able to climb the rocks better. Turns out I could get stuck better.... Nothing much changed except the addition of steel fenders so I could stop replacing mine.



A few months ago, Casandra replaced her tires, and I was the recipient of some used 35" tires. I bit the bullet and added BDS 6 "leafs up front along with new extended shocks and extended drive shaft. Out back I added new BDS XJ add-a-leafs to the "custom" "spring pack and was now ready to experience 35's.



My first shakedown cruise was to F&F, where I quickly discovered my front driveshaft was hitting the engine skid plate, and I headed home after 45 minutes on the trail. I made some adjustments with

the 4" grinder and put the heap on the trailer ready to head to Rausch Creek. Well, I did not remove enough metal and proceeded to have front driveshaft issues that lead to a transfer case destruction and me parking the heap early. I was able to make use of 2 different transfer case pieces and parts (thanks Kurt) to assemble one functional unit. I reinstalled the case and went on the trail cut at Brookridge for a quick shakedown cruise and still had to remove metal to clear the front drive shaft.

Then came the members BBQ at F&F. Kurt and Mark invited me for a quick run on Friday PM as a few of us had arrived early. No more driveshaft interference, hooray. All was going well and I was impressed I was able to follow these 2 rigs till we decided to take the longer loop which entailed a mud puddle and ledge. I choose to take a line to the left and hug close to a tree to avoid going straight up the ledge. All was going good till the left driver's side rear wheel slipped off the rock and into the 2-foot deep mud hole. This caused the front end to raise up skyward and then slide over landing on my front fender and rock rail. I don't know who was more surprised, my passenger Bill or me. No one was hurt and just a minor dent on the heap.



The members present all jumped in to assist and recover both Bill and I, as well as extricate the Jeep. I now am looking to add a harness as I did not like being stuck in my seat (standard seat belt was very difficult to unlatch) in mud. Hopefully this will be the last upgrade for a while.



LEMON CHICKEN PICCATA

Cassandra Meads

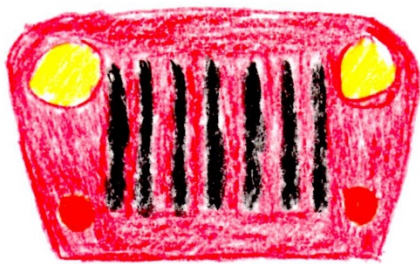
Ingredients

- 🍴 2 chicken breasts, skinless
& boneless, cut in half lengthwise
- 🍴 ¼ tsp salt or to taste
- 🍴 ½ tsp pepper or to taste
- 🍴 ¼ c flour for dredging
- 🍴 4tbsp butter, unsalted
- 🍴 2 table spoons of EVOO
- 🍴 1/3 c lemon juice,
freshly squeezed is best
- 🍴 ½ c dry white wine
(can use chicken stock but wine is
better)
- 🍴 ¼ c capers, brined
- 🍴 1/3 c fresh parsley
(1-3/4 tsp dry parsley- but fresh is best)

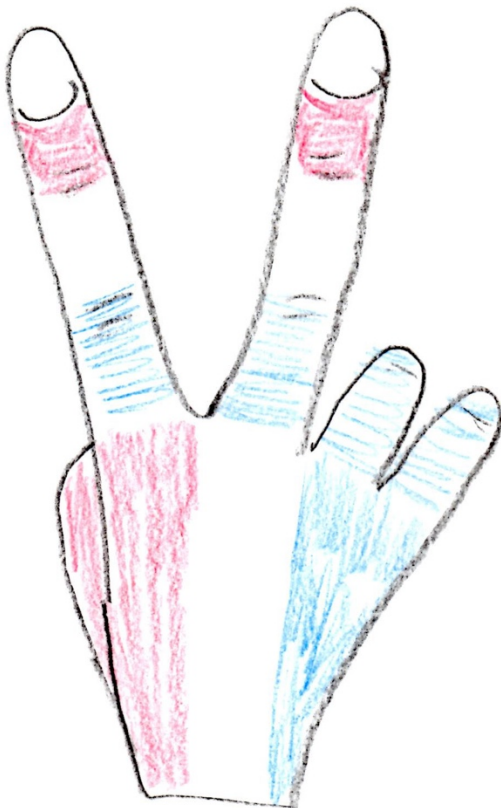
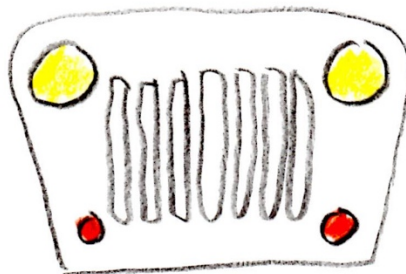


Instructions

- 🍴 Season chicken with salt and pepper. Dredge chicken in flour and shake off excess.
- 🍴 In large skillet (cast Iron is best) melt 2 tbsp butter with the olive oil over medium – high heat.
- 🍴 Add chicken pieces to the skillet and cook for 3-4 minutes a side until browned. When chicken is cooked remove it from the skillet.
- 🍴 Remove skillet from heat. Add lemon juice, chicken stock or wine, and capers. Be sure to scrape up the yummy brown bits from the pan for even more yumminess. Return skillet to heat and bring to a boil. This happens quickly so be paying attention. Taste the sauce and season with more salt and pepper if needed. Add chicken back to the skillet and simmer for about 5 minutes. Remove chicken to a platter and add remaining butter, whisk for about 1 minute. The sauce will thicken. *Be careful not let the boil go for too long or you will end up with less sauce.*
- 🍴 You can return the chicken to the skillet and garnish with parsley or you can plate the chicken with pasta of your choice and pour the sauce over the chicken. Garnish with parsley.



BAY STATE
Jeepers



**Drawing by first year member,
Jim "Blue Yeti"**

Year in Review Submissions:

Dave Coyle:

I know most articles are trip/run reviews or tech write-ups, but I came across a few pictures from this year's summer Rauch Creek trip that I thought I'd share. These are but a small part of the friendship, comradery and support for the sport that exist within this club that I believe sets us apart. What a great year so far.



I met my nephew's doppelganger the second night. The couple had driven up from Texas all by themselves as their "buddies;" backed out. They were shocked to learn they could not wheel by

themselves at Rauch. We quickly invited them to join us on the trails and for a few cocktails at our campfire. Heck they even returned the following night and participated in a Cards Against Humanity marathon. They had a blast on the trails and thanked us for being great hosts.



There is nothing like the BSJ campfire-conversations and the things we learn and I'm not talking about Jeepin' and wheelin' but that is great too. If you have not had the opportunity to attend a campfire session I highly recommend you try it at least once.



Looking forward to another Awesome year!

"Blue Yeti": The Upgrade Story

After being the mostly stock guy for a few runs I decided it was time to upgrade the Jeep.



I had already done the steel bumpers, front & back and the rock sliders.

Next, I added in oil pan, transmission and transfer case armor. This helped to protect the underside as I was scrapping across a lot of rocks. My son and I installed these ourselves out front in a couple hours. For the final stage, I went with a TeraFlex 2 ½" spring & shock lift kit, throw in some JKS quicker disconnects and 5 - 35" BFG AT tires on Dick Cepek rims. Man, picking these up and installing them was a chore. Those are some heavy tires. I can only imagine changing a 37" or 40" tire.... Gotta be the Hulk! LOL



With all these upgrades we are ready for action! Test run was Battlegrounds, and my son and I were ready for a day out on the trails with our fellow BSJ'ers.

First few rock piles we went over we were cringing a bit, expecting to hear some scrapping but with the big tires and lift it was smooth sailing and we both had ear to ear grins.

We enjoyed the run as for Green & Blue trails, it was challenging. I think we went into some Black areas but hey, we made it through. Good day out 4 wheelin for sure!

Only down side was a bunch of areas where they cut the trees down but left 3" to 4" stumps in the middle of the trail... could potentially puncture and ruin someone's tires.

To finish off the year with a nice add-on, I got a TrailFX winch and mounted it up front with my son. A winch and a steel bumper can weigh a bit, so I was glad I had his help. He learned a bit more about wrenching and did a good job with the cables to the battery. Even zip tied them and snipped them up. Looks really sweet!

Needed to fab up a license plate bracket as I was limited to what was available and what looked good, so I used a D-ring holder and created a sweet bracket. I will type up a license plate hack to share with everyone.



Gary Longo:

When asked for a few words on my year in review, the first thing that came to mind was thank you. Thank you to all who accepted me in to the club not too long ago. Thank you to those who allowed me to learn and enjoy at my own pace and of course thank you to all the members who graced me with their votes to become your director of events.

Admittedly there is a side of me that enjoys the planning but, I prefer to remain behind the scenes whenever possible and lend a hand. I had a great time setting up the Jeep 101 and (again) thank you to all those who attended and volunteered. I believe this was the largest number we have ever had. It was a 100% team effort that made it a success.

The 2019 season also was a bittersweet time for me as I bid farewell to Jeep # 10. My 2008 JKU started to have some expensive problems and had to be put down. It was a weird feeling stripping down the '08 knowing that I was going to be building another one up very soon. I recalled each project that I worked on and where I was when something broke. I took pictures of my son the first time he fell asleep in the back seat, no top, no doors and this clown was out cold. No DNA test needed there. I spent hours cleaning the engine and hosing out the tub after my first run at Gremlin and enjoyed the last official run with some of you on the coastal run to Maine when the transmission finally gave up on the trip home.



I welcomed in Jeep # 11 a 2016 JKU that took me a good month to get set back up but, I have been getting back out and getting the feel for it. My first full day out with 11 was recently at Fall Crawl, although not a hardcore day by any definition, I tested everything I wanted. I had a great time with a few old friends on the trails and naturally made a few new ones. I have to say however, the time on the trails is almost as enjoyable as the time at camp with all of you. Friday night as you know rained although, rain, seems to be an understatement if you were there. More accurately, it poured like god almighty was emptying his all powerful bladder on the tent dwelling people of Field and Forest that night. The BBQ on Saturday was not to be missed.





Jim Nyberg:

It's been a great year so far and more still to come. It started with a Huge 101 at the farm and into a busy summer across multiple events. Having been out there on the trails to see some of the action this year have seen folks really progress with their abilities as well as stretched my own. I will fondly remember being at Harris, sadly I didn't get to wheel much this day as at the top of the first hill my pass side axle u-joint decided that its day was finished, and it took the shaft and stub shaft with it. Thanks for the lift yet again Kurt! There were two groups of us out there this day and when we crossed paths a couple times I saw not the same member helping everyone over some rocks but each member getting a spot over from the one in front of them, they got over the rocks, got out helped the one behind them, got in their Jeep and kept moving. I really thought that showed what a great club this is, where everyone is willing to help everyone else. Had some great learning experiences at a couple of wrench fests too...who knew new Jeeps needed duct tape and glue to put a lift on.....or that a lift could be done by lunchtime. Looking towards the rest of the year there are some great times left on the schedule and I certainly hope to get my jeep out there and dirty at more than one of them. Hope to see you on the trails and certainly see you out there next year!

I have included a few pics from the last 12 months. Sun and snow , mud and rain and not a bad time had. Those of you who have been around for a while, you know what I am talking about and for you new folks....If you're not having fun or come home clean, you may be doing something wrong. Looking forward to a great 2020 season with Baystate.

2019 Fall Meeting Trail Report

Cassandra Meads

Here is a recap of the trail report for those who were not at the meeting or couldn't hear in the back or weren't paying attention from all the amazing BBQ.

We had a great year despite the fiasco at the beginning of the season when we had 40 Jeeps at a property. I was hoping for a good turnout but 40? That's just craziness.

Although the property owner liked the paycheck he got, 40 Jeeps is hardly Treading Lightly. All in all, it was a good day. We had two groups, each entering a different side of the property and meeting somewhere in the middle. I left early, around 1 or so, but everyone said the rest of the day was great. This is why I decided to put a cap on the number of vehicles for class VI roads, dragging that many Jeeps through towns and stop lights is not something I am willing to do. It would just make for a bad day - a long day.

Last season we had about 29 runs. This season we had 19 with a few extras tossed in. A few people stepped up when I asked who wanted to start leading, so next season I can add a few more runs. OFR in the summer might be a possibility if we want to include another camping trip, and some people requested Sunday runs, as well. We will also have some open runs and work runs. This season there will be a December Toys for Tots run. Spread the word: maybe we can do it like a sponsorship. Ask your family and friend to donate a toy to your day of wheeling. Haha I just thought of that on the fly, howdaya like that?! I'm gonna be asking mine... bet I bring the most toys!!!

Here are some other changes for next year:

The Breakfast Run: The attendance for the run is great but by mid-day people start heading home, and by the dinner part of the run, 2 or 3 are left, if that. Not that I like crowds, but it would be nice to see more people stay for the dinner part so the run doesn't fade away to just a regular run. I am

shortening the route for next season, so "dinner" will be closer to 3. Maybe that will help.

WE ARE STILL DOING THE POCKER RUN!!!

I have something else in the works for 2020, I'm still working out details, but it should be pretty fun and get people out there. I'll have the details for you at the spring meeting.

The runs still left for this season are as follows:

November 3rd- Ma Bell/Summit

November 16th- Baystate's Pot Luck Dinner and Food Drive @ Gremlin

November 29th- Turkey Trot

December TBA- Baystate Toys-for-Tots Run @ Brookridge

See you all out there!!!



“Can’t Get No Satisfaction...” when I’m not off-roading

By Andrea Della Monica



This year’s Fall Crawl (my first) came and went and my expectations for this fundraising and camping event were exceeded.

Driving to New Hampshire from New York was stress-free and we arrived early and got scolded by Mark for opening up the barricade and crashing the party before the official start. But I can blame it on jitters and no traffic! In the Big Apple traffic can make every day driving feel like a crawl.

Ken and crew made us feel at home at the campsite during our two-day stay, and the off-roading and the delish barbecue food were wonderful. Why does pulled pork taste so good after a day on the trails?

My recovery straps got baptized and we tilted significantly (thank you 2018 Rubicon for showing how much on the dashboard pitch and roll readout). Love the “highly scientific” stick method of measuring how deep-water crossings were and the lack of go arounds preventing me from chickening out.

Nighttime fun (thanks to a few adult beverages and Cassandra’s willingness to share some of her delicious stash) completed the experience. We enjoyed the never-ending raffles and the lively

conversations. Ok, it would have been nice to win something. No beginner luck here!

Next year (and I promise to handle it) we need to have some giveaways for the amazingly well-behaved Jeep dogs that several of our club members brought along.

As I look back at the summer and several of the runs and clean-ups, the only regret I have is not joining in more. Letting work and family obligations interfere will not be an excuse next year!

Participation is key.



Fall Crawl 2019

Lisa Horowitz



Fall Crawl tickets went on sale on June 2nd at 6:00pm. Within 13 minutes, the first trail was sold out, and within 3 hours, six trails had filled up. If that wasn't impressive enough, in just 5 hours, 79 tickets were sold. Within another few hours, off-property Carnage, had all but 1 ticket sold on the first day. Within 27 hours of registration, all trails on property at Field & Forest were sold out.

Within three and a half weeks, 149 tickets were sold. When it was all said and done, by September 6th, over 200 tickets had been sold for the 15th Annual Fall Crawl.

The three-day camping and wheeling NEA fundraiser would not have been possible without donations from over fifty-seven businesses, clubs, and individuals. There were a ton of raffle prizes, including some big-ticket items. Baystate, one of the ten gold-tier donors, ended up not only donating \$500 to the NEA, but also purchased a Generac iQ2000 portable generator as a raffle item. Individual Baystate members stepped up, as well. Aaron "Hank" Lashua, kindly donated 2 sets of Bruins tickets and some Bruins merchandise. Mark St. Germain not only spent months organizing the event, calling donors, and driving all over the northeast, meeting with folks and picking up the

raffle items, banners, tents, etc., but in addition, donated 2 flag poles and American flags to the actual raffle. I donated a few 20 qt coolers, some recovery gear, and assisted Mark in losing his voice.



Besides from those that donated items and money to the event, numerous people were instrumental in making Fall Crawl a success. The time and effort involved in the NEA's biggest fundraiser of the year is no small task, and unless you're behind the scenes, it's hard to explain just how complex it can be. Mark took on the role without being given much direction or information. He relied heavily on people who were involved in previous years, but still did things differently and found ways to continue to improve the event. The coffee cart with a great addition, as was the catered event, as opposed to years past where volunteers were asked to help cook and serve the food. Mark also brought in more donors and created a Gold/Silver/Bronze tier setup. The Gold donors had extra incentives, such as their logos printed on the event t-shirts, as well as the signs at the trail entrances at Field and Forest. Kurt, as the treasurer of the NEA, kept track of all the funds, accounting, writing checks, and so forth. He also was instrumental in helping with the Fall Crawl set up, and who else can you depend on when you need the biggest mallet possible when trying to get tent stakes into the ground? Pat Charron, NEA delegate, obtained the proper permits from the town for the event and was trail leader for the Class VI. Cassandra helped give her input and honest opinions

to Mark when he was throwing ideas, since she has been a Fall Crawl regular for the past few years.



Baystate Jeeps represented in full force, almost 30 people including a bunch of new members! Thank you to everyone who made the effort to come out and support the NEA. It was a pretty impressive turnout for BSJ, and extra special since our own club President was running it this year.

Speaking of which: Congratulations to Mark for winning the Shane Beard Award!

What's there to say about Fall Crawl? There is so much to list after spending an entire weekend

wheeling, hanging out with different clubs, and raising money for the NEA. Everyone had a good time, and there are plenty of photos on Instagram and Facebook if you'd like to get a glimpse into what Fall Crawl is all about. Additionally, all the raffle winners are on social media as well. Instagram: @fall_crawl or Facebook: Nea4wdc Fall Crawl.

If you come to the NEA November 9th meeting, you'll find out how much the NEA raised for the land acquisition fund! If you need a reminder, here is the information about the meeting:

What: November 2019 Meeting
Where: American Legion, 16 York Ave, Niantic, CT 06357
Date: Saturday November 9th, 2019
Time: 10:00 am - noon

Q4 Meeting with wheeling at a nearby private property immediately following the meeting. Trail ratings range from stock-friendly to extreme. Everybody is invited but wheeling is limited to 30 vehicles on a first come, first serve basis. Anybody who will be wheeling must RSVP with name, club affiliation, rig specs, and trailer requirements. No wafflers allowed; you are either IN or OUT.

Preliminary Agenda
Treasury report
Land use
Fall Crawl Results
Elections
2020 Meeting Schedule





THANK YOU,
EVERYONE!

FALL CRAWL
2019



