

# The Boondocker



The Official Publication of Great Lakes Four Wheel Drive Association

Volume 36, Issue 1

Visit us on the web at [www.glfwda.org](http://www.glfwda.org)

Spring 2004

## Winter Campout '04

by Jim "White Rhino" Kitson

The idea of a Great Lakes winter campout was first posed by Brian Sasse on the GL message board last fall. Unfortunately, Brian could not make final weekend dates of February 21<sup>st</sup> & 22<sup>nd</sup>. The plan was to find a place near the parking lot of the St Helen Motorsport area to use as a base camp. The hope was that we would have a good campsite to return to in order to swap tales around a campfire. On Sunday, February 8<sup>th</sup>, Vic Brasseur, Pat and Kim Kinne, my wife Dianne and I, met at the Motorsport area to pick a base camp. With 2 feet of snow on the ground, we could not find anywhere we would be able to park motor homes or trailers. We had hoped that as a last resort we could just park in the parking lot at the Motorsport area. As it turned out, the parking lot had not been plowed and we threw in the towel and decided to make it a day trip.

Saturday morning the 21<sup>st</sup> turned out to be a typical winter morning with snow-covered roads. The drive up from down state took a little longer than expected but everyone still made it on time without mishap. Our group consisted of 15 vehicles comprised of GL members representing several clubs and individual members. Clubs represented were: Tri-City Trailriders, Merril Monster Mudders, and the Cadillac Jeepers. There were also some members of a new club that is interested in Join-



*The group stops for lunch*

ing GL, and unfortunately, I never caught the name of their club. My apologies!

We decided to trail out as one large group led by Paul Mulder in his Dodge Power Wagon equipped with snow chains all around. Boy, did he show us what standard snow tires & chains could do! In addition to Paul's Power Wagon, we ranged in vehicle capability from Pat Kinne's well-equipped CJ to a stock Tracker driven by Jeff Gusler.

We headed south to M55, turned east and headed back north to run some of the trails that parallel the south side of I-75. This area has several small whoop-de-doo's that turned out to be pretty challenging with all the snow. As the front half of the group started getting multiple stucks, we decided that the back half would turn around and ride elsewhere.

*Continued on page 12*

### CALENDER OF EVENTS

**April 18th, 2004**  
GLFWDA Quarterly Meeting  
Midland, Michigan

**April 24-25, 2004**  
Trail Maintenance  
Atlanta, Michigan

**May 1, 2004**  
Trail Maintenance  
North Branch, Michigan

**May 2, 2004**  
Trail Maintenance  
West Branch, Michigan

**May 8, 2004**  
Wolverine Truck Show  
Livonia, Michigan

**June 19, 2004**  
Mid Michigan Four Wheeler's  
Father's Day Clean Up  
Silver Lake Sand Dunes

**July 11th, 2004**  
GLFWDA Quarterly Meeting  
Midland, Michigan

**Send your dates to the Editor!**

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# Great Lakes Four Wheel Drive Association

Great Lakes Four Wheel Drive Association Incorporated is a noncommercial association of four wheel drive enthusiasts organized for the promotion of interest in maintaining closer contacts between four wheel drive clubs and individuals, to promote cooperation, friendship, conservation, ecology, and to preserve access to public lands through wise management policies. It shall also provide a network of communication in the event of disasters or emergencies, and for the advancement of four wheel drive awareness, the representation of four wheel drive interests in legislative affairs, and for maintenance of fraternalism by encouraging a high standard of conduct.

GLFWDA is an incorporated association, without capital stock, chartered under the laws of the State of Michigan, and is an exempt organization under Section 501(c)(7) of the Internal Revenue Service Code of 1986. Its affairs are governed by the Executive Board of Directors, whose voting members are elected every two years by the Directors of each member club. The officers are elected or appointed by the Directors. The Association is noncommercial, and no one who could gain financially from the shaping of its affairs is eligible for membership on the Executive Board.

A bona fide interest in four wheeling is the only essential qualification of membership; ownership of a four wheel drive vehicle is not a prerequisite. Membership is granted to anyone within the United States and Canada.

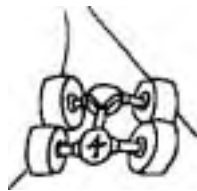
Membership inquires should be directed to the Membership Secretary. Inquires of a general nature should be addressed to the Corresponding Secretary or a member of the Executive Board. Articles for publication should be sent to the Boondocker Editor.

## ADVERTISING RATES

Full Page (1 Side) - \$50.00 per issue  
½ page - \$35.00 per issue  
¼ page - \$25.00 per issue  
Business Card Size - \$10.00 per issue  
Classified Ad - \$2.00 per issue

## UNITED FOUR WHEEL DRIVE ASSOCIATION

of USA & Canada  
Kathleen Snyder  
Office Manager  
7135 S. PR Royal Springs Dr.  
Shelbyville, IN 46176  
1-800-44-UFWDA  
Fax: 317-729-5930



# The Boondocker

The Official Publication of



888-705-8683

[www.glfwda.org](http://www.glfwda.org)

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*Editor* John Jacobs

P.O. Box 1751, Royal Oak, MI 48067

248-249-2534

[johnnyj@msg4x4club.com](mailto:johnnyj@msg4x4club.com)

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Executive Board

*President* Pat Kinne

2960 E. Ashby Rd., Midland, MI 48640

989-823-7538

[ironmanent@hotmail.com](mailto:ironmanent@hotmail.com)

*Vice President* Joe Cefali

80480 McFadden, Armada, MI 48005

810-798-2823

[doublej@msg4x4club.com](mailto:doublej@msg4x4club.com)

*Corresponding Secretary* Tina Brasseur

7200 Bunker Rd., Indian River, MI 49749

231-238-0964

[brasseur@localnet.com](mailto:brasseur@localnet.com)

*Treasurer* Rick Ingman

4725 Oakvista Ave., Clarkston, MI 48346

248-673-6453

[mudgoer@msn.com](mailto:mudgoer@msn.com)

*Membership Secretary* Jeremy Vohwinkle

1268 W. Clark Rd Apt N-3, DeWitt, MI 48820

517-505-8483

[jeremy@vertexhost.com](mailto:jeremy@vertexhost.com)

---

**Individual Member Director**

*Director At Large* Brad Stoecker

13431 Sherman Rd., Milan, MI 48160

734-320-5951

[brstoecker@ee.net](mailto:brstoecker@ee.net)

# The Boondocker

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**Deadline** for the next Boondocker is **May 30<sup>th</sup>, 2004**. All flyers, advertisements, and articles must be received by this date. Late submissions will be printed in the next issue. If you can get items in earlier it would be greatly appreciated. Only items that are signed are considered for publication, but names will be withheld upon request.

Preferred format for articles is a computer generated document sent via e-mail to [johnnyj@msg4x4club.com](mailto:johnnyj@msg4x4club.com). Printed flyers are acceptable, but must be no larger than 8 1/2" x 11". Articles may also be submitted on a 3 1/2" PC floppy disk.

Send to: John Jacobs  
P.O. Box 1751  
Royal Oak, MI 48067

There will be a charge of \$2.00 for placement of want ads, available only to GLFWDA members. For placement of a commercial advertisement, please see the schedule of advertising rates. There are no charges for club or individual member news articles, announcements, or similar submissions.

## Editor's Notes

It's 2:17am and I just finished up the last pieces of the Boondocker. Just a few small things to wrap up, and it's off to the printer. This issue started off much easier than the last. A lot of info carries over from issue to issue, so it was a matter of cleaning out the old and starting to bring in the new. A real spring cleaning.

Then Monday morning came, and I got a call that my Dad was in the hospital with an accelerated heart rate. Monday evening I spent some time with him, and the Doctor figured he would be out by Wednesday after some tests.

Then Tuesday came with news that I did not want to hear. I had ignored the messages on the machine to get some editing done, and before I went to bed I checked our club message board. I saw the news that one of our club members passed away after a long fight with Lou Gehrig's disease. I was crushed. The day I had been dreading had come, and I could only think about his wife and daughter and the pain they had to be going through.

The week staggered on, my Dad's release from the hospital delayed day by day as his heart would normalize and then speed up again. The club message board remained busy with activity as we mourned Tim's passing. A post left on Michigan Jeepers let others that had wheeled with Tim know the news, and people came out in droves expressing their sympathy and support.

This evening was possibly the toughest for me. As I put the finishing touches on stories and ads, I knew that I had to work on a story about Tim that I had been holding a place for. How can anybody capture the random moments that create friendship and mean so much in one page? Looking at pictures that bring back memories, wishing I had more. Trying to find the right words to pass along to people what a great guy Tim was.

But hope comes slowly. My Dad is resting at home, everything seemingly under control for the time being. Fond memories and stories about Tim will not fade from memory, and the time to celebrate his life is upon us.

So, this has been a very tough issue, but not for any reasons that I would have thought last week. But as I said, the future is brighter.

Next issue I plan on adding a "new members" section for posting birth announcements. I can think of at least one that will be submitted, and if you would like to pass along any new additions then send the info and a picture, if you'd like, to me.

Also, if you have a memorial for any GLFWDA member, please pass it along to me as well and it will be included.

-- John Jacobs, Boondocker Editor

## The Prez Says...

The future's so bright I gotta wear shades... A little flashback to the 80's, but it speaks well of the future of Great Lakes. I am really excited about all the renewed interest and all of the positive attitudes amongst the full-size ORV'ers when they speak about our Association.

New members are signing up and current members are helping out. Everyone is realizing that if they want GLFWDA to succeed it is going to take all of us working together. GLFWDA can only be as good as its membership and its members are what drive me to succeed in working on the issues we are facing.

One of these issues is the fact that most of us have to leave Michigan to find the challenge that we want to experience behind the steering wheel of our favorite trail machine.

Back when I first got into GLFWDA and started my "career" if you will, in organized four wheeling, my wife and I tagged along with a seasoned veteran couple that are long time Great Lakes members. It was a trip that took us to the Tellico ORV area near Murphy, North Carolina. It was there where I first realized that Michigan had nothing that could compare to this as far as a challenge area was concerned. It was also where I learned how invaluable this couple is with their vast off road experience and Great Lakes knowledge that they so unselfishly shared with us. Thank you Rick and Lynn Hauk, GL member number 664.

It was the turning point for me to get even more involved in organized off highway recreation. You see, you can't have a future without a past and GL has a past that is rich in personalities, knowledge, and history.

My first club was the Delta Four Wheelers which was chocked full of this history and those responsible for it. I mentioned Rick and Lynn and their number, but we also had folks like Harry and Emma Wolfe with GL member number 380. We are now into membership numbers approaching 7,000.

This member number does not mean that we have that many members in the association at this time, but it does say a lot for members that are in the three digits and are still sending in their dues. Can you imagine though if all of those members numbering into the thousands were still current? Holy cow would we be a force to be reckoned with.

Now I want to talk about the future. Great Lakes has been making a lot of progress lately in this department. Just since the January 2004 quarterly meeting we have really increased the number of folks who are willing to volunteer their valuable time to help us all out and make GLFWDA a professional organized full-size Association that gets respect on all levels.

We have also joined forces with other user groups in Michigan with the formation of The Michigan Motorized Recreation Council. By putting this group together we can show the State of Michigan Government and DNR that we are all working toward the same goals. Also, by banding together with other user groups it gives us strength in numbers. This is especially helpful for GLFWDA since our numbers are very low in comparison with the

ATV and Motorcycle clubs and pales in comparison with the Snowmobile Association.

One of the things that GLFWDA will bring to the table in this new council is the lack of challenge areas and the loss of more and more trails ever spring when we venture back into the public lands that are seemingly less public as time goes on.

This is definitely a different era we are in compared to what our four wheeling forefathers had back when GLFWDA was first organized in 1969. That is why it is so important to go one step further than just joining a club or an Association. Jim Mazzola, a long time GLFWDA member and off road activist has been telling us for years that it will only get worse before it gets better. He couldn't have been more right!

I have been saying for a while now that communication is going to be key in getting all the information out to our members. The communication tools have been put in place and are also being improved so they are easier to use. One of the most valuable tools to disseminate information amongst the membership is still and always will be attending quarterly meetings. It is imperative that the member clubs send their Directors to the meetings and if that Director cannot make it, send an alternate.

During the January quarterly meeting we added another club to the GLFWDA family. Welcome aboard to The Drummond Island Offroad Club. This club is facing land issues on the island and they realized by joining GLFWDA it would help them in their vigilance to keep public land for public use. We also welcomed back the Bay Area Fourwheelers.

Some former GLFWDA clubs are also taking another look at us. We will be sending our Executive Board members to meet with these folks and try to get them back on board. If you know of a club or a person that wants to become a part of the premier full-size association in this region, have them contact a Board member or call the GLFWDA toll free number and we can discuss how GL can help them and how they can help GL. If one of the current GLFWDA clubs wants a Board member to attend one of their meetings, please let us know.

The Executive Board of GLFWDA is made up mainly of folks that belong to a club that is a GL member with the exception of our Membership Secretary. I thank these clubs for the use of their members for the Associations benefit.

I am currently a member of the Tri-City Trailriders which was formed and joined GLFWDA in July 2003. If you are near or around the Bay City, Saginaw, or Midland area, we are accepting new members.

The future is ours, so let's make the best of it!

Respectfully,

Pat Kinne <Ironmanent@hotmail.com>

President, GLFWDA

1-888-705-8683

(\*\*Please note new e-mail address\*\*)

## Vice President's Report

### *Why do we do it?*

I have to apologize right at the top, and let everyone know that I am by any means any kind of writer. I got through English by the hairs on my chin-chin-chin. I'll try to do my best.

Have you ever had someone come up to you while you are in your mud covered truck or Jeep, and ask you a question like; "Why do you do that?" Or "How could you?" You could give them one of those old standard macho sayings like, one of my personal favorites, "Because I can," or "Because it was there." But after a couple of days of looking thru a few hundred photos in the club's photo albums, the answer maybe a lot deeper than most people care to admit. Have you ever thought about why we do these things with our trucks?

Sitting there at the kitchen table with the photo albums opened and spread out on the table, looking for a picture or two of one of your wheelin' buddies can bring back a flood of memories. I have photos in my albums that date back to the pre-club days when I was just a kid with an '82 CJ-7. Oh to be out on the trails up north, just me and a couple buddies without a care in the world, forgetting all our troubles.

I guess it's good to go back in time once in awhile and recall some of the old times. It sure is interesting to flip through the books and look at the past. You can sure learn a lot about a person by looking in the books. I have photos of some of the old Jeeps I have had in the past as well as a running history on my present Jeep from when it only stood on 33" tires. It's fun to look how member's rides have changed throughout the years, as well as the members themselves. From hell-raising youths, through the dating years, and on to the married with children years, they are all here. I can look into all of the faces of members that have come and gone in the past, and all I can recall about them is the good times that we had as a group. I can look into the faces of good friends that have moved away, but still remain a part of my life. I see the faces of my children and how they have changed throughout the years. From their baby seats in the back of a Jeep years, to the where's my CD player years, they're all there.

Each year on Drummond Island we take the kids picture on the same rock at Marble Head. I have four pictures in a row, from the last four years. I can pull out any photo in our collection and tell you exactly who is in the picture, at what event and even what part of the trail the picture was taking from. Our club tries to keep a record of our history through our photo albums. With all the new fangled cameras out there it is getting harder to keep the albums up to date

Well, for me I can honestly say that I do this to spend some quality time with my family and friends. I think that the camaraderie and the security of belonging to a group of people is the important to us all. When you meet someone for the first time and you already know you both have the common interest in off-roading and outdoor adventure, the rest just seems to fall in place. That's the type of people I want to surround myself and my family with; **good natured, fun loving, down to earth people.** We have a saying in our club, "that we are a group of friends first, and a club second."

We recently lost one of our club members and friend to Lou Gerhig's disease. Tim, aka: "Three Wheeler" was with our club for only about three years. But the impact he had made on us all will forever be there. I guess that really reminds everyone of that old saying, "that life is short, so live it to its fullest."

I haven't been living my life to the fullest these past few years, but I'm really going to start now. **We tend to spend so much time on where we are going that we sometimes forget where we came from.** Friends and buddies sometimes distance themselves for some unexplainable reasons that they can't even remember why. You spend so much time together and share so many memories together that you can't just throw that away. The phone calls every other day just seem to stop. The nicknames you have had for one another are replaced with first names. It could have been something someone said, or had done, or didn't do. It doesn't matter now. Now all that matters is to make it right. How do you go about doing that? Well for starters it's to remember where you came from and why you got into this hobby in the first place. I need to look for the answer in two different places:

One is right there in front of my face. In several musty smelling, beaten and battered old photo albums. The other is out on the trails up north, just me and a couple buddies, without a care in the world, forgetting all our troubles.

Come Out an Play,  
Joe Cefali  
Vice President GLFWDA



**Next Quarterly Meeting  
April 18<sup>th</sup>, 2004 at 11:00am**

**Bullock Creek Elementary School  
1037 Poseyville Road  
Midland, MI 48640**

# Great Lakes Four Wheel Drive Association, Inc.

## January 11, 2004 Quarterly Minutes

President Pat Kinne called the meeting to order at 11:15 am. We had a few people visiting us. The Drummond Island Off Roaders were here asking for membership into the Association. Jody Gibbons is their director. They are on Drummond Island and share the same interests as us about keeping the land open for all of us to use. They have about seven members to start with but are looking for more people to join soon. Bay Area Four Wheelers were here also asking to be aloud to rejoin Great Lakes. Mike Harrington is their Director. They also have about seven members for now. We also had a few individual members present: Mike Livingston, Kerry Ann Griffith, and Jeff Van Camp. We all made them feel very welcome. Everyone is invited to the quarterlies.

At this point we thought it best to give out the awards. Joint Clutch and Gear received the Associate member of the year. The Troll Four Wheelers received the most active club award for the third year in a row. Thirteen trail riders received either a coat or fleece (they received a fleece if they had a won a coat the year before) for all of their hard work with the trail riders. The big winner was Victor Brasseur who received the Al Ransom-Putt Caverly award. Congratulations go out to all of the winners. Mud racers will receive their awards at a future Quarterly.

### President's Report: Pat Kinne

Pat talked about how he would like to get Great Lakes back on track. Starting out by working with everyone to find out what they want Great Lakes to do. He would like for everyone to call him on the toll free number (1-888-705-8683) any time with what ever concerns you might have, or if you have an opinion about something. Pat wants everyone to know that they can go to him no matter what. Pat also talked about the Associate members. If you use them please let them know. Pat will see about getting them to do a half page story for the Boondocker so we will all have a better idea about what services they have to offer. Pat said he would put his budget together for the next Quarterly.

After Pat's report it was decided to vote on the clubs that were here. Pat Kinne made a motion to accept the Drummond Island Off Roaders as new members of Great Lakes. Paul Mulder seconded this motion and the motion carried. Pat Kinne then made a motion for Bay Area Four Wheelers to become Great Lakes members again. George Motes seconded this motion and this motion also carried. Welcome to Great Lakes.

### Vice President's Report: Joe Cefali

Joe started out by asking for a budget of \$650.00 based on Aaron's past budget. Pat Kinne was the first to motion this budget and Victor Brasseur was the second. This motion passed. Joe stated that he would like to see all of the committee heads as well as all persons who ask for budgets to uses a ledger book to help keep track of all of their expenditures. This will help all of the associate members to see where all of the money goes. Joe will get the ledgers for everyone to use. Joe also stated that he looks forward to a great year for the Association.

### Corresponding Secretary: Tina Brasseur

Tina started out by asking to have a motion to accept the minutes from the July Quarterly. Pat Kinne made this motion and Paul Mulder seconded it. The motion passed and the July minutes were accepted. Tina then asked for a motion to have the minutes from the October Quarterly accepted. Rich Nowak made the motion with Tim Treadway seconding it. This motion also carried. Tina thanked John Jacobs for the great job he did on his first issue of the Boondocker. She requested a budget of \$750.00 for the year. This is the same amount that she asked for the last year and she did not use all of it. Tim Treadway made a motion to accept this budget and Rich Nowak seconded it. This motion carried. Tina asked again that all members please make sure we have all up to date information so that everyone receives everything that we mail out.

### Membership Secretary: Jeremy Vohwinkle

Pat started on behalf of Jeremy by asking that all clubs asking for membership into the Association be given a copy of the SOP's and by-laws. We all feel that this would be a great thing to do. Jeremy then stated that we have about 357 members. He is asking that his budget be tabled until the next Quarterly so it will give him time to come up with a better idea of how much of a budget to put in for.

### Treasurer's Report: Rick Ingman

Rick started out by asking for a budget of \$400.00. Brad Stoker made a motion to accept this budget and Rich Nowak seconded it. The motion carried. Rick said we need to look into the Pay-Pal because with people using this as a way to pay for their membership we are losing a little more money. Rick also made a pie chart that we went over to show the membership how the money was handled. We all thought that Rick had done a nice job.

### Standing Committee Reports:

#### Director At Large:

We have no director at the present time so there was no report.

#### Associate Membership: Crystal Aho

Crystal has stepped up and offered her services for this position. Crystal asked for a budget of \$150.00. Pat Kinne made a motion to accept this budget and Paul Mulder seconded it. The motion carried.

#### Editor: John Jacobs

John was unable to be with us due to being out of town for work. But in a letter that was read by Pat, John had a few things to bring up: (1) he will be sticking to all deadlines for the Boondocker from now on. (2) Please let him know of any dates that need to be put on the calendar. (3) He needs all clubs to send him an updated club list for the Boondocker. (4) What website information would we like him to print in the Boondocker? (5) And finally he asked for a budget of \$4600.00. Pat Kinne made a motion to accept this budget and George Motes seconded this motion. The motion carried. Please send John any stories and pictures for the Boondocker.

### **Patches and Decals: Joe Cefali**

Joe asked for a budget of \$200.00. Paul Mulder made a motion to accept this budget and Victor Brasseur seconded it. The motion carried. If any one would like any patches, decals or clothing please contact Joe.

### **Drags & Obstacles:**

No report. Talk was held on whether Great Lakes should get out of racing per Joe Cefali's motion from the last Quarterly. Joe pulled his motion from the floor; racing will stay as is.

### **Mud Racing:**

A letter from Gary Kovach was received that stated if he were to be reimbursed then he would go to the next Gladwin meeting to give out the Mud awards. Paul Mulder made a motion to give out our awards at our meetings and not to reimburse people for meetings that are not dealing with GLFWDA. Victor Brasseur seconded this motion and the motion carried. The awards will be given out at the next Quarterly.

### **Sand-O-Rama:**

No budget was presented to put Sand-O-Rama on this year.

### **United 4WDA: Jim Mazzola**

Jim stated that there is a big push going on to get all of us under one umbrella for insurance. People are having problems everywhere with getting insurance. Jim said convention

went really well. He will keep us posted on how things are going with the insurance issue with United.

### **Trail Ride, Awareness Training, Trail Maintenance, Land Use: Victor Brasseur**

Victor started out with the dates for trail MAINTENANCE: The first weekend will April 24th & 25th in Atlanta, May 1st in North Branch, and May 2nd in West Branch. Devil's Lake maintenance will happen depending on Aaron Young's schedule.

With a lot of work from Jim Kitson we now have a trail rating of 1-5. Victor is still working on the points system. He said that if you go to an event and are not asked to sign the point sheet then please to sign it. He needs everyone's help in this matter. All of the safety rules went into effect this January. Please help to make sure that everything is being met at all of the events. If any one has any questions about any of the safety rules please call or e-mail Victor and he will be glad to help any way that he can. 1-231-238-0964 or Brasseur@localnet.com.

He thanked everyone for all their hard work with the trail riders and said he looks forward to another great year.

### **O.R.V. Advisory Committee, Environmental Affairs: Paul Mulder**

Paul started out by asking for a \$500.00 budget. The break down would be as follows: \$300.00 for food for the trail maintenance dates and \$200.00 for travel to the meetings that they represent Great Lakes at. The Board would approve which meetings this would count for. It would be a \$20.00 flat fee for



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those who go with only one person getting the money for the driving to the meetings. People would still be able to car pool together. George Motes made a motion to accept this budget as stated and Ryan Reynolds seconded it. The motion carried. Paul said that we are finally being recognized at the meetings. The new Board has been set. Paul will keep up dated on everything that is going on as the year goes on.

**Insurance: Pat Kinne**

Pat said that as of right now we have insurance until July. AS that date gets closer he'll have a better idea of where we stand and if we'll be able to keep the same insurance for next year.

**Marketing Director: Kerry-Ann Griffith**

Kerry Ann is new to Great Lakes but has a long back ground in marketing. She really feels that she will be able to do a great job for Great Lakes. She will have a budget ready for the next Quarterly. If any one has any questions for her or about the ideas she has please feel free to talk to any of the Board members or Kerry Ann herself.

**Website: Jeremy Vohwinkle**

Jeremy has been busy building a new site for Great Lakes. He hopes to have it be a lot more user friendly for all of us. The new site will be ready to go up in April when this site expires. He has no budget as of yet because of changing things over like he is, but he will let us know by April what it is he feels he would need for a workable budget.

**Rocks: Aaron Young**

Aaron was unable to be here today so we have no report.

**Calendar:**

Dates to remember: August 27th, 28th, & 29 2004 will D.O.A. October 1st, 2nd, & 3rd 2004 will be Gitchee Gume. Mud drags in Holland during the summer.

**Amsoil: Joe Cefali**

Joe said we have received our first check from them but it might be our last. He will look into everything and let us know hopefully at April's Quarterly.

**Property: Jonathan Blystra**

Jonathan said he is still working on the property survey. He is also looking into grants for buying property. He should know more by the next Quarterly.

**Old Business**

**Sand-O-Rama:**

Tina Brasseur made a motion to take this item off the agenda until there was interest in doing it again. This motion was seconded by Mark Burns and the motion carried.

**Property Survey:**

As stated in his report, Jonathan is still working on this and will know more by the next Quarterly.

**Lights and Scales:**

With the Association not knowing whether the lights and scales work or not, Paul Mulder made a motion to let the Board handle this as they feel best for the Association. After a general discussion, the scales were taken out of the motion; so just the lights will be sold as the Board decides. Victor Brasseur seconded this motion and the motion carried. The Board will handle the selling of the lights. The money made from the sale of the lights will go to help balance the money due to the Association.

**Toll Free Number:**

As decided by the Board, the toll free number will stay at Pat Kinne's house.

**Motion to Stop Racing:**

Joe Cefali previously made a motion that Great Lakes Four Wheel Drive Association no longer be involved in racing and to therefore establish itself as a true trail riding association. Tim Treadway seconded this motion. After general discussion Paul Mulder made a motion to bring this up again later. After more discussion Joe Cefali pulled his motion from the floor.

**Dues:**

Jim Kitson made a motion to raise the dues for Great Lakes members \$10.00 a year, straight across the board. Tim Treadway seconded this motion. After a lengthy discussion the motion was found to be a by-law, which will have to be printed first then re-voted on at the April Quarterly. The by-law change would read that we would change the dues from \$20.00 a year to \$30.00 for clubs and from \$25.00 a year to \$35.00 a year for individuals. We will be voting on this at the April Quarterly.

**New Business:**

**Marketing Director Duties:**

Due to the time factor this was tabled to the April Quarterly.

**Mileage for meetings-Upping the rate:**

This also was tabled until the next Quarterly.

**Letter from the Wolverine Club:**

Pat read a letter on behalf and written by the Wolverine club. In the letter they were stating their feelings on how things were and were not handled at the last Quarterly. They are waiting to see in which direction Great Lakes is headed before they decide if they will be renewing their dues.

Rich Nowak made a motion to adjourn this meeting and Mark Burns seconded it. The motion carried and the meeting ended.

Respectfully submitted,

Tina R. Brasseur

Recording Corresponding Secretary



▼ **SSR Radial** ▼



Soft ride, quiet design

27-x950R-15.....	\$118.00
29-1150R-15.....	\$156.00
31-1050R-15.....	\$162.00
31-1250R-15.....	\$193.00
32-1150R-15.....	\$195.00
33-1250R-15.....	\$204.00
33-1450R-15.....	\$242.00
35-1250R-15.....	\$225.00
35-1450R-15.....	\$281.00
37-1250R-15.....	\$235.00
31-1250R-16.....	\$214.00
33-1250R-16.....	\$231.00
35-1250R-16.....	\$266.00
37-1250R-16.....	\$278.00
35-1250R-16.5.....	\$259.00
35-1450R-16.5.....	\$305.00
37-1250R-16.5.....	\$282.00

**SWAMPER**  
SUV SERIES

▼ **TSL/Thornbird** ▼



Interco Thornbird is a truly versatile tire. The three stage lugs on the sidewalls do not touch highway surfaces.

29-1050-15.....	\$129.00
31-1250-15.....	\$155.00
33-1050-15.....	\$141.00
33-1250-15.....	\$168.00
35-1450-15.....	\$228.00
33-1250-16.5.....	\$179.00
35-1450-16.5.....	\$224.00

▼ **NEW STS Radial** ▼



35-1250-R15.....	\$190.00
38-1550-R15.....	\$315.00

Many competitors quote and advertise their prices without Federal Excise Tax in order to appear to offer a better deal.

When you shop with us **EVERY** tire **PRICED** quoted, printed or advertised **INCLUDES** the Federal Excise Tax!

Example:  
Federal Excise Tax on a 35-1450-15 Interco Thornbird is \$7.09

**The 4 Wheel Drive Diversified Price is \$228.00 FET included**

**All prices include Federal Excise Tax**  
Effective Date: 10/01/04 Prices subject to change without notice.

**To many Swamper tires to list call for price on other Swampers**

▼ **TSL 3 stage lug** ▼

Self-cleaning tread,  
smooth ride &  
Full traction



**15" TSL BIAS**

29-x850-15.....	\$ 85.00
31-1050-15.....	\$121.00
32-x950-15.....	\$129.00
33-1250-15.....	\$150.00
34-x950-15.....	\$154.00
35 - x15-15.....	\$218.00
36-1250-15.....	\$181.00
38-1250-15.....	\$202.00
38.5- 16-15.....	\$258.00
39.5- 15-15.....	\$275.00
42 - x15-15.....	\$334.00
44- 18.5-15.....	\$379.00

**15" SX Steel Belted**

29-1050-15.....	\$ 98.00
30-1150-15.....	\$112.00
33-1550-15.....	\$207.00
35-1550-15.....	\$235.00
36-1250-15.....	\$215.00
38.5-14.50-15.....	\$252.00

**15" TSL Radial**

32-1050R-15.....	\$143.00
33-1050R-15.....	\$146.00
33-1250R-15.....	\$156.00
36-1250R-15.....	\$205.00
36-1450R-15.....	\$278.00
38-1550R-15.....	\$323.00

**16" TSL Radial**

36-1250R-16.....	\$220.00
------------------	----------

**16.5" TSL BIAS**

33-1250-16.5.....	\$165.00
35 - x15-16.5.....	\$218.00
36-1250-16.5.....	\$190.00
38-1250-16.5.....	\$199.00
38.5 -16-16.5.....	\$257.00
39.5- 15-16.5.....	\$267.00
42- x 15-16.5.....	\$330.00
44- 18.5-16.5.....	\$394.00

**16.5" TSL Radial**

36-1450R-16.5.....	\$284.00
38-1550R-16.5.....	\$335.00

**16.5" SX Steel Belted**

35-1550-16.5.....	\$237.00
36-1250-16.5.....	\$219.00
38.5-1450-16.5.....	\$259.00

**4 Wheel Drive Diversified Inc.**

Tues. & Wed. 9am - 5:30pm  
Thurs. & Fri. 9am - 7pm  
Sat. 9:30am-3pm  
Closed Sunday & Monday  
email: info@4wddiv.com



**222 Illinois Avenue  
Maumee, Ohio 43537  
419.893.7006 or 1.800.726.7843**

On the web at  
**www.4wddiv.com**

▼ **TRUXUS M/T Radials** ▼

Multi Siping/surprisingly  
quiet on highway,  
Superb tire-Great looks,  
Maximum multi use tire



31-1050R-15.....	\$118.00
33-1250R-15.....	\$143.00
35-1250R-15.....	\$187.00
255-x85R-16.....	\$135.00
265-x75R-16.....	\$136.00
285-x75R-16.....	\$155.00
33-1250R-16.....	\$170.00
35-1250R-16.....	\$216.00
33-1250R-17.....	\$202.00

▼ **Boggers** ▼

**Unbelievable** Traction  
for Off Road... Trail  
Riding... Hill Climbs or  
of course Mud Boggling  
for fun or competition!



31-x1250- 15.....	\$179.00
33-x1400- 15.....	\$193.00
35-x1450- 15.....	\$224.00
16 - x 35x 15.....	\$242.00
13 - x 37x 15.....	\$242.00
38.5-1100-15.....	\$219.00
18- x39.5- 15.....	\$341.00
19.5- x44- 15.....	\$441.00
38.5-1100-16.....	\$214.00
16 - x35-16.5.....	\$247.00
18 -39.5-16.5.....	\$348.00
19.5 -44-16.5.....	\$454.00

▼ **NEW IROK'S RULE** ▼

36-x1350- 15.....	\$173.00
39.5-1350-15.....	\$229.00
36-x1350- 16.....	\$183.00
39.5-1350-16.....	\$237.00
21 x 49- 16.5.....	\$495.00

Other IROK's  
available - call for pricing



# Property Use Survey Results

by Jonathan Blystra

Here are the results of the GLFWDA Property Use Survey, 46 members responded. Thanks for your time and cooperation!

Are you an individual member or a member through a club?  
37 club members, 8 individuals, 1 no response

How far would you be willing to travel to access "THE PROPERTY" if it were open every weekend? 164 miles  
How many times a year would you go roughly, if it was open every weekend? 6 times a year

How far would you be willing to travel to access "THE PROPERTY" if it were open once a month? 170 miles  
How many times a year would you go roughly, if it was open only once a month? 4 times a year

What types of things would you like to see on "THE PROPERTY" as far as events?  
Trail riding was listed the most desired event. The second most interested type of event on the property was some type of rocks and rock competition. The third was the Tough Truck Competition. There was a three way tie for the fourth place between mud bog, obstacle, and some type of log/tire crawl.

If the only way to get enough money were to raise the current GL dues by \$25.00 for several years, would you still be member? 40 yes, 2 no, 4 undecided

Rank the following types of wheeling events in order from most favorite to least favorite with 1 being your most favorite and 10 being your least favorite.  
In Order: Rocks, Obstacle, Trails, Sand hills and bowls, Mud bog, Tough truck, Mud drag, Road rally, Truck shows, Sand drag

Would you be more interested in a per use fee or a per year fee to access "THE PROPERTY"?  
19 per use, 5 per year, 5 either, 13 misunderstood the question  
What would be a realistic fee to charge as a per use fee?  
\$13 average, minimum \$3, maximum \$25  
What would be a realistic fee to charge as a per year fee?  
\$60 average, minimum \$10, maximum \$200

Do you trailer your vehicle to events or drive your vehicle to events? 15 drive their rigs to events, 18 trailer, 11 do both depending on distance, 1 yes and 1 no

What part of the state do you live in? The majority of those surveyed are from the east side of the state. If you combine SE and CE there were 42 respondents from those areas.

## JEEPERZ CREEPERZ

Off Road Enthusiasts

Shop conveniently online at  
[www.jeeperz-creeperz.com](http://www.jeeperz-creeperz.com)

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Wyandotte, MI 48192

by Phone: (734) 281-8141

by Fax: (734) 281-2841

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Call us today for the  
most current prices!

# EASTER EGG HUNT

Saturday  
April 10th  
12:00PM

Rain, Snow, or  
Shine!!



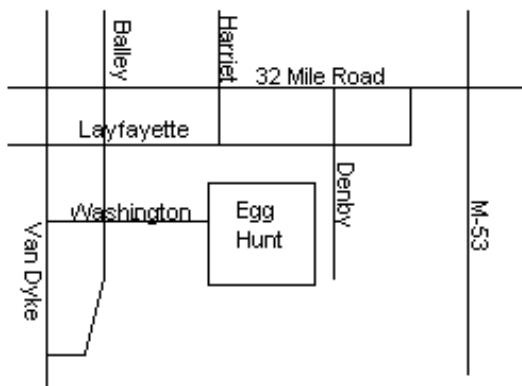
Ages 1 thru 10  
\$3.50 per Child  
Includes Hot Dog  
and Drink

With a visit from the Easter Bunny,  
who will also be available for pictures!!!



For More Information, call  
Maria 810-798-2823  
or Teresa 810-615-2001

All Proceeds  
Donated To  
ALS of Michigan ASSOCIATION



The Easter Egg Hunt will be held  
at the Romeo Lions Club Grounds  
in Romeo.



## Winter Campout '04

*Continued from cover*

We headed back to St Helen Road and in towards an old gravel pit. Our group of eight tried a variety of the hills and soon found them to be lots of fun. I was working my way up around the backside of the pit to get to the trail that heads up to a great lookout location. I didn't make it. I got high centered on the hard packed snow. Tom Bauer came up behind me to give me a little tug back. After breaking loose, I made it up the rest of the way. Tom's V8 powered jeep tried several times but only managed to keep getting stuck in the ruts I had made.

Since it became apparent that not everyone would get up this way, I came back down. About this time, the first half of the group led by Paul showed up. Paul's alternator had quit, Sami Rick's Samurai was having charging problems and Pat Kinne had blown a left side inner axle shaft. While Paul tried in vain to fix his alternator, the rest of the group ate lunch and played some more in the snow.

After lunch, Paul and Rick called it quits and headed out. But Pat, being our fearless President, decided to continue on. Tom Bauer and his buddy Wayne also needed to head for home. Now we were down to eleven vehicles. Next, we headed into the woods on the north side of I-75 running a trail called Pin Ball. Pat took the lead and as we came out into a clear-cut area beside the expressway where we found really deep snow! With only one front tire driving, Pat found it too much of a struggle to break trail and asked me to overheat, I mean lead. Breaking trail through deep snow will overheat a vehicle like it's a hot summer day at the sand dunes! I would imagine that it took our group close to an hour to get through this quarter mile. Once back into the woods, the scenery was beautiful! The trail gets its name from the tight left & right hand turns through a very tight section of heavy woods.

Our next excitement came when Chris Kosnick slid off the trail in his TJ right into a tree. With the tree threatening his bright yellow paint, Chris's 40-inch tires and Dana 60's were no help. Pat hopped in with me and we headed back to assist. In order to extract Chris, I ran my winch through a snatch block directly across the trail from the front of Chris. The Jeep directly behind Chris did exactly the same to the rear of Chris. While winching together, we pulled him straight sideways directly back onto the trail and he was back in action. Pin Ball runs into Meridian Rd, which is the road that runs along the east side of the St Helen Motorsport area. Once we got north to Carter Lake Road at the south edge of the Motorsport area, another four of the group headed out for home.

With the remaining seven rigs, Pat once again took

## Safety Certification Form Changes

Well folks, it is January and that means that it is time to update the Great Lakes Trail Ride Safety Certification Form! Remember, last year we backed down a bit and gave you until January 2004 to bring your trail riding rig up to the expected level of safety.

Trust me when I tell you, this form has been hashed over again and again. It has been worked on and worked on. It has been decided that this is the minimum safety standards that Great Lakes Four Wheel Drive Association can tolerate on a sanctioned trail ride.

Please, take the time to completely re-read the entire form. There have been a few changes in wording and some information added.

If you have a question about an item on the checklist, first look for an \* after that item. If one is present, look down to the notes at the bottom of the page. Find the item in question and read the explanation. If you still have any doubts, contact me.

Victor Brasseur <brasseur@localnet.com>  
Trail Ride Committee Chairman  
231-238-0964

### Mid Michigan Fourwheelers' Third Annual Father's Day Weekend Silver Lake Sand Dunes Cleanup

June 19th

For more details contact  
Ron Roggow of Mid-Michigan Fourwheelers  
at 517-642-5461  
or Pat Kinne at 1-888-705-8683

the lead only to run into deep snow again. Chris tried to pull him out and got stuck and things were looking pretty sticky since it was now after dark. With Pat winching himself forward, Chris finally figured out why his front ARB wasn't working and he was back in action again. We all got through the deep snow and made it back to the parking area without further incident. We headed for home at about 7:00 tired, but happy. We hope to do this again next year, and with a little future planning, maybe we can turn it into Brian's original suggestion; a 2-day campout!



# Safety Certification Form

Event \_\_\_\_\_ Date \_\_\_\_\_ Vehicle \_\_\_\_\_ License No \_\_\_\_\_

Form 2003B (updated 12/6/2003)

Any questions, contact Trail Ride Comm. Chairman Vic Brasseur 231-238-0964 or Brasseur@localnet.com

(\*see notes for details)

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> First Aid Kit               | <input type="checkbox"/> No Fluid Drips                        | <input type="checkbox"/> Liability Insurance*             |
| <input type="checkbox"/> Fire Extinguisher           | <input type="checkbox"/> Battery Secure                        | <input type="checkbox"/> CB Radio                         |
| <input type="checkbox"/> Proper Recovery Strap*      | <input type="checkbox"/> Lights-Head, Tail & Brake             | <input type="checkbox"/> Secured Antenna*                 |
| <input type="checkbox"/> Proper Clevis, if Equipped* | <input type="checkbox"/> Safe Suspension                       | <input type="checkbox"/> Brake Pedal Pressure             |
| <input type="checkbox"/> Recovery Point Front*       | <input type="checkbox"/> Loose Objects Secured                 | <input type="checkbox"/> Front and Rear Brakes            |
| <input type="checkbox"/> Recovery Point Rear*        | <input type="checkbox"/> All Lug Nuts Present                  | <input type="checkbox"/> Emergency Brake                  |
| <input type="checkbox"/> No Trailer Ball in Hitch*   | <input type="checkbox"/> Spare Tire, Jack & Wrench             | <input type="checkbox"/> No Pinion Brakes*                |
| <input type="checkbox"/> No Improper Lift Blocks*    | <input type="checkbox"/> Spare Tire Within 3''*                | <input type="checkbox"/> Muffler                          |
| <input type="checkbox"/> Frame & Body Sound          | <input type="checkbox"/> Adequate Roll Protection*             | <input type="checkbox"/> Spark Arrestor*                  |
| <input type="checkbox"/> Drive Train Sound           | <input type="checkbox"/> Working Seat Belts for All Passengers | <input type="checkbox"/> ORV Sticker or Equivalent*       |
| <input type="checkbox"/> Steering Sound              | <input type="checkbox"/> Fluid and Electrical Lines Secured    | <input type="checkbox"/> No liquor or firearms in vehicle |

I hereby certify that my vehicle meets all the above requirements. I understand that the Trail Leader or other official of the Great Lakes Four Wheel Drive Association (GLFWDA), reserves the right to inspect my vehicle at any time for failure to meet any requirement above or other serious safety deficiency. I understand that by accepting this form GLFWDA is not certifying its accuracy or the safety of the vehicle.

\_\_\_\_\_  
Name of Driver

**IF YOU DON'T COMPLY  
YOU CAN'T RIDE WITH US!**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Notes:

**Emergency Brake**- hydraulic line lock acceptable if two or more wheels are locked

**Antenna** -if over 48", must be sufficiently stiff or strapped down so as not to pose a danger to bystanders by swaying

**Clevis** - screw type only with proper rating. No pull pin.

**Insurance** - your vehicle must have the minimum liability insurance required by the state of registration

**Lift blocks** - no front lift blocks on leaf spring suspension, no lift blocks over 4" in rear unless OEM installed, no stacked blocks

**Lines** - fluid and electrical lines secure and not hanging below frame

**ORV sticker** - if required by regulating agency

**Pinion brakes** - pinion mounted or other driveline mounted brakes, not allowed as primary braking system

**Roll protection** - roll bars for open top vehicles, all roll bars made of heavy steel,

**Spare tire** - diameter must be within 3" of tires on vehicle

**Spark arrester** - not required for mufflers with offset exhaust gas flow (most stock mufflers OK)

**Recovery points** - must be frame mounted tow hook (grade 5 bolts or better) or clevis, receiver hitch tow point acceptable if class III or better

**Recovery strap** - No metal hooks, minimum 20,000# capacity

**Trailer ball** - use of trailer ball for recovery is not permitted! Ball must be removed or incapacitated to prevent use as recovery point.

# Member Clubs of Great Lakes Four Wheel Drive Association

## **Bay Area 4-Wheelers**

*Member since January 1998*  
www.angelfire.com/mi2/bayarea4x4club  
Director: Mike Harrington  
1205 Frasier Rd., Kawkawlin, MI 48631  
989-671-1294  
bayarea4x4420@yahoo.com

## **Delta Fourwheelers**

*Member since June 1972*  
Director: George Motes  
10332 W. Dodge, Montrose, MI 48457  
810-639-6549  
gmotes@centurytel.net

## **Drummond Island Offroad Club**

*Member since January 2004*  
Director: Jody Gibbons  
Johnswood Rd.,  
Drummond Island, MI 49726

## **Face Full Of Mud**

*Member since January 2002*  
www.facefullofmud.com  
Director: Ryan Reynolds  
10468 Clark Rd., Davison, MI 48423  
810-653-0517  
FFOMOffRoad@aol.com

## **Flintstones**

*Member since October 1975*  
Director: Rich Nowak  
1339 S. Vasser, Davison, MI 48423  
810-743-8894

## **Gladwin County Ice Carnival**

www.albrightshores.com  
Director: Jim Knieper  
P.O. Box 187, Beaverton, MI 48612  
989-435-75333  
jknieper@voyager.com

## **Golden Triangle**

*Member since January 1978*  
Director: Darrin Buss  
13155 Waters Rd., Chelsea, MI 48118  
734-475-9231

## **Huron Valley**

*Member since March 1994*  
Director: T.B.D.

## **Internet Trailriders**

*Member since April 1996*  
www.internet-trail-riders.com  
Director: Lucas Gottler  
34448 Jerome,  
Chesterfield Twp., MI 48047  
lgottler@123.net

## **Jackson Stump Jumpers**

*Member since February 1972*  
Director: Brad Perkins  
5614 Larch Dr., Jackson, MI 49201  
517-764-1262  
jacksonstumpjumpers@hotmail.com

## **Merril Monster Mudders**

*Member since October 1981*  
Director: Paul Mulder  
113 S. Pine, St. Louis, MI 48880  
517-681-2872

## **Mid Michigan Fourwheelers**

*Member since October 1990*  
Director: Ron Roggow  
4125 Roosevelt, Hemlock, MI 48626  
517-642-5461

## **Mud, Sweat, and Gears**

*Member since April 1987*  
www.msg4x4club.com  
Director: Mark Burns  
3833 Mildred, Rochester Hills, MI 48309  
248-852-2234  
mjburnsjr@yahoo.com

## **Northwoods Wheelers**

*Member since October 2003*  
Director: Clark Cole  
9980 S. Autumn Dr.,  
Traverse City, MI 49684  
231-933-6624

## **R.P.M. Off Road**

*Member since April 2002*  
Director: Steve Kitchen  
P.O. Box 347, Ewart, MI 49631  
231-734-6709

## **Thunder Bay Offroaders**

*Member since July 2001*  
www.thunderbayoffroaders.rockcrawler.com  
Director: Aaron L. Young  
P.O. Box 0654, Alpena, MI 49707

## **Tri-City Trail Riders**

*Member since July 2003*  
Director: Jeremy Havens  
3812 Swede Ave., Midland, MI 48642  
989-837-5973

## **Troll Fourwheelers**

*Member since January 1993*  
www.trolls4wdclub.com  
Director: Victor Brasseur  
7200 Bunker Rd., Indian River, MI 49749  
brasseur@localnet.com

## **Two Track Mind Off Road Club**

*Member since October 2001*  
www.2trackmindoffroadclub.rockcrawler.com  
Director: Eric Gardner  
2305 Ross St., Grand Blanc, MI 48439  
810-603-0796

## **Wolverine**

*Member since June 1972*  
wolverine4wd.org  
Director: Frank White  
33715 Cadillac,  
Farmington Hills, MI 48335  
248-478-3992  
frank\_white\_mcsd@yahoo.com

## **Xtreme Wheelers 4x4 Club**

*Member since April 2002*  
Director: Jonathan Blystra  
806 South Meadow Court,  
Holland, MI 49243  
616-394-5851







# 2004 Wolverine 4-Wheelers 4x4 Truck Show

May 8, 2004

Great Lakes  
SOUTH COAST

The Wolverine 4-Wheelers, a member club of Great Lakes Four Wheel Drive Association/ United Four Wheel Drive Associations, proudly announces the 2004 Wolverine 4-Wheelers 4x4 Truck Show.

Saturday, May 8, 2004 at The Town Peddler Craft and Antique Mall, 35323 Plymouth Rd, Livonia, MI. Participant check in starts at 8AM, show begins 10AM, award ceremony begins 2:30PM, show ends at 3PM.

Special thanks to:  
ArvinMeritor  
Chrysler Financial  
Diamond's Pizza  
Dixie Tires Specialists  
Ford Motor Company  
Midas Auto Service  
Murray's Auto Parts  
Summit Racing  
The Town Peddler, Inc.  
Visteon Corp.

Open to All Makes and Models of 4x4 and Off-Road Vehicles. Limit of 85 Entries; register in advance to guarantee your spot. All profits will be donated to charity.

Advance Registration: \$10.00 per vehicle (Deadline: April 25, 2004; non-refundable). All advance entrants will receive an Information Packet prior to the show.

Day-of-Show Registration: \$15.00 per vehicle (Limited to Available Openings)

Trailer Parking Available.

## Award Categories

- ◆ Best Off-Road Capability
- ◆ Best RTI Score
- ◆ "MacGyver Special"
- ◆ Tallest Truck
- ◆ Peoples Choice



### 2004 Wolverine 4-Wheelers Truck Show Entry Form

Vehicle Owner Name	Year, Make, Model of Vehicle (one vehicle per form)
Address	License No./State
City, State, ZIP	Vehicle Modifications:
Telephone	
Email Address	
Club/Association Membership (if applicable)	

Send Entries and Make Checks Payable to: W4W Truck Show,  
1270 N Hickory Ridge Trail, Milford, Michigan 48380

Will this vehicle be driven to event or trailered?  
(Circle one) Driven  Trailered

By entering a vehicle into this Event and by signing this Entry Form, the participant pledges that the entered vehicle is fully licensed (where applicable) and safely operable. Participant assumes all risks and liabilities associated with displaying and operating vehicle in this event including, but not limited to, damage caused by observers, or accidents occurring during this event involving entered vehicle. Participant, and any agents of participant, hereby waive and release all Event sponsors, their representatives and successors from all claims or liabilities of any kind arising out of participation in this event. Participant and guests agree to follow any and all instructions and/or directions provided by Event operators. Participant also agrees that no drugs or alcoholic beverages will be consumed by participant and guests during this event, with the understanding that a violation of these policies will result in removal from the event without refund. ADVANCE REGISTRATION ENTRY MUST INCLUDE FULL PAYMENT AND POST MARKED NO LATER THAN APRIL 25, 2004 OR ENTRY MAY BE REJECTED.

Signature of Participant

Date

X

# And Now For Something Completely Different: Four Wheeling On A Smaller Scale

by Tim "T-Way" Treadway

The plan seemed simple enough: Spend the weekend and week prior to the Gitchee Gumee Trail Ride camping at the Blueberry Hill Campground with the Kinne's (Mr. & Mrs. Ironman). The Jeeps would remain parked for the week as we spent our time on the quads, scouting for new trails to be used for the upcoming weekend's event.

Sure – it sounds simple enough on paper. But the logistics were a little rough. I took the Friday one week prior to Gitchee Gumee off from work, and spent the entire day getting myself and all of the required gear to Canada! I'm fortunate in that I only live 140 miles from the campground. BUT – I had to make 2 trips back and forth to get everything up there (and repeat it all at the end of the week)! The first step was hooking up the 25-foot travel trailer and hauling it to Canada. Once the trailer was set up, I turned around and came home to Gaylord. Then it was time to hook the utility trailer up to the Jeep, load the quad, and head back to Canada! By 11:00 Friday evening (and 560 miles and 4 trips through the border), I was finally settled into my camper while the Kinne's were hunkered down in their rig.

And believe me, I do mean hunkered down. The weather was absolutely miserable for the entire time that we were in Canada! Cold rain, relentless winds, and even snow made for some unconventional vacation winter. It sure made me glad that I wasn't in a tent! Incidentally, Steve Kitchen and several of the RPM Off Road club members arrived on Wednesday, and spent the rest of the week in their tents!! Guess that explains the "Rugged" in their club name!

Saturday morning greeted us with overcast skies and cold rain. Perfect weather for spending the day on the quads! Some of Ironman's friends had joined us for the weekend to share the quad adventure. Jim Frisch, Sr. and his son, Jim Jr. had made the trip up from Delaware, Ohio, and Steve Quiring had also joined us from Indianapolis. Once we were certain that we had everything we needed, we trailered out to the Searchmont area and got ready to ride.

We parked off from the side of the road and mounted up. Pat was having a problem with the front drive on his big Yamaha Grizzly, so he and Jim Jr. stayed behind to fix it while the rest of us headed up the road. The plan was to hit the trail where it crossed the Goulais River, and scout it from that point.

Kim Fischer-Kinne was our leader. About 3 miles

up the road, we found the trail and headed for the river. This is where things took an interesting turn! Due to the recent rains, the river was running high and fast. The trail crossing was clearly visible, so Kim took the plunge and headed into the river. She hit a couple of deep spots, but managed to skillfully navigate her big Yamaha to the other side. Steve was following close behind her, and I was behind Steve on my Polaris 400 4x4. I was certain that Steve was following exactly where Kim had gone, but all of a sudden he hit a deep hole and his quad disappeared!!

In a matter of seconds, Steve's quad surfaced. The swift current rolled the quad completely over, throwing Steve into the swirling, chilled water. As the quad rushed downstream floating and tumbling, Steve swam frantically for the bank. Keep in mind that Steve was wearing several layers of clothing under a rain suit, and was still wearing his helmet and goggles. He managed to reach the steep bank, but couldn't grab anything to haul himself out of the water! In an instant, the current had him again, and he was headed downstream. Steve was all but helpless in the river's grip: All he could do was manage to keep his head out of the water.

By now Steve's quad had caught on a gravel bar, and that's where Steve ended up too. He managed to haul himself out of the water and made it to land.

While all of this was happening to Steve, I was still driving across the river. I had slowed down to watch what was happening to Steve when my quad also dove into a deep hole. The snowmobile-style belt drive slips when it gets wet, so I lost all forward momentum. Once the engine was underwater, the quad quit and there I sat, halfway across the river!

The river was flowing fast, and the water was flowing over the seat of my quad! I scrambled backwards and got my butt up on the storage box on my rear cargo rack. By placing my feet on the handlebars, which were about 6 inches above the rushing water, I was able to stay relatively dry.

*Whooomp!* Oh no!! The fast-flowing current was







# GITCHEE GUMEE

## FALL CANADA 4 WHEEL DRIVE ADVENTURE

### October 1, 2 & 3rd, 2004

**LOCATED JUST 15 MILES NORTH OF SAULT STE. MARIE, ONTARIO**

Camping available at Blueberry Hill Campground and Motel. Phone #: (705) 649-5631  
Other motels are available within a few miles of the campground—Info. will be provided with confirmation

**\*\*Trails range in difficulty from Level 1 (stock) through Level 5 (heavily modified) \*\***  
Be prepared for anything that might occur out on the trail

**\$30.00 for 2 adults and children 15 years and under**

**\*You MUST be a member of GLFWDA\***

Non-Great Lakes members must include annual GLFWDA membership of \$30.00 with registration

**All vehicles must be licensed & insured. Please be sure & get your Canadian insurance rider, call your agent**

**Event sponsored by: GLFWDA Trail Ride Committee**

**\*\*Deadline for entry: September 11, 2004\*\***

**\*\*\*Refunds will be given if notice is received by September 25, 2004\*\*\***

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Driver: \_\_\_\_\_ G.L.#: \_\_\_\_\_ Total # Adults \_\_\_\_\_  
 Children under 15: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone#: \_\_\_\_\_ Club affiliation: \_\_\_\_\_

Vehicle type: \_\_\_\_\_ Tire size: \_\_\_\_\_ Winch: (Y/N) \_\_\_\_\_

### Gitchee Gumee Gear

	<u>Price</u>	<u>Size (circle one)</u>	<u>Quantity</u>	<u>Total</u>
T-Shirts	\$15.00	S M L XL XXL	_____	\$ _____
Sweatshirts	\$20.00	S M L XL XXL	_____	\$ _____

\*\*\*Add \$2 for XXL sizes\*\*\*

**Payable to: Great Lakes 4 Wheel Drive Association**  
 c/o Mike Kelly  
 1012 Stone Circle  
 Sanford, MI. 48657  
 (888) 705-8683 or (989) 239-5416  
 e-mail: [lowlokdzj@yahoo.com](mailto:lowlokdzj@yahoo.com)

Gitchee Gumee Gear Total = \$ \_\_\_\_\_  
 Registration Fee \$30.00 = \$ \_\_\_\_\_  
 G.L. Membership \$30.00 = \$ \_\_\_\_\_  
 Additional Passenger \$15.00 = \$ \_\_\_\_\_  
 (if more than 2 adults in one vehicle)  
**TOTAL = \$ \_\_\_\_\_**

washing the gravel out from under my tires, allowing the quad to shift about 6 inches downstream!! Each time this happened, the rear of the quad started to float up and I could feel the current trying to roll me over and toss me into the river! Two or three minutes would pass, and the *whoomp*, I'd move downstream a little further! Talk about a balancing act – trying to keep the quad weighted down and in place, without getting tossed into the river.

You may ask, "What's the big deal about getting wet?" Well, ordinarily, being tossed into the river probably wouldn't have been a major problem. Between the abundance of adipose tissue on my body, and my ever-present fur pants and fur sweater, I would probably not fare too badly. But – I'm diabetic, and I wear an insulin pump. That's an electronic device about the size of a pager that sits in my pocket and delivers insulin into my body 24 hours a day. It isn't designed to swim in Canadian rivers, and to replace it would cost about \$5,000! There was no way that I was going in that river!

By now Steve had managed to roll his quad over and had pushed it out of the river and onto the small shoreline. He was effectively stranded from the rest of us. Kim was on the far side of the river, doing her best to remain calm in what was quickly becoming a potentially serious situation. Jim Frisch Sr. had (wisely) not entered the river behind me. He had gotten off from his quad and had made his way along the bank to a point where he was standing on the bank behind me.

The rushing water made it very hard to communicate with Kim and Jim. We had managed to ascertain through hand signals that Steve was basically ok, but we knew that we would have to get to him soon to avoid the potential of hypothermia. There was no way that we could get tow straps out to my quad to pull it back to the bank. So there I sat. *Whoooooomp!* This was not looking good!!

We soon came to the realization that my only hope for rescue was my own Jeep, parked 3 miles back up the road. But where were the keys? About a foot under the surface of the Goulais River, in the tank bag on my quad!! You can probably guess how nervous I was as I reached into the water, undid the Velcro flap on the bag, reached inside, and snatched my keys. Once in my hand, I was faced with a daunting task: I had to twist around without causing the quad to roll, cock my arm, and throw the key ring in a completely unnatural manner in an attempt to get them to Jim on the bank. No sweat! The only thing that lay between me and Jim was about 40 feet of deep river and lots of thick overhanging vegetation on the river bank! And I was going to throw my key ring, with the keys to everything I own, and hope that I made it. There would be no second

tries on this one! Miss it, and the nearest set of keys that can help me is over 140 miles away!

*"Frisch signals. T-way nods. Here's the windup, and the pitch! It's got the distance – it's headed for those branches over the water.....he made it!!"*

The keys dropped into the tall grass about 10 feet from Jim! He quickly located them and sped back down the road toward Pat and Jim Jr.

*Whoooooomp!* Oh man, please get me out of this river!! I could see that Steve was basically doing ok downstream, but I was more worried about Kim. She was understandably quite upset, and seemed to be blaming herself for our current predicament. Even though it was hard to communicate, we kept shouting back and forth to each other. I was trying to assure her that what had happened was in no way her fault!!! Heck – we saw her go right across the river! The fact that Steve and I ended up where we did probably had something to do with our being men and not being able to follow directions, but that's another article that would be better suited for the next issue of *Cosmopolitan!*

*Whoooooomp!!* Man, where is Ironman??? After what seemed like hours (but was actually only about 20 minutes), I saw my Jeep enter the river! Pat and Jim Jr. had driven to the river, unhooked my trailer, and were now in the river carefully heading for me. Boy was I glad that I had put a winch, lockers, and 35-inch boggers on my Jeep in the spring!!



Pat pulled right up behind me, and Jim tossed my tow strap out of the window. Trying to catch the strap behind me, without letting the quad roll, was tough! *Whoooooomp!* Another toss – another miss. I was finally able to catch the strap, but now I had to try and hook it to the quad and the Jeep!

I carefully spun around on my cargo box until I was laying facedown on my stomach with my feet in the air. I looked like a drunk on a toboggan! I had to thrust my arms nearly shoulder-deep into the river to hook the strap around my cargo rack, and then I had to unscrew

the shackle from my front bumper and hook up the strap. I then repositioned myself on the quad and tried to anchor it while Pat slowly began backing up.

The plan was to simply tug me backwards until I reached shallower water. There were two big problems with this plan: First, once the Jeep started to pull, the quad floated off the bottom and I felt like I was trying to ride a beer keg in the current! Second, the current was so strong that even with all four wheels locked, the Jeep just wanted to dig to the bedrock under the riverbed!

Ironman skillfully positioned the Jeep right behind the quad once again, and I was forced to assume the "toboggan pose" for a second time as I struggled to unhook the tow strap. Jim Jr. leaned out the window and tossed me my winch control, and I plugged it into the winch. I then hooked up the cable, and Pat backed the Jeep up while Jim powered the line out. They then reeled me in like the world's biggest carp, and then repeated the cycle until I was within 10 feet of the bank. Finally, I was out of the river and my insulin pump was safe!! I had spent about 90 minutes in the middle of the Goulais River!



But it's not time for a happy ending just yet. We still had Kim stranded on the other side of the river, and Steve was in a dangerous situation 200 yards downstream. After witnessing what had happened to Steve and I, there was no way that Kim was going to try and drive her quad back across the river!

I climbed into my Jeep and carefully drove across the river to where Kim was at. We hooked a tow strap to her quad, and she sat on it and steered while I pulled it back across the river. Once on the other side, Kim reported that the water was so deep that she had actually *floated* most of the way across!

With Kim back on the populated side of the river, it was time to launch a rescue effort for Steve. I took the Jeep back across the river, and drove along the opposite bank looking for a place to cross over to Steve. I

slowly crept into the river at one spot, only to have the front end suddenly dive under. I quickly backed out of that spot (thank goodness for lockers)! At another spot, I began to turn the Jeep into the river and managed to lift the driver's side rear tire 2 feet off the ground as I did so! That wasn't going to work either!

Back across the river I went, to where the rest of the group was waiting. Ironman and Jim Sr. had been scouting for possible ways to reach Steve. He was separated from us by thick woods that grew right up to the edge of the river. After determining that there was no other alternative, Pat and the Jims got the machetes out and began to clear a path.

After more than an hour, we were finally able to reach Steve. He had managed to get his quad out of the water, but the only way to get it to where it needed to be was to get back into the river and drag it up a 4-foot tall vertical bank! Jim Sr. had managed to get his quad back to where we were at, but the angle of the bank made it difficult to get Steve's quad out even with the pulling power of Jim's machine. Finally, after lots of grunting (and more than a little swearing), the quad was back on dry land.

We took a much-needed break for some food, and then the work of getting the quad out of the woods and back to where my Jeep was. You would have to actually see the terrain we were battling to fully appreciate what we were up against. Even with Jim Sr.'s quad pulling Steve's, there were several places where we had to get behind Steve's quad and lift and push on it to get it over fallen trees. In at least one spot, where we were going up a steep embankment, I had to sit on the front rack of Jim Sr.'s quad just to keep it from flipping over!

We eventually made it out, and Steve actually seemed none the worse for the wear!! We managed to get all of the machines back to our staging area up the road, and Ironman, Steve, and the Jims actually decided to spend the rest of the day riding!!! Kim graciously offered Steve the use of her quad, and after a quick change of clothes he was ready to go! Kim and I climbed into my Jeep and headed back for camp.

I have no doubt that as you have read this article you have undoubtedly identified several mistakes that we made that day. Believe me – we are all well aware of them, and we learned from this experience!

While the weather never improved throughout the week, I was able to pump the water out of my quad's engine and it was as good as new. The Kinne's and I logged several wet, muddy, and fun miles on the little 'wheelers that week, and the Gitchee Gumee Trail Ride the following weekend was the biggest one yet! Despite the weather, everyone who participated had a great time!

# Is \*Wilderness\* Stealing Our Heritage?

by Del Albright, Blue Ribbon Ambassador

Being a full time land use/access advocate, I hear a lot of opinions about the management of public lands, many of them spot on; some of them a bit out there. But this one really made me step back and think. Is the designation of Wilderness areas stealing our heritage?

The original Wilderness Act of 1964 was not bad legislation. In fact, most organized recreation groups supported the idea of setting aside pristine, \*untouched\* landscapes and leaving them non-accessible by motors and mountain bikes. We need places untouched by man, unmarked by the scars of development.

President Teddy Roosevelt started the first official beginning of "preserving" scenic wonders on a national level; but have we now gone too far?

I have heard accounts of official agency personnel setting fire to historical buildings and mining camps, just because these treasures all of a sudden were behind some line created on a map that said they were now in Wilderness areas and needed to be removed so there would be no trace of man.

I have personally seen the results of agency \*rehabilitation\* of mining camps, historical buildings, and historic roads — rehabilitation being the removal thereof. I have interviewed youth work crews hiking into new Wilderness areas, under orders from the park agency personnel, with the job of \*removing any trace of man.\* Doubly unfortunate is that these same areas harbored hundreds of miles of roads and historic mining camps that were thought to be of value just the year before a new Wilderness designation.

I have lost track of the number of cabins and homesteads I have personally visited that are no longer accessible by vehicle — and many of which were \*obliterated.\* In so many cases, Wilderness designation has meant historical destruction.

One park ranger type official tried to tell me that in his area, buildings just fall down from lack of maintenance and attention, once they are in Wilderness areas. I understood that, but he didn't have an answer for me when I asked him how the material (wood and artifacts) all disappeared also, and how the area where the building stood now has planted vegetation (rehabilitation?) and no sign of occupation or use.

How about the fact that we're not supposed to use motors or mechanized equipment to fight wildfires in some Wilderness areas? In the 1964 Wilderness areas, this is not a big deal. Here we're talking high country — high mountains, pristine places where there are no subdivisions nearby. But new Wilderness can be in your back yard today. The old guidelines of \*no trace of mankind; pristine; untouched\* are meaningless in today's application of Wilderness. So when a large conflagration starts tearing up the countryside (in Wilderness), we're not supposed to drive fire engines into the brush and timbered areas where the fire is burning. We're not supposed to crank up chainsaws to fight the fire. We're not supposed to fly helicopters into or around the Wilderness area as that constitutes using motorized equipment.

Helicopters routinely fly into a world famous Wilderness area, named after a world famous environmentalist, to service man-made bathrooms (contact me if you'd like to read the documentation on this). It's OK to fly and land a copter into Wilderness to service a bathroom, but we can't fight fire with one?

You will find plenty of folks who will justify flying a helicopter into one Wilderness area to service a bathroom, just as you will find plenty of folks who would march in protest against flying helicopters to fight fire in an Oregon Wilderness area. Does this seem arbitrary and capricious to you?

In reality, even the 1964 Wilderness Act left room for maneuvering and in the opinion of some folks, manipulation. Existing and previous uses can be accommodated in today's Wilderness areas, depending on the slant of the current management. So yes, we can leave old historic mining buildings in one Wilderness, and tear them down in another.

At some point, we have to ask ourselves the real purpose behind new Wilderness areas. Who is getting something out of this? Because when they steal my heritage, take down the homestead that maybe your family once lived in, try to remove roads, trails and all traces of our historical presence, it just begs the question of who is benefiting

Further, you have to ask, who is the goose and who is the gander here? Do we manage Wilderness based on convenience? Do we manage Wilderness based on one ranger's bias? What gives?

Allow me to add to add one last twist; our country has millions of acres of Wilderness Study Areas (WSA) that are under consideration for Wilderness designation. Some WSA's have been around for over ten years. Some have already been converted to Wilderness. Few have gone away. I urge you to keep a careful eye on WSA's in your area. It matters not that a WSA has roads. It matters not that your great grand parents might have had a homestead there. I suggest you talk to your elected representatives about WSA's in your area. They are prime targets for future Wilderness designations.

I believe that people like Teddy Roosevelt, most of our US Congress folks, and many of our country's leaders were well-intentioned in the creation of some of our parks, preserves and 1964 Wilderness areas. But somewhere along the way, \*special interest groups\* and a few people in powerful positions, have twisted the usage constraints of our public lands into something ugly.

It is time to speak out against this outrage. It is time to stand up for our heritage. It is time to hold accountable those that promote their own agenda under the guise of saving our heritage while tearing down the remnants of our past. It's your time. Get connected with the process and your elected officials, and be sure that Wilderness is where it belongs.

Don't sit by while someone steals your heritage or endangers the safety of your home.

*Del Albright, internationally published columnist, BlueRibbon Coalition Ambassador and Environmental Affairs Coordinator for CA4WDC, has authored volumes over the last 20 years on land use, outdoor recreation, and access. Contact BRC at 800.258.3742 or [www.sharetrails.org](http://www.sharetrails.org); or visit Del's web site at [www.delalbright.com](http://www.delalbright.com). Del is partially sponsored by the Off Road Business Association [www.orba.biz](http://www.orba.biz).*

# A Tribute to Tim Burns

by John Jacobs

Tim Burns joined Mud, Sweat, and Gears in October 2001. When he first joined he had a stock teal TJ Wrangler, and soon after joining the club he wanted to lift it and put some 33" tires under it. My Wrangler was similarly setup at the time, and we had a few conversations about what lift, what tire, etc., that he would like to put on it.

Time flew and Troll's Spring Opener 2002 was coming up fast. Tim had received his 3" lift and was ready to install it, and a few of us from the club offered to help. Joe Sr. (Papa Smurf) said we could use his heated barn, so we all met over there on a Saturday morning and got the work done. Tim decided on 33" MT/Rs and had them mounted before the Spring Opener.

Tim was a wheeling machine. If there was any chance to head out, whether it be a quick trip to the Mounds or weekend at Drummond Island, he would be there; usually a day early. His wife Rae and their daughter Bristol always were with him; it was a true family event.

As time passed, Tim was becoming a core member of the club. He attended all of the meetings, went on the trail rides, and helped at any club functions. He once drove from his home near Port Huron to my parent's house in Ortonville to help setup the club tent for a party.

On our prerun for D.O.A. 2002, a quick trip into the clay pits turned into a night time winch fest. Rae pulled me aside and told me Tim was not feeling well and needed to take a break. It was at this point that she told me that Tim had recently found out that he had Lou Gehrig's disease (A.L.S.), and that he would continue to lose strength until he could lose no more. She told me that Tim did not want people to know, and asked that I keep it a secret until Tim was ready to talk about it with the club. I was crushed at the news, and agreed to keep quiet.

From this point, I began to realize that Tim was a far greater man than I had realized before. He never spoke of his ALS until



*Tim and his daughter Bristol at DOA Sunrise Run, 2002*

much later at a club meeting when it became apparent that something was wrong. He never complained about it, never showed bitterness. He just pushed and came to every event and meeting as if nothing were wrong.

Tim continued coming on runs even as his health declined. He eventually had to sell his Wrangler and buy a stock Grand Cherokee so he could continue wheeling. He drove at D.O.A. and the Troll's Color Tour, and then had to be a passenger at the Turkey Day Massacre. He never lost his enthusiasm.

Tim had a strong need to continue life on as normal both within the club and in the rest of his life. He continued working until January; even as the disease took its toll. We received an e-mail from Rae at the February meeting saying that Tim was not doing well. He passed away on March 9th, 2004, at his home. He was 52.

I feel honored to have known Tim, especially as he bravely fought ALS. The times I spent with him were amazing. As I look at the pictures here, I truly miss him; and I know I always will. Luckily for us, his wife Rae and his daughter Bristol will continue with our MSG family, and we can together celebrate Tim's life.



*Tim poses with his freshly lifted Wrangler*



*Tim at the Mounds with his birthday cake*

## Reader's Rides



Member: Ryan "BoostedZuk" Reynolds  
 Club: Face Full of Mud  
 Vehicle: 1991 Suzuki Samurai  
 Modifications: 1.3L w/ 32mm Weber Carb  
 4.16:1 in stock transfer case  
 5.5" Suspension Lift (SOA)  
 Stock front axle w/ welded diff  
 Stock rear axle w/ Lock-right  
 4.10 gears  
 31x12.5 Boggers on 15" rims  
 CB Radio recessed into stock  
 radio location  
 Fuel cell  
 RCI seats  
 Other info: GLFWDA Director for FFOM



Member: Crystal Aho  
 Club: Mud, Sweat, and Gears  
 Vehicle: 1986 Jeep CJ-7 Renegade  
 Modifications: Twin-sticked D300  
 Locked D30 w/ Moser shafts  
 Locked AMC 20 w/ Moser shafts  
 4-wheel disc brakes, 4.10 gears  
 35" hand-me-down tires, grooved  
 Skyjacker 4" soft-ride lift  
 Custom SpiderzWeb Cage  
 Bestop Sail Cloth Top  
 Bumper w/ Swing Away Tire Carrier  
 2" receivers front and rear  
 Stainless Dash  
 Other info: Associate Member Secretary  
 M.S.G. Secretary



Member: Jeremy Vohwinkle  
 Club: Individual Member  
 Vehicle: 1999 Jeep Wrangler  
 Modifications: 3.5" coils  
 1" body lift  
 32" tires  
 bunch of other stuff  
 Other info: Operates MichiganJeepers.com  
 Membership Secretary  
 Website Director

### Submit your ride!

Send in a picture and some info about your 4x4 ride to the Editor to be published in a future Boondocker. Entries will be published on first-come first-served basis. Photos should be well lit and clear.

## Kid's Corner

Kids! Submit a drawing to the Boondocker by May 23, 2004 and you be entered in the contest to win a Radio Controlled Truck. The winner will be randomly selected and the winner will be published in the Summer Boondocker! Any child may enter. Please e-mail drawings to [doublej@msg4x4club.com](mailto:doublej@msg4x4club.com) or mail them to:

Joe Cefali  
80480 McFadden  
Armada MI 48005

Drawings must include Name, Age, Address, Phone #, and description or title of the drawing.



**Kids! If you have a picture from a 4x4 adventure, ask your parents to send it in and we will publish it in a future Boondocker!**

Send pictures to the Boondocker Editor. Pictures will be printed on first-come first-served basis. Pictures should be clear and bright or they may not be printable. If sent by normal post, send duplicate as original photo may not be returned. Thanks!

### GLFWDA Trail Gear Word Search

Find all of the words below in the jumble on the right. They can be forwards, backwards, or diagonal. Ask your parents if you need help. Some of them are tough!

AXE	RAI NGEAR
BUGSPRAY	RUBBERBOOTS
COMPASS	SHOVEL
COOLER	SNACKS
EXTI NGUI SHER	SUNGLASSES
FLASHLI GHT	SUNSCREEN
FI RSTAI DKI T	TOOLS
GLOVES	TOWSTRAP
MAPS	WATER

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



**DRAFT MINUTES  
OFF-ROAD VEHICLE TRAILS ADVISORY BOARD MEETING  
Holiday Inn Lansing South  
6820 South Cedar Street, Lansing, Michigan  
February 11, 2004**

**Chairman Dick Ranney** called the meeting of the Off-Road Vehicle Trails Advisory Board to order at 6:40 p.m. on Wednesday, February 11, 2004 in Lansing, Michigan.

**Members Present:**

Dick Ranney, Chair  
Marlia Dielman  
Glenn Moll  
Jason Dinsmore for John Ford  
Under Sheriff Billy E. Spencer for Sheriff Nelson J. Cannon, Vice-Chair

**Members Absent:**

Errol Lee

**Staff Present:**

Mindy Koch, Chief, FMFM, Lansing  
Jim Radabaugh, State Trails Coordinator, Lansing  
Steve Kubisiak, ORV Program Manager, Lansing  
Lieutenant Creig Grey, Law Enforcement, Lansing  
Lieutenant Walt Mikula, Law Enforcement, Roscommon  
Pete Lundborg, Silver Lake State Park  
Todd Neiss, FMFM, Cadillac  
Richard Kennedy, FMFM, Lansing

**Chairman Ranney** introduced and welcomed Marlia Dielman as a new member of the Off-Road Vehicle Trails Advisory Board representing ORV users and dealers. **Ms. Dielman** is the Administrative Director of the Michigan Motorcycle Dealers' Association in Lansing, Michigan.

**Minutes**

Acknowledged Minutes of the November 5, 2003 ORV Trails Advisory Board Meeting.

**Mr. Moll made a motion, seconded by Under Sheriff Spencer to accept the minutes of the November 5, 2003 Off-Road Vehicle Trails Advisory Board Meeting. Motion for adoption unanimously carried.**

**STAFF REPORTS**

**Forest, Mineral and Fire Management**

**Steve Kubisiak, FMFM, Lansing** reported on the status of the ORV plan update contract, motorized trail program position vacancies, legislation regarding ORV fund distribution and motorized trail signing issues. He answered questions. **Chairman Ranney** said that the development of consistent motorized trail signing standards is important and urged the Department to make this a priority. **Mr. Ranney** thanked Mr. Kubisiak.

**Law Enforcement**

**Lieutenant Creig Grey, Law Enforcement Division (LED), Lansing** reported legislation has been introduced that would lower blood alcohol limits for snowmobile, ORV and watercraft operators making it consistent with recent changes in the motor vehicle code. He reported the DNR will use the same curriculum and administrative rules for the ORV safety training program this year. He is working with Grants, Contracts and Customer Systems to simplify the grant application process and expects to send out applications soon. Discussion ensued. **Mr. Ranney** thanked Lieutenant Grey.

**Lieutenant Walt Mikula, LED, Roscommon** distributed a handout summarizing statewide offroad vehicle arrest statistics for the 2002-2003 riding season. He summarized arrests by location and type of apprehension. He noted assigned ORV patrols are scheduled May 1 through September 30 and said trends suggest violations are increasing in the eastern end of the Upper Peninsula. He added that 89% of the youth checked in 2003 did not have a safety training certificate. Discussion ensued.

**Mr. Ranney** requested Lieutenant Grey provide a report on off-road vehicle related accidents and fatalities at the next ORV Trails Advisory Board meeting.

**Mr. Ranney** thanked Lieutenant Mikula.

**USDA Forest Service**

**Rose Ingram, Huron-Manistee National Forest, Cadillac** reported the Forest Service has completed an environmental assessment of the Horseshoe-Holton Motorcycle trail. She noted a thirty day public comment period and said comments should be submitted to Leslie E. Russell, District Ranger, at the Baldwin White Cloud Ranger District. **Ms. Ingram** added the assessment will be posted on their website, and on the Cycle Conservation Clubs of Michigan's website.

**Ms. Ingram** announced the recent appointment of a national Off-Highway Vehicle Policy and Implementation Team. She noted the Forest Service Chief has identified unmanaged recreation as one of the key threats facing national forests and grass lands. She said the agency is moving toward a national system of designated routes for OHV activity. She noted a web site and encouraged interested individuals to visit the site at <http://www.fs.fed.us/recreation/programs/ohv/>. Discussion ensued. **Mr. Ranney** thanked Ms. Ingram.

**2004 Mission of the Off-Road Vehicle Trails Advisory Board**

**Chairman Ranney** recommended the 2004 Mission for the Off-Road Vehicle Trails Advisory Board focus on the following priorities:

- Education
- Guide Book
- Budget
- Signage
- Maintenance Review

Discussion ensued regarding the need to increase and improve ORV safety training opportunities; the need to improve distribution of printed and electronic media regarding ORV rules and regulations; the need to address legislation regarding the ORV budget; the need to address issues relat-





# Fourth Annual Drummond Offroad Adventure August 27-29, 2004



Two Major Runs – Friday and Saturday

- 50 Truck Limit
- Must meet Great Lakes Sanctioning Vehicle Safety requirements
- Must register by July 20<sup>th</sup>\*\* (sorry, no cancellations after deadline)
- Dinner & Awards banquet provided on Saturday
- Goodie bags, lots of event door prizes and raffles
- Must be a Great Lakes Member



A Great Lakes  
Sanctioned  
Event



Sponsored by  
**M.S.G.**



Detach this portion and send to the address listed below.

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City/St/Zip \_\_\_\_\_  
 Phone Number \_\_\_\_\_  
 E-mail \_\_\_\_\_  
 GLFWDA# \_\_\_\_\_  
 # Adults \_\_\_\_\_ # Minors (11-17) \_\_\_\_\_  
 # Children (10 & under – Free!) \_\_\_\_\_  
**Total Participants** \_\_\_\_\_

Vehicle \_\_\_\_\_

Tire Size \_\_\_\_\_ Winch (Y/N)

**PRICES:**

2 Person Team - \$50  
 Individual Adult - \$30  
 Minor (11-17) - \$10  
 Great Lakes  
 Membership - \$25

Kids

10 & Under are Free!

**Registration:**

2 Person Team: \_\_\_\_\_  
 # Ind. Adults x \$30: \_\_\_\_\_  
 # Minors x \$10: \_\_\_\_\_

**Subtotal:** \_\_\_\_\_

**GL Membership:** \_\_\_\_\_

**Shirts:** \_\_\_\_\_

**Total: \$** \_\_\_\_\_

**DOA Essentials**

	Size	Quantity	Total
<b>T-Shirts</b>			
	\$18 (S-XL)		
\$20 (2XL & 3XL)			
<b>Sweatshirts</b>			
	\$28 (S-XL)		
\$30 (2XL & 3XL)			

(This years t-shirt design is shown above on right)

- Check out our website, for more details [www.msg4x4club.com](http://www.msg4x4club.com), or contact Joe Cefali at 810.798.2823, [doubleJ@msg4x4club.com](mailto:doubleJ@msg4x4club.com)
- Registration packets will be furnished.
- Make checks payable to MSG.
- Mail registration form to:  
 Teresa Pionk  
 PO Box 183165  
 Shelby Twp., MI 48318



## Sandy Korners Adventure Tours, Inc.

1762 North 24th Avenue - Mears, Michigan 49436

231-873-5048 or [www.sandykorners.com](http://www.sandykorners.com)

e-mail:[adventuretours@sandykorners.com](mailto:adventuretours@sandykorners.com)

Did you know that we offer many different types of tours?

Prom Tour, Dune Tour, Color Tour, Custom Tour  
Manistee Adventure Tour and Drummond Island Tour  
We've even done weddings!!

Sandy Korners is Open for the Season April 3, 2004 (Saturday runs only)

We are open 7 days a week, May 1st thru Oct 31st

Early and Late in the season our office hours are a little shorter.

10 am to 5 pm. (This is for the months of May, Sept, and October.)

Last Tour Leaving at 5:30 Please arrive no later than 5:00

We are available year round at 231-873-5048 for reservations for:

Color Tours, Manistee Adventure and Drummond Island Challenge, and Group Tours

ing to uniform motorized trail signing standards and training for grant sponsors; and the need to review the current trail maintenance program and its associated costs, including an assessment of future needs.

**Mr. Dinsmore made a motion, seconded by Under Sheriff Spencer to accept the proposed 2004 Mission for the Off-Road Vehicle Trails Advisory Board. Motion for adoption unanimously carried.**

**Chairman Ranney** noted it is important for the DNR, the ORV Trails Advisory Board, user groups and individuals to work together, especially during the State's budget crisis. He added that everyone should keep in mind the social, economic and environmental impacts of ORV use. He encouraged the user groups to work together and asked them to provide their written comments, suggestions and recommendations for program improvement to the ORV Trails Advisory Board.

**Chairman Ranney** asked user groups to provide their web site addresses to the DNR and suggested links be established to the DNR website.

### Public Appearance

**John Stears, Vicksburg** is supportive of standardized motorized trail signing and believes license plates would improve compliance and law enforcement. He noted the need for safety training and supports the funding for instructors to be made available as soon as possible. He believes the trails need more maintenance and that the ATV and motorcycle groups need to work closer together. He supports multiple-use trails.

**Bill Gilbert, Michigan ATV Safety Association (MASA), Burton** said that he is an All-Terrain Vehicle Safety Institute (ASI) instructor and stated that there are over 50 certified ASI instructors in Michigan. He is supportive of a single standardized training curriculum and believes the DNR should accept the ASI program. He believes the DNR should fully enforce the safety certification provisions of the law.

**Thomas Dunn, Lansing Motorcycle Club and American Motorcycle Association D-14, Lansing** thanked **Mindy Koch** for coming to tonight's meeting. He noted advertisement of Hunter Safety Classes in the Lansing State Journal and Lansing Public School announcements. He believes the hunter safety program is very successful and feels that it would be a good model for the ORV safety training program.

**Brian Yinger, ABATE, Dearborn** distributed a letter from Lieutenant Creig Grey to Senator Basham regarding the future direction of the ORV safety training program. He is supportive of a standardized curriculum, but is concerned that the Department may not approve the curriculum developed by the Specialty Vehicle Institute of America (SVIA). He wants the Department to approve the SVIA curriculum.

**Paul Mulder, Great Lakes Four Wheel Drive Association, Harrison** suggested the Department contract with Traffic Engineering Associates, Incorporated, as they review the motorized trail signing program. He believes that liability insurance is a large issue for grant sponsors and suggested the Department invite V&V Insurance to come in and talk to the Board. He expressed concerns with delays in filling the motorized trail technician positions.

**Richard Rondeau, Michigan All-Terrain Vehicle Association** said that effective dissemination of information is key

to the success of the ORV safety education program. He believes the ASI program is not effectively reaching the general public. He distributed a program fact sheet on the Tread Lightly tread trainer program and noted it is coming to Michigan in August. He encouraged public participation. He also noted an upcoming motorcycle show in Detroit on February 20.

**Jason Dinsmore, Michigan United Conservation Club, Lansing** noted the up-coming Outdoorama event at the Novi Expo Center, February 25-29.

### Annual Election of Officers

**Chairman Ranney** opened the floor for nominations for Chairperson.

**Mr. Moll nominated Mr. Ranney for Chairperson, supported by Ms. Dielman. Motion to close nominations and call for vote. Vote unanimously carried.**

**Chairman Ranney** opened the floor for nominations for Vice Chair.

**Chairman Ranney nominated Mr. Moll for Vice Chair, supported by Under Sheriff Spencer. Motion to close nominations and call for vote. Vote unanimously carried.**

### Next Meeting

May 12, 2004, Lansing Holiday Inn-South, 6820 South Cedar Street, Lansing, Michigan

The meeting adjourned at 8:20 p.m.

### Public Present:

Tom Gallagher, Michigan Recreation Vehicle Riders Association, St. Helen  
Virginia Hunt, LMC, Lansing  
James K. Hunt, Lansing Motorcycle Club (LMC), Lansing  
Pat Kinne, Great Lakes 4 Wheel Drive Association (GLFWDA), Midland  
Ted Del Solar, Penton Owners  
Mike Kelly, GLFWDA, Sanford  
John Long, CCC, Alma  
Thomas Dunn, American Motorcycle Association D-14, Lansing  
Peter Christenhusz, GLFWDA, Oak Park  
Keith Kodet, GLFWDA, Algonac  
Hal Folk, Cycle Conservation Club (CCC), Leslie  
Rick Rosebury, GLFWDA  
Lucas Gottles, GLFWDA  
Jeff Van Camp, ATV Off-Road Club of Michigan, Mt. Morris  
Terry Grost, Southern Michigan Rockcrawlers  
Paul Mulder, GLFWDA, Harrison  
Jason Gladki  
Ryan Reynolds, GLFWDA, Davison  
Steven Illeck  
Jodi Moore, GLFWDA, Davison  
Roy & Linda Josephson, SwampStompers  
Bill Gilbert, Michigan ATV Safety Association (MASA), Burton  
Eric Gardener, GLFWDA, Grand Blanc  
Fred Wallace, GLFWDA, Grand Blanc  
Larry Wood, ATV Off-Road Club of Michigan, White Lake  
Mark Hartman, Michigan Jeepers, East Lansing  
Brian Yinger, ABATE, Dearborn  
Bill Chapin, CCC, Rives Junction  
John Stears, Vicksburg  
Mike Maurer, LMC, Williamston

## Sanctioning Guidelines

1. All clubs hosting a non-racing event will be eligible for the benefits provided by the Association. As a sanctioned event, any club hosting a non-racing type event (i.e. rally, parade, car show, etc.) will also have available to them the benefits of a sanctioned event. Compliance with rule #4, along with adherence to the GLFWDA bylaws will be required.
2. All clubs should notify the Trail Riding Committee Chairman at the January quarterly or three months prior to the event of their intention to sanction an event in the forth-coming year.
3. Clubs hosting events should make every attempt to not schedule it on the same weekend as another sanctioned event.
4. Sanctioning fee shall be \$25.00 per event plus \$1.00 per vehicle, regardless of how many people are in the vehicle. Initial fee shall be paid upon confirmation of date. The remaining vehicle fee shall be submitted to the Trail Riding Committee Chairman after the event, and then surrendered to the GLFWDA Treasurer. In the event of a cancellation, the sanctioning fee shall be returned minus a \$5.00 administration fee.
5. All participants over 18 years of age *must* be a GLFWDA member. Current membership lists will be provided to the hosting club upon request. Participants under 18 years of age must be accompanied by a parent or legal guardian whose membership is in good standing.
6. Clubs hosting events will be provided with the required minimum State or Federal mandated liability insurance.
7. All vehicles participating in the event must be licensed and insured.
8. Events shall not be manufacturer or brand specific.
9. All clubs must comply with applicable State and/or Federal policies regarding organized events on public land.
10. All participants must follow GLFWDA trail riding guidelines at all times.
11. The Trail Riding Committee shall have the right to recommend refusal of sanctioning based on non-compliance of the GLFWDA Trail Riding guidelines or conduct detrimental to the reputation and/or image of the Association.

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## Trailriding Guidelines

1. The trail master is the boss for the event. He should do everything possible to make the event enjoyable and safe for everyone. He may ask anyone to leave for disorderly conduct.
2. When you turn off on any other trail or road, make sure the vehicle behind you makes the same turn.
3. Cut no new trail; follow the marked or beaten path. Always tread lightly!
4. Keep an eye on the children at all times. Accidents can and do happen.
5. If you leave the event at any point, make sure you check out with the trailmaster.
6. When caravanning on the highway, keep a safe distance between vehicles. Allow others to pass. Leave headlights on for safety.
7. No open exhaust will be allowed anywhere. National Forest and State Land regulations require baffled mufflers or spark arresters.
8. When approaching steep grades, mud holes, water crossings, or other obstacles leave enough distance between vehicles to prevent collision, or wait for an "all clear" in trick situations.
9. The trash you truck in is yours to truck out. DO NOT LITTER!
10. Never travel alone. Always have at least two vehicles for safety's sake.
11. Always start with a full tank of gas. Carry extra gas on long trips.
12. Everything must be secured whether inside or outside of the vehicle.
13. Always wear seatbelts.
14. Absolutely no alcoholic beverages or illegal drugs will be consumed on any trail ride event. This includes lunch breaks and night runs.
15. Respect the community and environment in which you are traveling.
16. Always share the trail wisely.
17. No fireworks or firearms are allowed.

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## Safety Equipment Required

- |   |  |
|---|--|
| <input type="checkbox"/> Seat belts   | <input type="checkbox"/> Roll bar (optional for hard tops) |
| <input type="checkbox"/> First aid kit  | <input type="checkbox"/> Fire extinguisher                 |
| <input type="checkbox"/> Tow straps   | <input type="checkbox"/> Tool kits                         |
| <input type="checkbox"/> Spare tire & accessories                                     |  |
| <input type="checkbox"/> Tow hooks front & rear (trailer ball may <i>not</i> be used) |  |

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## Suggested Additional Equipment

- |                                   |  |
|-----------------------------------|--|
| <input type="checkbox"/> CB radio | <input type="checkbox"/> Tire pump and patches |
| <input type="checkbox"/> Shovel   | <input type="checkbox"/> Cellular phone        |
| <input type="checkbox"/> Winch    | <input type="checkbox"/> High lift jack        |
| <input type="checkbox"/> Food     | <input type="checkbox"/> Blanket               |
| <input type="checkbox"/> Compass  | <input type="checkbox"/> Map                   |

# Great Lakes Clothing!!!

Contact: Maria Cefali  
810-798-2823  
RockenRia@msg4x4club.com

## Silk-screened Items

Item	Style	Price	S	M	L	XL	2X	3X	QTY	Total
T-Shirt	With Pocket 100%	\$12.00								
T-Shirt	Without Pocket 100%	\$12.00								
Polo	With Pocket	\$16.00								
Polo	Without Pocket	\$16.00								
Sweatshirt	9oz. 50/50	\$20.00								
Tank-Top	Male <input type="checkbox"/> Female <input type="checkbox"/>	\$12.00								
Jacket	Baseball style	\$45.00								

## Embroidered Items With Logo On Front Chest

Item	Style	Price	S	M	L	XL	2X	3X	QTY	Total
T-Shirt	With Pocket 100%	\$20.00								
T-Shirt	Without Pocket 100%	\$20.00								
Polo	With Pocket	\$24.00								
Polo	Without Pocket	\$24.00								
Sweatshirt	9oz. 50/50	\$28.00								
Tank-Top	Male <input type="checkbox"/> Female <input type="checkbox"/>	\$20.00								
Jacket	Back Only	\$67.00								
Jacket	Front and Back	\$77.00								
Hat	Adjustable	\$15.00								

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

For each 2x add \$2.00

For each 3x add \$3.00

Subtotal

Shipping & Handling

\$5.00

Total

**Please make checks payable to GLFWDA**

Personalized items are available on request.

◆ To avoid shipping charges, please attend the next GLFWDA Quarterly and stop by the store to see what we have in stock.

# Great Lakes Four Wheel Drive Association Membership Data Sheet

www.glfwda.org  
1-888-705-8683

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Street Address: \_\_\_\_\_ Check if new: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Make of Vehicle: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

**Interests** Sand Racing: \_\_\_\_\_ Mud Drags: \_\_\_\_\_ Trail Riding: \_\_\_\_\_ Road Rallies: \_\_\_\_\_

Four Wheel Drive Club: \_\_\_\_\_

Other Affiliations: \_\_\_\_\_

**Membership** Club: \_\_\_\_\_ Renewal: \_\_\_\_\_ GLFWDA#: \_\_\_\_\_ \$20.00

Individual: \_\_\_\_\_ Renewal: \_\_\_\_\_ GLFWDA#: \_\_\_\_\_ \$25.00

Complete this form for each person making application for membership. Enclose data sheets with the proper check or money order made out to:

**Great Lakes Four Wheel Drive Assoc., Inc.**

Return to: GLFWDA Membership Secretary  
c/o Jeremy Vohwinkle  
1268 W. Clark Rd Apt N-3  
DeWitt, MI 48820

## INDIVIDUAL MEMBERSHIP INFORMATION

As an Individual Member of the Great Lakes Four Wheel Drive Association, you have the same benefits as our club members, with the exception that your right to vote is carried by the GLFWDA Director At Large at the Quarterly meetings.

You will receive a GLFWDA identification card that will be checked at our events that are open to members only.

You will receive each issue of the *The Boondocker*, our quarterly newspaper. The Boondocker carries club events, important land information, and other four wheeling information.

You are invited to our Annual Great Lakes Four Wheel Drive Association Convention.

Individuals and member clubs have competitive events like sand drags, obstacle course events, and mud drags that follow GLFWDA Competition Rules. These rules are in booklet form for a small fee.

Individual membership dues are \$25.00 annually. As a member, you can purchase GLFWDA patches and decals.

## CLUB RENEWAL INFORMATION

**Attention** Presidents, Secretaries, Treasurers, GLFWDA Directors, or whoever renews your club membership with GLFWDA, you must submit the following for renewal:

1. One **typed** master membership list required (alphabetical preferred). **It must include Name, Address, Phone #, and GLFWDA number.** Your membership number is forever.
2. Data sheets filled out for new members. For any members with changed information, fill out a new data sheet and **highlight** the changes.
3. Membership will not be processed until payments of \$20.00 per member are received. Send check to the Membership Secretary, not the Treasurer.
4. When adding new members during the year, pay \$5.00 per quarter until your renewal date. Fill out data sheets for them.
5. Please indicate new Officers and GLFWDA Directors.

Thank you for your cooperation. For more information contact:

Jeremy Vohwinkle <jeremy@vertexhost.com>  
1268 W. Clark Rd Apt N-3, DeWitt, MI 48820  
517-505-8483

## Patch & Decal Information

GLFWDA	Price	Qty.	Total
6" GLFWDA Decal	\$2.00		
4" GLFWDA Decal	\$1.00		
4" GLFWDA Shoulder Patch	\$2.00		
Swamp Rat Patch	\$2.00		
Sand-O-Rama Patch	\$2.00		
GLFWDA Flag	\$15.00		
UFWDA	Price	Qty.	Total
UFWDA Patch	\$2.00		
6" UFWDA Decal	\$4.00		
Endangered Species Patch	\$3.00		
Endangered Species Sticker	\$1.00		
Tread Lightly Bumper Sticker	\$1.50		
Tread Lightly Sticker	\$1.00		
Subtotal			
Shipping & Handling			\$1.00
Total			

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone \_\_\_\_\_

Send to: GLFWDA, c/o Maria Cefali  
80480 McFadden, Armada, MI 48005

Phone: 810-798-2823

E-mail: [RockenRia@msg4x4club.com](mailto:RockenRia@msg4x4club.com)

Make checks/money orders payable to GLFWDA

## Associate Member Secretary

Attention all GLFWDA members! If you own, operate, or work for a business that might be interested in being a supporting member of Great Lakes Four Wheel Drive Association then we have a deal for you! As an Associate Member of any level you will receive:

- The business name, address, and phone number listed in the Boondocker.
- Up to 10 issues of the newsletter each quarter.
- A certificate and window decal.
- Two identification cards with GLFWDA Associate Membership number, which are also free passes to Sand-O-Rama.
- An invitation to the GLFWDA Convention.
- A chance to be nominated Associate Member of the Year.
- Welcome to attend all GLFWDA sponsored events.

For \$50.00 per year, you will be entitled to all of the above, plus a one time only, free half-page ad in the Boondocker. For \$100.00 a year, you are entitled to all of the above, plus two full pages of advertising, which can alternately be broken down into four half-page ads to run in each issue of the newsletter.

If you or any business owners that you know are interested please call me, and I will mail a packet with the form to be filled out and mailed back.

Let's go out and try to get at least one new Associate Member. I would like to see every club bring in at least one. It is not hard. If you show them this article then they can see for themselves that they are getting their money back in advertising.

Crystal Aho <[ckaho@comcast.net](mailto:ckaho@comcast.net)>  
6167 Burroughs, Sterling Heights, MI 48314  
586-731-3814

### SUBSCRIPTION ORDER FORM

If you are not presently a Club, Individual, or Associate Member of GLFWDA, but you are still interested in receiving *The Boondocker*, then buy a one-year subscription for \$10.00. Send a copy of this form and a check payable to **GLFWDA** to:

The Boondocker  
c/o Jeremy Vohwinkle  
1268 W. Clark Rd. Apt N-3  
DeWitt, MI 48820

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

## Associate Member Directory

### Four Wheel Drive Diversified

www.4wddiv.com  
222 Illinois Ave., Maumee, OH 43537  
419-893-7006 or 800-728-7843  
Contact: Dan Toepfer

### Kenn Mitchell's Signs & Graphics

715 George St., Midland, MI 48640  
989-835-3964  
Contact: Brian, Stephanie Mitchell

### Jeeperz Creeperz

www.jeeperz-creeperz.com  
1627 Eureka Rd., Wyandotte, MI 48192  
734-281-8141 or Fax 734-281-2841  
sales@jeeperz-creeperz.com  
Contact: Kevin Bentz

Please support our Associate Members by patronizing their businesses and telling them that you saw their listing in the Boondocker!

### Sandy Korner's Jeep Tours

www.sandycorners.com  
1762 N. 24th Ave., Mears, MI 49436  
231-873-5048 or Fax 231-873-4876  
jeeprentals@sandycorners.com  
Contact: Jack Warfield, President

### Joint Clutch & Gear Service

www.jointclutchandgear.com  
703 Marquette St., Bay City, MI 48706  
989-686-2924 or Fax 989-686-9906  
Contact: Bruce Roberts

### Sunrise Screen Arts

2577 US-23 South, Alpena, MI 49707  
989-354-5198 or Fax 989-356-0327  
feemb@freeway.net  
Contact: Crystal Hollingsworth, Office Mgr.



Great Lakes Four Wheel Drive Assoc.

c/o John Jacobs  
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Royal Oak, MI 48067

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