



Great Lakes Four Wheel Drive Association

# The Boondocker

Summer 2006

## Inside:

- GPS Software Guide
- Capital Crawling
- Atlanta Trail Maintenance
- Black Mountain, KY

- Cheap Truck Part 2
- Silver Lake Trail Run
- DOA & Gitchee Gumee Applications inside!  
...and much more!



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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 contact 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.

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**Cover Photograph:**

Taken by: Jim (bult4mud) at Silver Lake ORV Park

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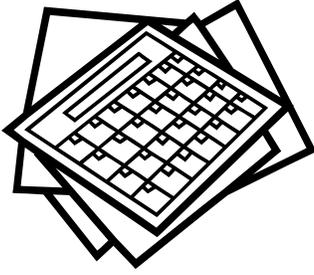
### Boondocker Submissions

Please note that any submission for the next Boondocker should be made before **July 9, 2006** and be sent preferably via email to the Editor at [editor@glfwda.org](mailto:editor@glfwda.org)

You can send anything you feel is relevant. Pictures, articles, event dates, or even an entire article with pictures! Before you unpack from a trip, write up a story and send it in!

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*Stories and articles are submitted from various Association Members. The views and opinions expressed in the stories and articles within are solely those of the individual, or individuals who submitted said stories or articles. Great Lakes Four Wheel Drive Association neither advocates, endorses, nor recommends any of the said views or opinions.*



# CALENDAR OF EVENTS

## June 10, 2006

West Branch area trail ride  
Day before the Quarterly Meeting  
Behind Quality Inn in West Branch  
Leaving at 10am  
See Website for more details

## June 11, 2006

GLFWDA Quarterly Meeting  
West Branch, MI  
Quality Inn  
I-75 Exit 212 @ 10am  
See trail run above

## 2006 GLFWDA Quarterly Meetings

June 11      West Branch  
October 8    Mt. Morris (The Mounds)

## ORV Advisory Board Meetings 2006

Visit [www.michigan.gov/dnr](http://www.michigan.gov/dnr) for details

August 9

Nov 8

<http://www.midnr.com/publications/pdfs/ForestsLandWater/ORV/2006ORV-SCHEDULE.pdf>

## July 10 & 11, 2006

Windrock TN trail ride  
See Website for details

*Go South!*

## July 12-15, 2006

United Four Wheel Drive Association Convention  
Oakridge, TN  
Visit [www.ufwda.org](http://www.ufwda.org) for more information

## July 13 & 14, 2006

Tellico TN trail ride  
See Website for details

## October 7, 2006

The Mounds ORV Park  
Day before the Quarterly Meeting  
See Website for more details

## October 8, 2006

GLFWDA Quarterly Meeting  
Flint, MI  
Exact location of meeting TBD  
See Website for more details

## August 25-27, 2006

Drummond Offroad Adventure  
SE MI Mud, Sweat and Gears  
Drummond Island, MI

## September 22-24, 2006

Gitchee Gumee - Canadian Offroad Adventure  
Blueberry Hill Campground  
See Website and flyer this issue for more details

For last minute changes to events or for additional event information, visit the Great Lakes Four Wheel Drive Associations web site: [www.GLFWDA.org](http://www.GLFWDA.org)

If your club wants to put a date on the Boondocker Calendar, just email the date with a description of the event and contact information to:

Boondocker Editor  
[editor@glfwda.org](mailto:editor@glfwda.org)



South Eastern Michigan Mud, Sweat, and Gears Presents...

# Sixth Annual Drummond Offroad Adventure August 25<sup>th</sup> - 27<sup>th</sup>, 2006

Opportunities to  
ride in  
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Off-Road Park

## Turtle Ridge

Additional fees apply,  
more info at check in.

Registration begins April 15<sup>th</sup>, ends July 15<sup>th</sup>

- 50 Truck Limit
- Must meet Great Lakes Sanctioning Vehicle Safety requirements
- All pets must be leashed!



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- Membership to Great Lakes Four Wheel Drive Association is required.
- Not a member? Join with registration.

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 E-mail \_\_\_\_\_  
 GLFWDA# \_\_\_\_\_  
 # Adults \_\_\_\_\_ # Minors (11-17) \_\_\_\_\_  
 # Children (10 & under – Free!) \_\_\_\_\_  
**Total Participants** \_\_\_\_\_  
 Vehicle \_\_\_\_\_  
 Tire Size \_\_\_\_\_ Winch (Y/N) \_\_\_\_\_

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

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 Minor (11-17) - \$12  
 Kids  
 10 & Under are Free!

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 # Minors x \$12: \_\_\_\_\_  
**Subtotal:** \_\_\_\_\_  
**GL Membership:** \_\_\_\_\_  
**Shirts:** \_\_\_\_\_  
**Total: \$** \_\_\_\_\_

- Check out our website, for more details [www.msg4x4club.com](http://www.msg4x4club.com), 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:  
 Mud, Sweat, and Gears  
 PO Box 183165  
 Shelby Twp., MI 48318

Great Lakes  
 Membership - \$35

Registration begins April 15<sup>th</sup>, ends July 15<sup>th</sup>

# Capital Crawling

By Ari B. Adler

The word “lobbying” is defined as “the practice and profession of influencing.” In Lansing, lobbying is definitely a full-time profession involving a tremendous amount of staffing, hours of work and the collection and distribution of money. For most of us, our lives and livelihoods make it seem like there’s no way we have the time, money or influence to make a difference on legislative initiatives.

The reality, however, is that just taking a few minutes a month to contact an elected official can make a difference – especially if your friends and neighbors join you in writing or calling.

You can lobby in many different ways: in person, by telephone, by fax, by postal mail and by e-mail. Each has its pros and cons, but some are more effective than others. Speaking from personal experience, those on the receiving end really do hate form letters of any kind because they aren’t written to show how much people care about an issue. Groups who use form letters assume the number of contacts alone persuades politicians. While that can play a part, it’s important to remember that 10 letters individually crafted to express personal feelings on an issue will go a lot further than 25 form letters where the only thing that’s changed is the signature.

The United Four Wheel Drive Association has a series of presentations to help with land-use advocacy and I pulled some of their ideas on lobbying to share with you. My comments and tips are included in parentheses.

- Contact by telephone assures you that you are indeed making contact with someone as opposed to a written correspondence that may slip through the cracks somewhere and get ignored. When calling, make sure to identify yourself and be concise in your comments. If you have to leave a message, be brief. You also should request a written response to your telephone call for your records. (I would add that it’s a good idea to get the name of the person you’ve spoken with, as legislative aides often are assigned to cover specific subject areas and you may end up speaking with that person again.)
- Faxing letters to officials is quite easy because fax numbers are readily available. However, there is no confirmation that the letters are received or read. (The fax machines in some offices are busy with those annoying form letters, and it’s possible your personalized letter could end up in the middle. I also would encourage you to include a cover sheet with all your contact information.)
- Sending letters via the U.S. mail can lead to some delays, you’re never sure it was received and, if you send it to federal officials in Washington, D.C., it is subject to screening for harmful chemicals, powders, etc. You can confirm receipt of a letter if sent via registered mail, but that will cost you a little more than the standard first class stamp.
- Sending an e-mail is very common now and e-mail addresses are becoming readily available for elected officials as well. (You should note that even if an address is available for a representative or senator, it’s more than likely being delivered to an “office” e-mail address that the elected official never sees; the office staff takes care of that in-box.) With e-mail, again, there is no way to confirm it was received, but it’s not subject to delays and screening like postal mail is. One common mistake is to forget to write an e-mail just like a personal letter. (Abbreviations and shorthand might work on your instant messenger program or in

an e-mail to your buddies, but they have no place in an e-mail to officials anymore than they would in a hand-written letter. Also, be sure to include all your contact information, not just your e-mail address.)

- Finally, you always can consider meeting with someone in person, but be realistic and understand you will most likely meet with a legislative aide rather than the elected official. You can plan on meetings lasting only 15 to 30 minutes, so make sure you go prepared with what you wish to discuss and why the elected official should be concerned enough to take action.

The bottom line is that no matter what form of contact you wish to make, you should find a way to do so. We live in a Republic with a representative form of government. If those who represent you don't know your position on an issue, then they will be persuaded by others who may not share your views. Remember, get involved!

To get involved at any level, you can visit numerous Web sites to find contact information for elected officials. I'll start your list of bookmarks for you and encourage you to visit the Michigan Senate and Michigan House on-line at [www.senate.michigan.gov](http://www.senate.michigan.gov) and [www.house.michigan.gov](http://www.house.michigan.gov), respectively. Among other things, you can find out who your legislators are and the many ways to contact them.

If you have any questions on dealing with the Legislature, I'd be happy to help. Just drop me a line at [secretary@glfwda.org](mailto:secretary@glfwda.org).

### **From the Treasurer**

As of May 1, 2006 I have agreed to finish the remainder of Rick Ingman's term as Treasurer. Rick has provided the Association with many hours of hard work in his capacity as Treasurer, and he has handed over the books and records in excellent shape. Thank You, Rick.

My background, as many of you know, includes twelve years of public accounting, the last five as the manager of a small CPA firm. My short-term goals as acting Treasurer include updating the software we use for GLFWDA accounting, firming up a budget for the rest of the year, and providing reports to the Members and the Executive Board that give you the information you need. This last part requires input from all of you to accomplish.

My history with the Association is very limited, so please feel free to pass along your comments, criticisms and suggestions. The easiest way to find me is via e-mail, [paul@freedmangoldberg.com](mailto:paul@freedmangoldberg.com), but I can also be found lurking on the GLFWDA website on a regular basis. I look forward to working with you in the future, as well as seeing you out on the trails!

Paul Hittie

## From Our Membership Secretary

If you have internet access and have not visited our website ([www.glfwda.org](http://www.glfwda.org)), you are missing an opportunity to give help, seek help, buy, sell, meet new people, meet old friends, see what other members are doing, get information on an impromptu trail ride and more. The website includes a number of Associate Members who also support our sport and deserve a look when you are considering a purchase or two.

You can view as a guest or register and become a posting member of the Great Lakes Four Wheel Drive Association (GLFWDA) website. To register, go to: <http://www.glfwda.org/forums/>, under the GLFWDA banner you will see “Welcome Guest ([Log In](#) | [Register](#))”, click on “Register” and just provide the information (there is no cost to become a registered member of the GLFWDA website).

If you are a GLFWDA Member and upload an avatar to the GLFWDA website, be sure and send me your Screen Name along with First and Last Name (via a PM or E-mail) so when I update your Membership Card I can include the Picture (avatar) on your Membership Card. Here's mine:



If you are reading this and aren't a GLFWDA Member, you can go here: <http://www.glfwda.org/join.html> and download an application to Join Us! For over **36 years** this association has been involved in fighting access issues on a Local, State and National Level.

In closing, I would like to thank each GLFWDA Member for their membership. We could not have accomplished all we have without your help. You are important to us . . . even more than that, you are vital to us. Thank you for caring! You have made a difference this past year.

Bob DeVore (Jarhead)

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## April Quarterly Meeting Trail Ride

Story: Bob DeVore aka Jarhead

Pictures: Bob DeVore, Paul Hittie, Ken & Tracey Smith,  
Ari B. Adler

Here is a bit of information on Silver Lake State Park you may or may not be aware of: In 1919, Carrie E. Mears donated 25 acres of land for park purposes. The park's boundary was dedicated in 1951 and a master plan was officially approved in 1964. Silver Lake State Park is an almost 3,000-acre park in Oceana County along the Lake Michigan shoreline. This area includes both dune country and acres of mature forest. The dune ridges and valleys are mostly windblown sand and lack trees, scrub brush and dune grass. The dune area is sometimes compared to a desert. Silver Lake State Park contains more than four miles of Lake Michigan shoreline and boasts a large sandy beach. Now, nearly 2,000 acres of sand dunes are available for

exploration and hiking. One of the park's biggest draws is the 450-acre off-road vehicle area.

Our April Pre-Quarterly Meeting Trail Ride began with a gathering of those who had been to Silver Lake Sand Dunes many, many times and those who had never been to the Sand Dunes. Jim Kitson (aka White Rhino) offered to hold a "Dunes Clinic" for those of us who had never been to the Sand Dunes before. We were affectionately nicknamed "The Bunny Group" by a few that had been to the Dunes before.



## The Boondocker

The nick name was fine because there were several among the bunny group who had experienced the dunes before, but still attended to hear what White Rhino had to offer. White Rhino started with the Dunes can be fun and exciting for the whole family. The dunes are subject to rapid topographical changes resulting from winds and erosion. Be alert for steep inclines, changing slopes (did you know that a natural phenomenon will limit the slope to 33 1/3 degree angle), natural hazards and sudden drop-offs. Always operate your vehicle at a safe speed and in a safe manner. Start out slow and see what your vehicle will do. Add power and momentum as required to maintain control and forward momentum. Make it a safe experience for yourself and other park visitors. Please



follow the rules that have been made for everyone's safety and security.

And off we went. We started with a few small hills to get acquainted with our vehicles and how they responded to the ever-shifting sand. We climbed one hill and descended another as we became comfortable with our surroundings. White Rhino concluded the "Dunes Clinic" with a tour of the Dunes perimeter prior to turning us loose to venture on our own.

All in all, it was a beautiful sunny day to enjoy some of what Michigan has to offer.



## Atlanta Trail Maintenance

Story: Ari B. Adler

Pictures: Bruce Rettig

A small but dedicated band of Great Lakes Four Wheel Drive Association members gathered in Atlanta, Mich. on April 29-30 to tackle the spring trail maintenance. Great Lakes Four Wheel Drive Association is responsible for nearly 60 miles of ORV Route in the Atlanta area. The route traverses a lot of different scenery, sometimes running together with wide-open snowmobile trails, sometimes running as a narrow swath through wooded wetlands.



The range of experience stretched from people with years of experience maintaining the trails all the way down to trail-maintenance newbies. One thing quickly became evident though – you were there and that’s what mattered. Trail maintenance is the Great Lakes Four Wheel Drive Association’s fund-raising initiative so it helps the association financially. But the goodwill it garners with local DNR offices and the thanks the crew received from two-wheel and four-wheel off-roaders on the trail play a role, too.

So with gloves, loppers, bushwhackers, sunscreen and bug spray at the ready, the group headed off to cover as much ground as possible in the two days available. The weather was cold at night – camping in 28 degrees is quite an experience – but beautiful for trail work during the day with sun and temps in the 60s.

Trail “maintenance” runs the gamut, from trimming back foliage to removing deadfalls hanging over the route to replacing broken, worn-out or missing signs. It’s a full day of stopping and starting, lopping and chopping, pounding and digging. The crew stayed in high spirits both days. Working in two teams the first day and one team the next allowed for plenty of camaraderie and fun while still accomplishing a lot of work. The crew was able to take care of maintenance on the entire Atlanta ORV Route.

While the crew was disappointed in such a small turnout, they were determined to make the best of it and were proud of their accomplishments, as they should be.

This year’s Atlanta Spring Trail Maintenance Crew was: Bruce (Greybeard); Steve (Nvrenuf); Paul and Melanie Mulder; Pat (Ironman) and Kim Kinne; Paul (phittie1100), Debbie and Jonathan Hittie; Marc (Skip); Jim (kb8ymf); and Ari (Zookeeper).



## GPS Data Exchange and Software Introduction

By Bruce Rettig - GLFWDA member #06899 – a.k.a. GreyBeard

Hopefully, you now have access to a GPS unit. Now, let's explore exchanging data between GPS users and some of the software that can be used to that end. If you read the previous article (and your user's manual), you know a little bit about what GPS does, how it works, and how to use your unit.

### Why

Why do we want to exchange data? It is good to be able to store, retrieve, and exchange GPS data. If I can do that, I can catalog the information and use it in the future. I can find the same exact camping spot, trail head, back road, or trail again in any season or any weather. I can find the location even if the landmarks have changed. I can analyze the data and see when I was there and how long it took me. When I get a new GPS from another manufacturer, I can still use all of my hard won information. Most importantly, I can share that information with another GPS user.

### What

Waypoints, track logs, routes, maps

There are several types of information that we gather and use with the GPS.

- o Waypoints – are simply locations. They include latitude and longitude and will be given a waypoint name.
- o Tracks – are a series of location points strung together. The individual points will not have names. This is also known as a breadcrumb trail. It is usually quite detailed.
- o Routes – are a series of waypoints strung together in order to provide navigation directions in order to be able to define a specific path for getting from point A to point B.
- o Maps – are all the lovely information that gives context to a location.

### How

In order to exchange data, we first have to get it out of the GPS.

The easiest and most direct way is to remove it physically. If our GPS unit has removable memory (SD ram cards, etc.), we can pull it out, take it over to our buddy's GPS



unit, and stick it in. This has some serious limitations and drawbacks. The second unit must accept the same type of removable memory and it must be stored in the same digital format within that memory. This probably limits you to the same GPS brand and very possibly to the same model. The biggest drawback however is that when I pull it out of my unit, I no longer have access to the data. This is data transfer but not data sharing. We want to share and propagate the data.

A much more useful approach is to copy the data from the GPS to a computer. We will do this using some software loaded on the computer that will talk to the GPS. This is usually done via a cable connection between ports on the two devices, but may also be done in a wireless fashion if the hardware supports it. The data is still on the GPS but is also on the computer where it may be duplicated, analyzed, manipulated, and transmitted. This exchange, analysis, and manipulation is going to be done with the aid of some software. The good news is that there is a lot of software to choose from. The bad news is that there is a lot of software to choose from. We will take a quick look at several pieces of software and then capture data with one program, convert it with a second, and display it using a third.

## Software

You may have some software that came with your GPS unit that will allow you to download waypoints and track logs to your computer. If not, your GPS manufacturer or retailer certainly has some software for sale that will allow you to do this. We are going to look at some software like that from one manufacturer, Garmin, as well as several other programs.

The main products we are going to delve into are OziExplorer, DeLorme TOPO USA, ExpertGPS, and GPSUtility. We will talk a little bit about Garmin's MapSource United States TOPO, EasyGPS, and GPSTabel.

## QUICK LOOKS

### Ozi quick look

OziExplorer was written by an off-roader for use on his own off-road adventures in Australia. It is a very well regarded piece of software, and it shows that it was really developed and enhanced for off highway usage. I personally like it better than anything else, but it is software only. It does not include data, and that is its biggest shortcom-

ing. It does let you use maps in standard digital formats or scan in your own maps. Ozi provides a superb moving map capability and the ability to capture, edit, display, and manipulate tracks and waypoints. You can even tie any file to a waypoint on the map.

Why would you want to tie a file to a map location? You can tie a photograph or descriptive document of the waypoint location. You can also store a WAV (sound) file, set a proximity alert, and when you approach the point within the specified distance, the sound file automatically plays through your computer sound capability. This can be a chime, a warning sound, or a narrative about the location.

### DeLorme quick look

DeLorme TOPO USA is by the same people that publish the excellent DeLorme Atlas & Gazetteer for Michigan as well as many other states. They are mapping people who have lots of data and it shows. This is my second favorite software, and it is the product I use most. The DVD version gives you fully detailed map data for the full US on one platter, and it allows you the option to install all the data on your hard drive. Their licensing agreement is fairly reasonable and makes it legitimate to share generated maps on a limited basis. Version 6.0 is just out to replace 5.0, but I have not had any experience with the new one, yet.

### ExpertGPS quick look

ExpertGPS is a decent program with lots of capability that I have not sufficiently explored. I use it because it provides ready access to public (read that as FREE) mapping and image data. It retrieves it from the Internet automatically.

### GPSU quick look

GPSU or GPSUtility is a very handy data manipulation utility for GPS data. It reads and writes more GPS file formats than just about anything else. When you can't get things to exchange directly, and you don't want to send them to your GPS and back, GPSU can do the translation for you in a flash. That doesn't mean it is the easiest thing in the world to use. It is a little cumbersome, but I end up making a step-by-step cook book for the things I want to do, and it works slick as can be.

### Garmin MapSource quick look

MapSource is the first computer software I had to work with my Garmin GPS. It has quite a bit of data and capability, but is put to shame by some of the other

products. Garmin has some other software available, but I prefer something that will work with any GPS I get, and not just Garmin. MapSource itself does not provide “moving map”, but nRoute from Garmin does. It works with your MapSource product and is available from Garmin at no charge. The big advantage of MapSource is that I can upload topographic or road data to my Garmin GPS and greatly enhance the base map on the unit. Due to my GPS 12 MAP’s limited memory, I can only do this for a limited geographical area at a time.

### EasyGPS quick look

EasyGPS is a fast, easy, and **free** way to create, store, and exchange waypoints and routes. It does not support tracks and it does not do maps, but it is simple and it works. It is more direct than understanding the details about your data and exporting and importing with text files or Excel spreadsheets. And it sure beats writing your own data conversion routine.

### GPSTabel quick look

This utility was designed to clear through the babble of all the different GPS data formats. There is now even a GPSTabelGUI to provide an easier to use, graphical user interface into the utility of GPSTabel.

## GATHERING AND TRANSFERRING A TRACK LOG

### Capturing & Using a Track Log in DeLorme Topo USA 5.0 (.gpl format)

This is the almost current version of DeLorme’s software and I have been using it for some time. The new version 6.0 is now out, and yes, I have one on order.

You can either capture track log info as you drive or download it later from your GPS. DeLorme stores it as a .GPL file, which is a format that most other software cannot use directly. This is where some of the utilities come in handy.

If you need to get the track log and waypoints into the PC from your GPS, here is the process. Go to the **Map Files** tab and then push the **Exchange** button in the lower right portion of the screen. A wizard starts and a new window pops up. You choose what device the info will be exchanged with (GPS, Palm OS, or Pocket PC), whether you are going to **send to** or **receive from** the device, the data type (track, route, or waypoints), and how you want to save it (road, track, trail, or draw file).

If you stored it on the PC as you drove, it is already there as a .GPL file. Of course DeLorme puts it where they thought it belonged on your hard drive in a folder called DeLorme Docs\GPSLogs.

If you want to exchange this with another DeLorme user, the exchange is simple. DeLorme makes it easy to share with another user, as long as they are a DeLorme software user. You go to the **Map Files** tab, push the **File** button, select **Transfer**, choose **Create** (to create and store an exchange file locally) or **Email** (to mail it to another person). It will create a **.DMT** file that you get to name. This **.DMT** is full info that you get to exchange so someone else can see what you see. It includes any waypoints, tracks, or other items that you have added to the original DeLorme data.

What can you do with your .GPL file on your PC? You can either display it so it shows up as a highlighted track on your map, meaning it will instantly show up with the full length of the track. Or you can replay the track file. If you replay the track file, it will actually drive the path that you took. To do this, go to the **GPS** tab, press the **GPS Log** button (on the left), from **Log** select the right log file from the drop down, and then go hit the **play** button over on the right. This is the arrow that points to the right, just like the play button on most VCRs, DVDs and remotes. You can adjust the playback speed in the box below and it ranges from **1x** to **50x**. It will display the number of readings and the number of the current point as it proceeds. The moving map will drive along with you and automatically keep the moving cursor on the screen. While moving, you get a green arrowhead as the cursor. When stopped, it is a green circle. There is no analysis (except number of points), no manipulation, and no editing of the track log available.

To display it as the full track without having to replay it, go to the **Draw** tab, click the **Import** button, select the correct GPL file, and click **Open**. It will put the whole track up at once. It shows up as a dirty pink highlight superimposed on the map.

### Converting A Log From DeLorme (.gpl) to Ozi (.plt) via GPSU

Now lets move that **.GPL** file of log information into Ozi Explorer. The formats are not compatible, so we have to do some conversion. GPSTabel understands a lot of formats, but GPL is not one of the listed ones. GPSU comes to the rescue. Fire up GPSU, use a standard Windows drop down to select **File / Open**, set the **Files of type:** to **Delorme files (gpl,sa.)**, select the right GPL file, and press **Open**. The file is immediately opened in a table format. If we click the **Track Summary** icon, it shows us the number of legs on the track, the start time

and end time, and a number of other metrics. If we click the **Map** icon (F6), it displays the track on an empty map. We have the ability to manipulate the data in multiple ways. We can graphically select a subset that we are interested in and save that as a separate file. We can **Filter** the information with a fair amount of flexibility. We can also directly update the data in any point on the track. But enough about all the games we can play while we are in there. We did this to be able to output it in a particular format, so lets get to it.

From the **File** menu, pull down **Save/Print Options** That opens a window where we adjust a few settings. Set **Format** drop down list to **Ozi Exp Tracks (\*.plt)** Set **Export filetype treatment** to **Ozi Explorer** Click the **Export As..** button, put in a file name, set the **Save as type** to **Trackpoints (plt)** and push the **Save** button.

Like I said, it can be a little cumbersome, but it works. Once you get the right combinations, it is fast and accu-

rate. I just keep a little cookbook list of the steps that I usually use.

### **Moving The Log Into Ozi**

Loading it into Ozi is very simple. Start Ozi and bring up a blank map (**Map** pull down and choose **Blank Map**). Now open the file – from the **File** menu, choose **Load from File** and **Load Track from File**. Pick the file and push **Open**. The track pops up on the screen, and now you can use Ozi to manipulate the track if you wish. Click the Show Track Control icon, and a Track Control shows up. With this you can change the way the track displays, you can dig into the track, and you can readily change just about anything you want. You can display multiple tracks at once. You can control the color and line add time and date to track info. You can replay the track with control over which track replays, what color it turns

Continued on page 23

**See Page 18 for Additional GPS Info!**



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Director: Brad Perkins  
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5. **Mid-Michigan Fourwheelers**

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6. **Mud, Sweat, and Gears**

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Director: Tim Yocum  
tim.yocum@koltanbar.com

7. **R.P.M. Off Road**

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P.O. Box 347, Evart, MI 49631

8. **SoFO – Michigan**

Member since 2005  
Contact: Jim Roy – Club Secretary  
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Livonia, MI 48150  
sofomich@gmail.com

9. **Tri-City Trail Riders**

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1634 Hotchkiss Rd  
Freeland MI 48623  
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10. **Troll Fourwheelers**

Member since 1993  
Website: [www.trolls4wdclub.com](http://www.trolls4wdclub.com)  
7200 Bunker, Indian River, MI 49749  
nephd@blazeconnect.net

For contact information changes,  
please email the Editor at:  
*editor@glfwda.org*



## Additional GPS Information

By Bruce Rettig

### Glossary

- Datum – the coordinate reference system used for a map or navigation system. See WGS84.
- GPS – global positioning system – usually refers to the GPS receiver that determines exactly where it is on the earth's surface.
- Moving map – a real time electronic map that displays the current GPS location superimposed on a map display. The map display moves to keep the current position visible on the screen in the context of the surrounding map.
- Route – a series of waypoints assembled together in the proper order to lead you along a designated path from start point to end point.
- Route leg – the segment of a route between two specific waypoints.
- SA or Selective Availability – A historical footnote. SA was a variable error that was included with GPS signals broadcast from the satellites. The error was intended to limit their accuracy. The military had access to the signal with no error. In May of 2000, SA was turned off and all civilian GPS units became instantly more accurate.
- Track or track log – a series of GPS coordinate points assembled together sequentially in a GPS or stored on another device. The track shows the path that a GPS unit traveled. Most GPS units will allow you to reverse a track and "backtrack". This will show you how to get out the same way you came in.
- WAAS – wide area augmentation system. This is a U.S. based system that uses ground stations in addition to the satellites to provide improved accuracy. It was developed for navigation of aircraft and nautical traffic. The signal is available for free. Does not work on other parts of the globe.
- Waypoint – coordinate point - a location, known to your GPS by latitude, longitude, and an identifying name
- WGS84 – the datum used for GPS. (The World Geodetic System defines a fixed global reference frame for the Earth, for use in geodesy and navigation. The latest revision is WGS 84 dating from 1984, which will be valid up to about 2010. [from Wikipedia]) See datum.

### General information

<http://www.trimble.com/gps/>

<http://gpsinformation.net/>

<http://vancouver-webpages.com/peter/index.html>

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

<http://www.digitalgrove.net/>

### Sources for specific products

<http://www.thegpsstore.com/> multiple brands of GPS units and accessories

<http://www.gpsnow.com/> Garmin units and variety of software aimed at off road

<http://www.garmin.com/aboutGPS/> Garmin's factory site

<http://www.delorme.com/> DeLorme's factory site

<http://www.microsoft.com/streets/default.aspx> Microsoft's site for Streets

### Software via the web

<http://www.topografix.com/> both EasyGPS [free] and ExpertGPS [\$60]

<http://www.gpsu.co.uk/> for GPS Utility – freeware version and full featured version for \$55

<http://www.ozieplorer.com/> free demo & trial / \$85 full license

<http://www.fugawi.com/> \$50/\$100

# Great Lakes Clothing!!!

Contact: Mark Burns  
 248-852-2234  
 store@glfwda.org

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Item	Style	Price	S	M	L	XL	2X	3X	QTY	Total
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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   Female	\$12.00								
Jacket	Baseball style	\$45.00								
T-Shirt	Long Sleeve	\$16.00								

**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   Female	\$20.00								
Jacket	Back Only	\$67.00								
Jacket	Front and Back	\$77.00								
Hat	Adjustable	\$15.00								
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## Project Budget Samurai Part Two

By: Keith Kodet



In the last issue of the Boondocker I started a budget 4x4 project using a 1990 Samurai that had been wrecked and rolled. Everything started smoothly, but I found that most of my \$1,000 budget was eaten up rapidly. I had lifted, locked, and re-gearred it with a mixture of aftermarket, eBay, and junkyard parts for \$686.00. However, I still needed brake hoses, steering, wheels, tires, and tow points!

Longer brake hoses for the front turned out to be easy. Most front wheel drive cars have longer brake hoses than a Samurai, so it was a trip to the junkyard with a measuring tape to find the right ones. A set from a 1991 Geo Metro ended up being the perfect length and the right fit, so I purchased them for \$10. For the rear hose it seemed nothing I could find would fit correctly, so I headed to my local auto parts store. Searching through catalogs, we found that the clutch hose from a 1985 Chevy Nova (front wheel drive) was the right size and length. As an added bonus, it came with a cool metal banding to help against expansion and tearing, plus it only cost \$16.29.

After reassembling and bleeding the brakes it was time for tires and wheels. Lucas gave me an old set of 33x12.50 General Grabber MT's with lots of tread, but

also lots of cracking and cupping. Since this was going to be a trail only rig, they would work just fine. Samurai's have the same 5x5 1/2 bolt pattern as old Jeeps and Fords, so wheels are plenty in the junkyards. I happen to have a set from another project, but once again to keep everything honest, I'll deduct another \$100 from the project for the wheels and tires.

Samurai's have a vast aftermarket following, so there are plenty of options for steering. Unfortunately, none of them were in my budget, so I decided to make my own. Setting the truck on the ground I straightened the front wheels, and turned the steering wheel to center. Then I took the stock cross-link for the steering and bent it into a Z-link with my torch. Once I had the angles right, I cut the top of the link off between the top bend and the tie rod. Using a \$3.29 piece of tubing from the hardware store, I then sleeved the two cut pieces. I tack welded everything in place and cycled the steering back and forth. Everything worked fine, so I pulled the entire unit out, and fully welded the tubing to the stock link.

The last thing I really needed was tow points. For the rear I ended up doing nothing except use a D-ring through the stock hitch mount. This mount is 3 times

thicker than the frame it is bolted to, so it doesn't worry me. For the front, knowing I would eventually want a winch, I ordered a front pushbar/winch mount from a guy on eBay. It cost \$117.00 shipped to my door. You can choose to bolt or weld it to the frame, I chose the latter. This mount comes with pre-drilled holes for standard aftermarket tow hooks, so I purchased a set from my local hardware store for \$8.20.

With everything put together, I re-checked all my nuts and bolts, and backed it out of the barn into a fresh snow. Easing the clutch out, I took off for a slow drive around my back field. Everything felt tight and it stopped and steered quite nicely, so I pulled it up onto my trailer so Lucas and I could take it on a shake-down run at the Mounds.

The next morning, Lucas and I took off for the Mounds. I had been hacking and coughing the whole night



before and I probably shouldn't have gone, but knowing I was leaving in a week to Harlan County off-road park in Kentucky, I knew a shake-down run was important. We arrived at the Mounds about 10:30 and unloaded the trucks in Balmy 5 degree weather. I had stolen the doors off my other Samurai to help with some protection, but

having no top meant no heat, so I dressed warm.

Never having been to the Mounds before, I followed Lucas in his TJ through water, snow, ice, and mud. We drove all over the park, did every obstacle, and even managed to get both our vehicles stuck in some ice/mud holes. The entire time was very enjoyable, except for violent coughing and intense chest pain I was enduring. In fact, the pain was so bad in my chest, I had to have Lucas strap down the Samurai to my trailer.

Driving home from the Mounds my coughing and chest pain only seemed to



## The Boondocker

worsen, almost to the point where I was unable to drive, so as soon as I got home, my wife drove me to the emergency room where I was informed I had bronchitis and pneumonia. The doctors gave me lots of pills to take, with the strict order of bed-rest for at least 3-weeks, so 4 days later I took off to Kentucky with Lucas and our buddy Mark from the U.P.

The only problem that did arise during the shake-down run was that my homemade Z-link was bending at the bends I had made, so to keep it from doing this I angle cut some tubing and welded it triangulating the entire piece, which has kept it straight since.



Our trip to Kentucky was a blast. Harlan County is very mountainous with lots of rocks, which quickly taught me how un-flexible my setup was. The first morning out, I managed to roll the truck on the driver's side. No real damage occurred, but it did make me think about removing my added leafs (I still haven't decided yet). After flopping it back on it's side, we continued to have two great days of wheeling in Kentucky. At the end of the second day, we started to get more comfortable in the

rocks, so we tried climbing up a waterfall that had several rocky ledges in it. Upon almost cresting the top, my rear axle started to bounce violently on the driver's side as I gave it too much throttle. A loud crack from the rear followed. Backing down carefully onto the road, I discovered I had no more power to the driver's side wheel. I was still able to drive it back to camp, but that was the end of wheeling it on the Kentucky trip.

Tearing into the rear axle at home discovered a broken axleshaft, however my welded differential held up! After replacing the busted shaft, I actually started driving the truck around town and to work. Besides having to take

corners slowly due to the welded rear carrier, the truck actually handles nicely on the street and does a whopping 52 MPH! I have since put several hundred miles on it, and even taken it to Silver Lake where it performed flawlessly.

So, with a grand total of \$932.58 I've managed to keep under my \$1,000 budget, and in my opinion I have a very capable little trail rig. I did go and add a winch, which would not fit into most budgets, but even then I tried to keep the costs low. I've actually ran two winches on the rig. The first one was a used Harbor Freight 8,000lb unit that would pull all day long, but was really slow. I eventually swapped it out for an old 6,000lb Warn

that I purchased from Lucas a long time ago that is a lot faster than the Harbor Freight one.

In the three trips I've taken the budget Samurai on, I have been very happy with the way it turned out. I'm starting to upgrade a few things, and modify it even more, but that really is what this hobby is about, continuous improvement. So for now I will enjoy it the way it is, but don't be surprised if it looks completely different next time you see it!

as you play it, and of course you control how fast it replays. You can pick a spot in the track and replay from that point on. You can filter the track to come up with a smaller number of points. And of course you can save the edited track.

### GPX FILE FORMAT

GPX is an interchange file format that is becoming a standard, which most software can use and understand for GPS waypoints and track logs. This makes it the perfect mechanism for exchanging information with another GPS user. These files will always have **.GPX** as the end of the file name. Just pick that format to write or export the file, and there should be no problems. On the other end, just open or import the GPX file to load the information in.

I am confident that GPX format will soon replace the utility programs as the way to exchange data between different programs. GPX is an XML format, which means that it is self defining to any software that works with it. EasyGPS, ExpertGPS, GPSU, GPSBabel, MapSource (Garmin), and Ozi can all read and write GPX files. The new DeLorme Topo USA **6.0** finally has support to read and write GPX files too.

I will be doing some testing to see if anything gets lost or confused along the way as data moves from program to program. For instance, EasyGPS does not support track logs but does support GPX. What does it do with any track logs? Does it inform you as it does it?

### Next time

The approaching deadline says it is time to bring this article to a close. There is plenty of remaining material for future articles. If I can continue to find the time and the editor likes my material, there will be a new article for the next issue. Next time I will try to use ExpertGPS to grab some free maps from the Internet, use them in OziExplorer, add some information to the map, and include the result in the article.

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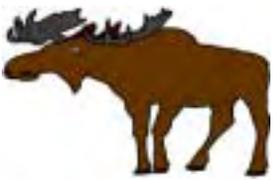
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# GITCHEE GUMEE

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**\*\*Deadline for entry: August 15, 2006\*\***

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

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

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

Level of trails desired to run: \_\_\_\_\_

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Gitchee Gumee Gear Total	= \$	_____
Registration Fee	\$30.00 = \$	_____
GL. Membership	\$35.00 = \$	_____
Event Membership fee	\$ 5.00 = \$	_____
<b>TOTAL</b>	<b>= \$</b>	<b>_____</b>

**\*\*Limited to the first 60 registered vehicles\*\***

**Note:** Most trails are tight and brushy. Drivers should expect to see mild scratches from branches even on stock runs. If this is your first trip to Gitchee Gumee, please contact Jim Kitson to discuss your expectations.



# GITCHEE GUMEE

## 2006 CANADIAN 4 WHEEL DRIVE ADVENTURE

### Gitchee Gumee Gear

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T-Shirt	M	\$17.50		
T-Shirt	L	\$17.50		
T-Shirt	XL	\$18.50		
T-Shirt	XXL	\$19.50		
Long Sleeve T-Shirt	S	\$25.00		
Long Sleeve T-Shirt	M	\$25.00		
Long Sleeve T-Shirt	L	\$25.00		
Long Sleeve T-Shirt	XL	\$26.00		
Long Sleeve T-Shirt	XXL	\$27.00		
Sweatshirt	S	\$25.00		
Sweatshirt	M	\$25.00		
Sweatshirt	L	\$25.00		
Sweatshirt	XL	\$26.00		
Sweatshirt	XXL	\$27.00		
Hooded Sweatshirt	S	\$28.75		
Hooded Sweatshirt	M	\$28.75		
Hooded Sweatshirt	L	\$28.75		
Hooded Sweatshirt	XL	\$29.75		
Hooded Sweatshirt	XXL	\$30.75		

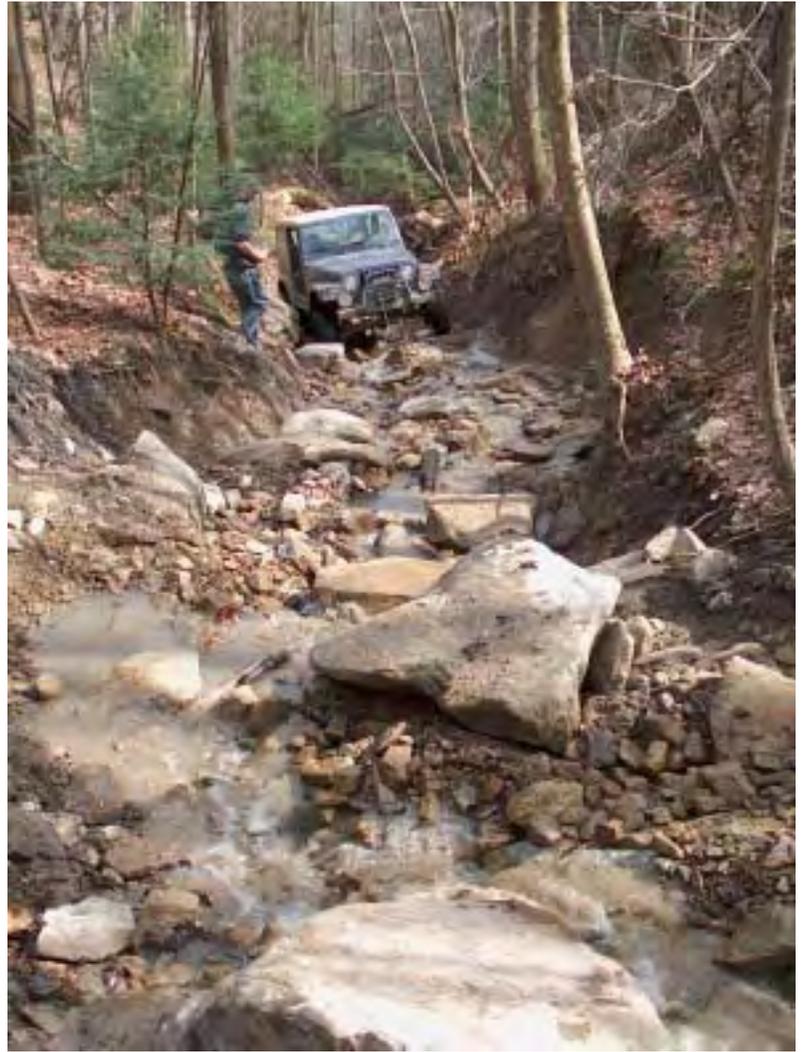
Total				\$
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Your gear will be available at the registration desk at Gitchee Gumee

## Black Mountain Recreational Park, KY

Story: Lucas Gottler

Pictures: Mark Cocco, Keith Kodet



In December of 2005, I decided that I wanted to leave the state to see what the other states have to offer as far as off-road areas and trails. I checked online and searched some national forums for trails and off-road parks in the Kentucky/Tennessee area. I came across the Kentucky Mountain Crawlers website and forums (<http://www.kymc.org>) and spent some time reading about the area and the type of wheeling to expect. I was particularly attracted to the Harlan area for two reasons. First, I happened to stumble across some pictures of a recent trip someone took which showed me a great deal more than words could describe. It looked exactly like the type of terrain I wanted to test both my Jeep and myself in. Second, the Harlan County Trails website (<http://www.harlandcountytrails.com>) was about the cleanest and most professional looking website I've seen in quite a while. With a link from that site, I was able to contact the Harlan County Campground ([http://](http://www.harlandcountycampground.com)

[www.harlandcountycampground.com](http://www.harlandcountycampground.com)) to reserve a cabin that had the ability to sleep six people. Now to see who I could drag down with me!

I posted a few messages on various local forums and waited the next few months to see what kind of turnout I'd get. I updated dates and campground info in my forum messages along the way and was in contact with some locals in the Harlan area about trail conditions and map availability.

At about 2 weeks out, I had two people. Keith Kodet and myself! I wasn't going to let the turnout stop me from going! I went ahead with the plans and began the packing and wrenching to get the Jeep ready. Keith had some issues of his own; he just finished building his Samurai for this trip! (Check out the Budget Samurai Buildup!) About one week before the trip, I had another buddy from the UP, Mark Cocco, join us for a grand total of 3 people, tow rigs, and trucks. So, we had Keith's Suzuki Samurai on 33's, Mark's TJ on 33's and my TJ on 36's.

On a cold day in February we headed down to Kentucky. The drive down there was about 10 solid hours

with Dayton OH to prove to be the worst city to get through along the way. It was just before dark and we were about a half-mile away from the campground when our first incident occurred. I looked out my side mirror to first see smoke, then chunks of rubber flying through the air coming from Marks trailer. After we all pulled off the side of the road, the damage ended up being two tires on the passenger side of his trailer. Mark had just purchased 4 new tires for this trip and had only a spare tire without a rim for his trailer. All three of our trailers had different bolt patterns for the axles, so our spares didn't fit! We attempted to remove the shredded tire from the rim, but after trying various pry-bars and even a torch, we decided to get to camp and fix it in the morning. We shuffled Jeeps and tow rigs around, patched his one flat, but intact tire, and made it the half-mile further to the cabin.

It was dark by now and I was the first to pull into the campground area. I was in contact with the manager of the campground and was looking for a white car so we could get the keys for the cabin. I wasn't sure where to park, so I proceeded to drive up the campground road to the cabin. Well, that road did lead to the cabin, but also ended up being

## The Boondocker

the access road to the trail system! So, my first “wheeling” in Kentucky involved turning around a 2wd Yukon with trailer and Jeep on a muddy switchback at night!

After we settled into our rustic wood cabin, we unloaded the vehicles and headed into town for dinner. Blowing two tires was bad enough, but what nearly ruined our entire trip happened next. We soon found out that the

bit scared to be around these guys! I was also able to witness a short stage dance by one of them as he described and acted out how a rooster attacked his best friend while he and his other buddies locked the poor guy into a cage with the animal!

After Mark fixed his trailer, we poured over the map and headed into the hills. The side we stayed on was the steeper of the two sides and had the significant disadvantage of being the north side of the mountain. So, even with the warm 60 degree weather, the snow had just finished melting on our side, and the runoff came down the mountain following the switchbacks. This was the first trip for all of us where we had to use switchbacks to climb up a mountain! It was white knuckle driving for the first ½ hour with muddy uphill runs and what looked like a shear drop to the sides! We made a giant loop around and came back out to where we started; we missed the turn somewhere!

While we were looking at the GPS and the maps, a police car pulled up and a very serious, well dressed man walked up to us. With all the experience from dealing with the Michigan DNR and the headaches we get at home about the trails we can't use, all of us were prepared for the worst. First thing he asked us was, “Are you fella's here to tear up our trails and fling mud around?” I just started to form the words “NO” from



entire county we were in was dry. I think I saw Marks eyes get a little teary when he heard that! However, the waitress we had felt sorry for us so she directed us down the road to the next county.

The next morning, daylight began to show us what we got ourselves into. We removed Marks two blown tires from his trailer and he ran into town to get some new ones. I spent the hour waiting for Mark by talking with a few friends of the campground owner. I probably won't ever meet another pair of nicer or more stereotypical southern guys again! With discussion ranging from bulldozers rolling off hills to rattle snakes, I was entertained, but at the same time a



my mouth when Mark looked right at him and said “Yes we are.” I thought this guy was going to impound our trucks right then and there, but instead he replied, “Good! That’s what this place is for! Are you the group from Michigan?” As it turns out, it was Ken Crider, the President of the Kentucky Mountain Crawlers and happens to work for the KY State Police. He was one of the people I had talked to online about the area! Ken walked us through the map and circled a few areas we should try to visit while we were



there. Being so wet on this side of the mountain, he recommended we avoided a few trails on the north side and urged that we take great care in going up the trail with it so wet. So, after another half hour, we were back in the trucks and heading back into the mountains.

We were so concentrated about staying on the road and not sliding off that we had completely missed the turn on the first loop around! After another dozen or so switchbacks, we made it to the top of the mountain. We immediately headed into some Class 3 trails that just seemed to go up higher and higher into the mountain, with steep slopes, steep hills, rocks, and a bit of mud thrown in,

this first trail created permanent finger marks on our steering wheels! This was nothing like what we were used to!

Closer to the end of day one, we were feeling a little more comfortable driving around the steep edges and using the switchbacks, so we started heading towards the rock piles. I used to profess that I do not like rocks and that my Jeep doesn’t like them either, but after a few small rock sections, I was beginning to enjoy them and most surprisingly, my Jeep handled it well. Fresh from his buildup, Keith was testing the limits of his new Suzuki Samurai in the rocks. On the first rock pile we hit, he took a bad bounce and flopped on his side, pinning his windshield against a tree. It just

took a push from the three of us to right the Samurai and Keith powered his way through the rest of the run.

We spent the rest of day one jumping from one rock garden to another, taking the easier lines while we got used to this new type of wheeling. Heading back to camp, I noticed my rear Detroit locker was popping more than usual, so first thing I did was tear into it in front of the cabin. The Mounds wasn’t kind to the rear axle the week before and left a bunch of water mixed into the gear lube. A thorough cleaning and fresh lube seemed to do the trick and I was ready for the next day. The cabin came with a fire pit and the owner dropped off a bunch of wood for us to cook hot dogs around. That

night, we were rewarded with a beautiful sky dotted with stars, one of the clearest skies in memory.

Day two began with a run towards the east side of the park. We looped around the park to head towards the south side, which the map showed contained some more extreme trails. Along the way we found hillsides littered with coal chunks and old mines that we walked around and peered into, but dared not to go any further! The first major trail of the day was one called Rail Bed. It looked more like a river with waterfalls than a trail! But, it was on the map, it was marked and we were going to try it. Being a Class 4 trail, I couldn't help but realize how much different the rating system is from Michigan to Kentucky! This would be a Class 5+ in Michigan!

I was first to attempt it and motored my way up past the first waterfall obstacle and stopped for Keith to attempt it in his Zuk. He nearly made it to the top, but the lack of a front locker kept the one tire he needed from doing its job. Not accustomed to failure, Keith tried a few different lines, but the Samurai kept bouncing at the wrong time. On one of these unexpected bounces, the vehicle was about a foot off the ground and when she came down, everyone heard the resulting sound! He snapped something in the rear axle. Keith backed down slowly and he tested out the axle on the gravel. Luckily it was just the rear axle shaft and not the welded carrier that lost the battle. Now down to 2 wheel drive instead of 3, Keith took the alternate trail around the obstacle and met up at the top of Rail Bed.

As both Mark and myself finished the climb to the top of Rail Bed, we had unexpected company arrive behind us. A rock buggy and a Toyota truck had both come up Rail Bed just as we finished it. We spent some time talking with the group about the area and decided to follow them to another rock garden rated a Class 4 that turned into a Class 5.

After the buggy managed to crawl its way through the new garden, Keith decided he had to at least try it! He bounced and banged his way through almost a third of the trail, but had to bail out before the trail turned into a Class 5 with rocks the size of his Samurai! We decided that this was

probably the last rock garden for our trip, so I went for it. I was happy with how my Jeep handled the rocks. I had never built it to tackle this type of terrain and some battle scars showed the weaker areas! Sliding off of one rock, I dropped nearly two feet down onto another directly in the center of my rocker panel. While the sliders I made didn't dent, the type of attachment method I chose didn't consider that type of landing! Luckily I ended up only bending the sheet metal about a half inch out of flat, nothing a 5lb sledge couldn't fix when I made it home. While both Mark and Keith deny knowing what they were doing when they spotted me through



that last Class 5 section, I think they did a great job because I made it without assistance. We thanked the group we tagged along with and nodded to the twenty or so quads that stopped to watch us play in the rocks and headed back down the mountain.

We had to head back home the next day, but it wasn't without the thought of calling in sick for another day down in Kentucky. We were all smiles around the fire that night, all agreeing that we had to come back down again.

To sum up the trip: excellent. Couldn't have asked for better weather, people, or terrain. The local community was very welcoming to us and the help we received from the Kentucky Mountain Crawlers for planning the trip was fantastic. I will head down there again to check out the many trails we didn't have time to drive down. If anyone is thinking of checking out the Black Mountain Recreation Park, don't pass it up! You can take anything from a stock Jeep to a highly modified 4x4 and have fun.

**GLFWDA's Annual Report to UFWDA  
Submitted by Ari Adler**

**Great Lakes Four Wheel Drive Association 2005-2006**

The Great Lakes Four Wheel Drive Association has undergone an extensive metamorphosis this past year. The most significant change is when the association moved from club-based membership to individual memberships.

The response has been tremendous! We now have much more interaction at our quarterly meetings because people seem to feel like they can each make a difference now. We also are starting to see much more interest in each person doing what they can to help individually while still working toward the goal of having a larger organization that can influence legislators and government bureaucrats. We have close to 200 members and are recruiting more every chance we get.

The other big change at Great Lakes Four Wheel Drive Association was a changeover in the executive board. We now have members who have been around for a while as well as newer members serving as officers. This is helping to balance out the important historical experiences and knowledge with a newfound energy for change.

As part of that new energy, Great Lakes Four Wheel Drive Association is becoming more active on the Internet, both at its own Web site ([www.glfwda.org](http://www.glfwda.org)) and on other Michigan 4WD message boards. Many Great Lakes Four Wheel Drive Association members and officers are regularly active on the various 4WD message boards. They often can be "seen" promoting responsible four wheeling, the advocacy opportunities available through the association and the importance of all off-roaders working together to keep trails open.

Speaking of trails, Great Lakes Four Wheel Drive Association is once again involved with the Michigan Department of Natural Resources trail maintenance program. It was touch-and-go this year as we weren't sure we could find affordable liability insurance. Nevertheless, some effort by new executive board members who happen to know friendly insurance agents paid off and we managed to secure a policy just days before the first scheduled trail maintenance of the year. Our new, affordable policy also covers us for events.

Unfortunately, Great Lakes Four Wheel Drive Association continues to struggle financially and is facing a tough decision on raising our annual dues. At this point, it's not so much a decision over whether we need to, but by how much. Many members have expressed an understanding of the need for higher dues, but it remains to be seen how much they can be raised before we end up driving away prospective members or see a drop in renewals. It is a never-ending struggle to maintain an association with dues alone, which is why we worked so hard to continue with the DNR trail maintenance and the fund-raising opportunity it presents.

The executive board is hoping that as more Great Lakes area residents realize the importance of speaking with one voice when lobbying for funding and against unreasonable land-use initiatives, we will see our association grow in strength and effectiveness. Lack of understanding on the part of ORV

Continued...

users is one of the most difficult issues facing Great Lakes Four Wheel Drive Association — and probably all four-wheel drive associations nationwide. The effects of those who do not tread lightly do more than damage the environment; they damage the credibility of the sport and the operators. The environmental lobbies are strong and well funded and easily garner the support of the mainstream media. It's much more sensational, and therefore "newsworthy," for a reporter to do a story about a few bad apples tearing up the terrain than about the thousands of hours of positive work being done by four-wheelers across this country. We — meaning Great Lakes Four Wheel Drive Association, UFWDA, and all who enjoy the sport of four-wheeling — will never succeed unless we get users to understand the importance of strength in numbers and the power of a united voice. Still, we haven't given up yet; we'll reach our destination eventually. Until then, we are locked in 4-LO and crawling forward as best we can!

Respectfully submitted,

Ari Adler  
Secretary  
Great Lakes Four Wheel Drive Association  
[secretary@glfwda.org](mailto:secretary@glfwda.org)



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**Great Lakes Four Wheel Drive Association**

**Quarterly Meeting – April 9, 2006  
Dunes Waterfront Resort  
Mears, Michigan**

I. Call to order

The meeting was called to order by President Mark Burns at 10:20 a.m.

II. Introduction of Executive Board

Board present: President Mark Burns, Vice President Jim Mazolla, Secretary Ari Adler, Membership Secretary Bob DeVore, Treasurer Rick Ingman

III. Approval of minutes

Motioned and seconded to approve. Approved unanimously.

IV. President's report

Mark said he was pleased to see so many people showing up for the quarterly meetings. He said seeing new faces at the meetings and more activity on the Web site have been great.

Mark recognized Jim Mazolla for being so busy on Great Lakes Four Wheel Drive Association's behalf for new trails and with other groups. Mark noted there hasn't been much response to Jim M.'s request for input for more trails to open in Michigan. The state Department of Natural Resources (DNR) is looking for input as they look to add approximately 150 miles (of full-size 4WD) routes to the trail system. Mark encouraged everyone to provide input to Jim M. as soon as possible.

Mark also recognized Ari Adler and Bob DeVore for their work as new officers in their respective board positions.

V. Vice President's report

Jim deferred his comments until later in the agenda.

VI. Secretary's report

Ari reported he is keeping a document to track all conversations and "votes" of the executive board that occur between quarterly meetings and it is available to anyone that asks for it.

VII. Treasurer's report

Rick reported that the beginning balance is \$2,380.68; total deposits were \$3,840.50; total expenses were \$2,399. The check book balance is \$3,821.71.

Rick announced that starting May 1, 2006, Paul Hittie will be stepping in as Treasurer to fill out Rick's term of office.

The association members present gave Rick a round of applause, recognizing his service to Great Lakes Four Wheel Drive Association.

Motioned and seconded to accept treasurer's report acceptance. Approved unanimously.

VIII. Membership secretary's report

Bob reported there are 178 current members. He also noted that 30 memberships have expired without renewal since Jan. 1, 2006. If they all renew, membership would total 208.

IX. Web site administrator's report

Tim was absent and he did not submit a report. Mark said the site seems to be working fine. No one reported issues or problems at the meeting when queried.

A discussion was started by a member regarding members being able to update their information via the Web site and whether Tim has set up a member database to allow for this. Mark reported he has not heard anything lately; that Tim has been focusing on getting the store up and running first. Mark will follow up with Tim on getting the database started.

X. Boondocker editor's report

Lucas Gottler reported the latest edition was slightly delayed. Lucas wants to get the next one delivered a few weeks prior to the next quarterly meeting in June.

Lucas reported that he is going to use the same printing company for now. The printer has offered a better stock of paper yet at a lower cost.

A discussion was started by Lucas about cover photos. He said some people have asked about using cover photos with vehicles. Discussion ensued. It was suggested that he only use photos that show environmentally sensitive four-wheeling. It was suggested that people send photos to Lucas from the previous quarterly meeting's trail riding as possible candidates.

XI. Trail Ride Committee report

Trail Ride Committee Chairman Jim Kitson noted that a suggestion box was available at the Membership Secretary's table for comments and ideas anyone wanted to share.

Jim asked that people going out on casual, impromptu gatherings post the information on the Great Lakes Four Wheel Drive Association Web site. More people could get involved in the sport and perhaps the association that way.

Jim announced the tech sheet is being revised for sanctioned runs. A decision was made by the Trail Ride Committee to allow for people to not run with a spare tire on certain runs – it will be at the trail leader's discretion.

Jim noted that Vic Brasseur and Bobby Velasco are hosting a group at Blueberry Campground in Canada in May. If anyone is interested, they should talk to Bobby.

Jim noted that with the June quarterly on Sunday, June 11 in West Branch, there will probably be informal runs on Saturday, June 10. Anyone interested in being a trail leader should contact Jim.

Jim noted a group is going to the United Four Wheel Drive Association convention in Tennessee in July. Some people are going to Windrock before the convention and some are going to Tellico after the ride. People interested in any of the rides or the convention should contact Jim Kitson or Jim Mazolla. Information on the convention and the Windrock ride also is available at [www.ufwda.org](http://www.ufwda.org).

Jim noted the Drummond Off-Road Adventure has been scheduled for Aug. 25-26, 2006.

Jim announced that a scouting run for Gitchee Gumee is scheduled for Labor Day weekend. People are invited to come up for the exploratory run, but he explained to everyone what “exploratory” meant. He noted it’s about camaraderie, clearing trails and having fun, but not your standard trail ride.

The Gitchee Gumee date is Sept. 23-24 per the on-line vote at [www.glfwda.org](http://www.glfwda.org). Forty-five percent of the people voting chose that date. The fee is \$35 and funds not used for the run expenses will go into the Great Lakes Four Wheel Drive Association account rather than to raffle prizes (as they did last year). Hot dogs and condiments will be provided for dinner on one or both days; to be determined. A simple breakfast also will be provided for Saturday morning. Awards will be provided for various reasons, per trail leaders input. The runs will be everything from stock to hardcore.

Jim announced the trail rider point system has officially ended. Awards for 2005 were delivered at today’s meeting. Winners of coats (1<sup>st</sup> year) included Clare Corbin, Steve Dickhausen, and Brian Bialik. Winners of fleeces (2<sup>nd</sup> year) were Don Malick, Bobby and Vicki Velasco, Jim Kitson and Mike Haines. Winners of Great Lakes Four Wheel Drive Association annual membership (3<sup>rd</sup> year) were Paul Mulder, Pat Kinne, Tim Treadway, and Tina Brasseur.

Rick reported that the Gitchee Gumee issue from last year with the Canadian to U.S. dollar conversion has been resolved. A refund of \$143 has been received from the store in Canada.

## XII. Old business

### a. Insurance

Mark has been pursuing insurance for Great Lakes Four Wheel Drive Association. The renewal quote for the current insurer is \$8,000. This included trail maintenance and event insurance. Great Lakes Four Wheel Drive Association can not afford that much money. Mark has contacted numerous companies; many did not respond. Another firm provided Great Lakes Four Wheel Drive Association a quote for \$10,248 without even providing the coverage the association required. A new quote has not been

received from that firm despite Mark giving them updated information. Mark has been working with Wayne Blackwell at Blackwell Insurance who has been helpful answering questions. Mark is still awaiting an official quote from Blackwell because he is awaiting feedback from Mark regarding what the DNR actually requires. Mark noted that because of our membership numbers, Great Lakes Four Wheel Drive Association is in a special category. The biggest issue is making sure we’re covered for DNR trail maintenance; we need to have policy in place by end of April. Mark is confident he will get a solid quote back from Blackwell Insurance and feels sure we’ll have insurance in place by end of April.

Mark requested assistance from the membership – if anyone has friends or family in the insurance business, they should let Mark know so Great Lakes Four Wheel Drive Association can get the insurance issue taken care of as quickly as possible.

A discussion was held on the need for insurance. Great Lakes Four Wheel Drive Association needs general liability insurance and insurance to cover trail maintenance per DNR orders. DNR requires a \$1 million per incident/\$2 million per event aggregate policy that covers the association 365 days per year. Mark is looking for more feedback from the DNR and expects to get that next week. We also have to have a \$1 million/\$2 million event policy for any sanctioned events because DNR requires it for permits. Great Lakes Four Wheel Drive Association must pull a permit for sanctioned events.

Mark is working with Heritage Insurance to find out if Great Lakes Four Wheel Drive Association can purchase event insurance as a stand-alone policy. Reportedly this will cost approximately \$1,500 per event; Mark is still looking into this method of doing insurance.

Jim M. requested a discussion by members regarding Great Lakes Four Wheel Drive Association buying an insurance policy if there is only one event by one club. A discussion ensued. It was noted that if Great Lakes Four Wheel Drive Association doesn’t buy the insurance policy, the clubs would have to raise the cost of events to a much higher price than they are currently charging. It was suggested that if a club has to cover the insurance costs on their own, the issue is that the event prices would get so high that no one would attend because of cost. Mark Burns –speaking as a member of Mud, Sweat & Gears and not as Great Lakes Four Wheel Drive Association president – noted that at the last quarterly, the membership agreed Great Lakes Four Wheel Drive Association should continue to purchase insurance that clubs can become a part of. He said Mud Sweat & Gears doesn’t do the run for MSG; they do it for the Great Lakes Four Wheel Drive Association. A comment was offered that Great Lakes Four Wheel Drive Association should help provide insurance for clubs to sponsor events. Another comment was made seconding that idea and suggesting that it hopefully would lead to more sanctioned events by clubs. A question was asked whether Great Lakes Four Wheel Drive Association needs to take a vote to approve that the association will help cover insurance for DOA 2006. It was noted that Great Lakes Four Wheel Drive Association is struggling with funds to pay for insurance for last year, which may not be reimbursed by the DNR now, as well as insurance for this year. A comment was made that the association needs to have events to remain viable. A suggestion made that there be a “trail maintenance

## The Boondocker

club” that can get trail maintenance insurance cheaper. The liability issue was discussed to ensure we have adequate and proper insurance to protect association and membership from personal liability. It was motioned and seconded that Great Lakes Four Wheel Drive Association support the Drummond Off-Road Adventure event this year as a Great Lakes Four Wheel Drive Association event. A discussion was held on the motion. A question was asked about Great Lakes Four Wheel Drive Association getting an event policy without general liability insurance. The answer is yes. A comment was made that Great Lakes Four Wheel Drive Association could cover the DOA event insurance with available Great Lakes Four Wheel Drive Association funds. Pat Kinne offered to start donations for DOA insurance and provided \$20 to Great Lakes Four Wheel Drive Association for this purpose. The money was accepted by the treasurer. Motion to have Great Lakes Four Wheel Drive Association support the DOA event carried unanimously.

### XIII. New business

A 50/50 drawing was held. The winner received \$52; the other \$52 went to the treasurer for the Great Lakes Four Wheel Drive Association account.

Other tickets were drawn to give away snatch strap, as well as half a dozen dowel rods for snatch straps, courtesy of Pat Kinne. Other tickets were drawn for miscellaneous prizes from the SEMA show in Indianapolis.

#### a. Presentation of updated SOPs

Jim M. has not completed SOP revisions due to time constraints. He said he expects to have them for the June quarterly meeting. An explanation was provided to members of what the SOPs are and the information they contain.

#### i. Membership dues increase

Dues increase discussion was tabled until the June quarterly meeting. A discussion was held on UFWDA dues. UFWDA dues are increasing; will be going to \$15 per member in 2007 from \$10 now. Great Lakes Four Wheel Drive Association needs to increase our dues to keep pace with UFWDA in addition to maintaining Great Lakes Four Wheel Drive Association’s financial solvency.

#### b. Membership referrals

Bob DeVore explained a new system where members can refer new members. The goal is to have more people join, so current members need to help promote Great Lakes Four Wheel Drive Association. Referral forms are going out with renewal letters. Bob is asking members to refer other people that Bob can write to and invite to join Great Lakes Four Wheel Drive Association.

Bob also noted that he is coordinating screen names to member names. One reason is he is working on improving the membership cards by including avatars on the new membership cards.

#### c. Candidate questionnaire

A discussion was held on a draft Great Lakes Four Wheel Drive Association candidate questionnaire that Ari Adler created for gubernatorial candidates but that can easily be used for candidates for many different offices. The members decided via consensus to have Ari finalize and send out the questionnaire to the gubernatorial candidates immediately and then to other state office holders as soon as possible. Ari said he would post the questionnaire on line as soon as it was finalized and going out, as well as any responses received from candidates.

#### d. MMRC meeting

Jim Mazolla asked for support and suggestions on identifying 4WD routes that should be opened in Michigan so you can legally travel them. Jim noted that, in Michigan, if you are in 4WD in the woods, unless you are on a route with an approved orange triangle, you are traveling illegally. The DNR is looking to designate 25 percent more trails in the state. Jim said this was ordered by the state Legislature and the DNR isn’t happy and won’t pursue new trails without people pushing them. A year or so ago, the Michigan Motorized Recreation Council was formed to help promote off-road activity to the DNR with a unified voice. Jim went to an MMRC meeting in West Branch on April 8. He said it is not clear now if that group is submitting a compiled list to the DNR or if each group needs to take care of their own requests. The DNR is going to the Legislature on May 8 to explain the DNR’s plan for adding trails. Jim noted that no one knows what the DNR’s plan is so far. Mark again asked that maps be pulled together by members and their friends and submitted to Jim for submission to the DNR as soon as possible.

### XIV. Club reports

The Tri-City Trail Riders cancelled their Road Rally due to lack of interest. They will try again this winter or next spring. More details to follow.

SOFO is working on a trail ride for the third week of January 2007 in West Branch. More details to follow.

### XV. Associate members reports

A suggestion was made by Eric from Ann Arbor Driveshaft to have associate members and their vendors sponsor events to help defray costs of insurance in exchange for promotion at the event. The Executive Board took note of this suggestion and will look into pursuing once we have a better handle on the insurance questions.

### XVI. Members discussion

No discussion started by members.

### XVII. Adjournment

Motioned and seconded to adjourn. Adjourned at 1:15 p.m.

Respectfully submitted,

Ari B. Adler  
Secretary  
Great Lakes Four Wheel Drive Association

**Why become a member?**

In unity there is strength. Great Lakes Four Wheel Drive Association is dedicated to upholding the rights of citizens, and the continued use of public lands. Public lands belong to its citizens to RESPECT, to PROTECT, and to ENJOY. If you support these principles, your membership will add your voice to the millions of other recreationists who are striving to protect their rights and freedoms. GLFWDA believes, with firm conviction, in this right and this trust. GLFWDA believes that citizens have the right of access and to enjoy these public lands, by vehicle, as well as by other means. GLFWDA recognizes that citizens who use these lands, in return, have an obligation to uphold the trust – to respect the land, and so conduct their activities that the public interests are protected. We invite the cooperation of all in upholding the right of citizens to continued use of the public lands they jointly own.

We urge individual four-wheel enthusiasts to become members of Four-Wheel Drive Clubs, or to form new clubs, and to affiliate with the Association. We invite the support and participation of related businesses as Supporting Associate Members of GLFWDA.



**GREAT LAKES FOUR WHEEL DRIVE ASSOCIATION**  
**Individual Membership Application**

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

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

Address 1: \_\_\_\_\_

Address 2: \_\_\_\_\_

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

4WD Vehicle: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Interests: Sand Drags \_\_\_\_\_ Mud Bogs \_\_\_\_\_ Trail Riding \_\_\_\_\_ Rock Crawling \_\_\_\_\_ Camping \_\_\_\_\_

Other 4WD Affiliations: \_\_\_\_\_

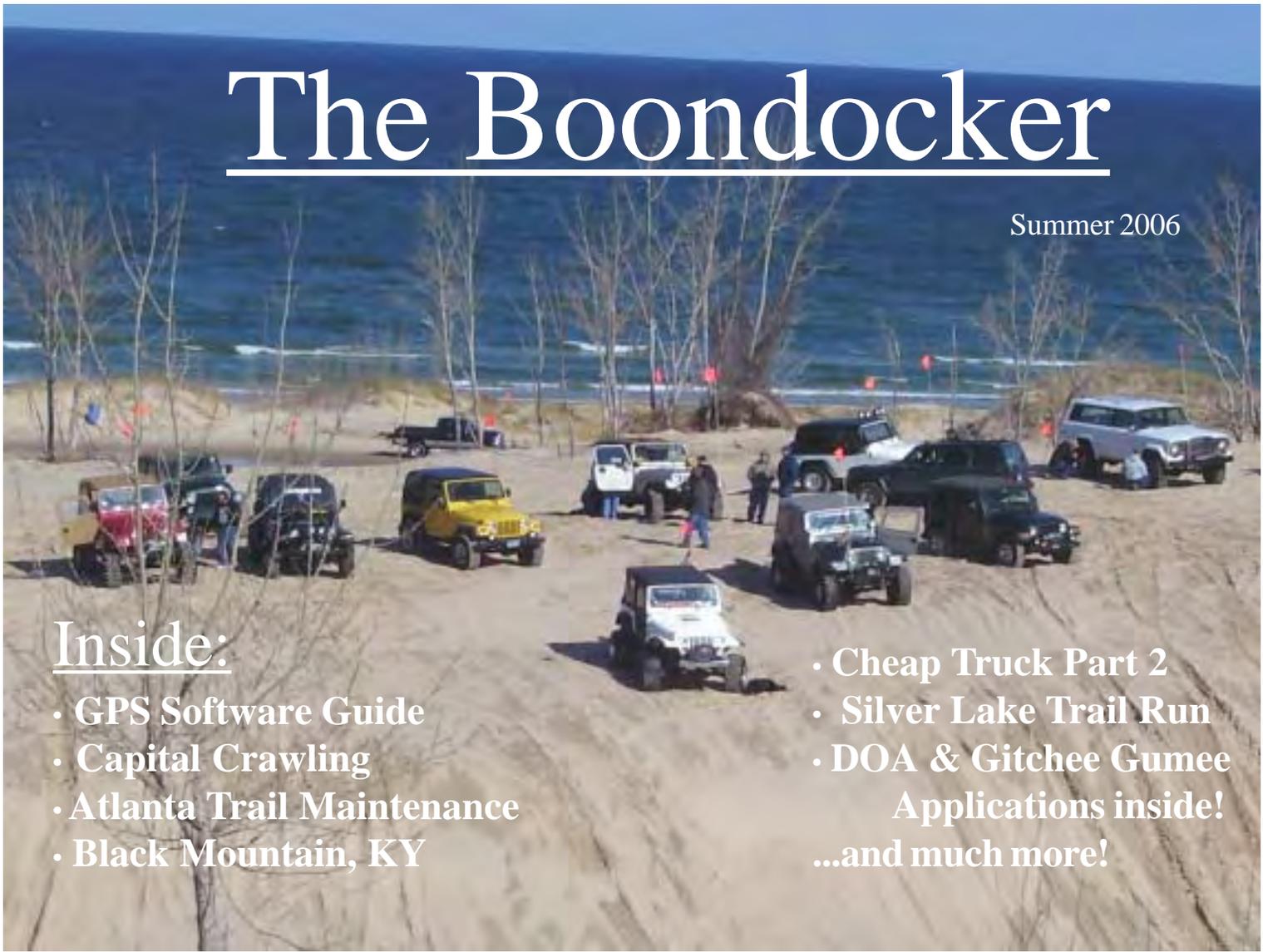
Send your completed application for with your check for the \$35 yearly individual dues made payable to “Great Lakes Four Wheel Drive Association” to:

Bob DeVore  
8390 Cappy Lane  
Swartz Creek, Michigan 48473  
membershipsecretary@glfwda.org

Since membership entitles you to receive the “Boondocker” newsletter, please include your full mailing address.

# The Boondocker

Summer 2006



## Inside:

- GPS Software Guide
- Capital Crawling
- Atlanta Trail Maintenance
- Black Mountain, KY
- Cheap Truck Part 2
- Silver Lake Trail Run
- DOA & Gitchee Gumees Applications inside!
- ...and much more!

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Great Lakes Four Wheel Drive Assoc.  
c/o Lucas Gottler  
34448 Jerome  
Chesterfield, MI 48047



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