

Northern Lights

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President's Message

The print ad reads: "You will never see a Jeep on the Trans-Canada Trail, but it could not have been built without it." My first reaction "well ... WHY NOT!"

The ad on TV carries the same provocative (at least to me) message and then visually carries an answer. A Grand Cherokee sliding (ever so slightly) around a corner, a TJ bouncing through a stream and a few "action" winning shots. In other words, a Tread Lightly! nightmare. This is unusual for Jeep who are usually very responsible in their advertising compared to other manufacturers such as Chevy with the latest Silverado ads and KIA in just about any ad they do.

The real answer is that this trail is a millenium project and reserved for the following 5 principal activities; walking, cycling, cross-country skiing, horseback riding and snowmobiling (there goes the hair on the back of my neck again). The last two are restricted to specific areas on the trail. The majority of the trail apparently is on existing trails, abandoned railway lines and Crown Land. I have scoured the web site (www.tctrail.ca) and cannot find any definitive mapping. In fact it appears that the site has not been kept very up to date.

This is going to be an ongoing tourist initiative that we, as four-wheelers in Ontario, *should support* and try to be involved in. My impression is that most of the trails used are smooth and flat (the trail runs right through downtown Toronto?) but as the project appears to be ongoing perhaps there could be sections of parallel routes that we like to travel designated as part of the Trans

Canada Trail. If there is a **Trails Council** in your community, or a community that you frequent, contact them and see if there is an opportunity for us to assist with maintenance or building of the trail in that area. We *must* continue to build relationships with other trail user groups.



We met with the MNR, the Twin Mountains and Buckhorn Snowmobile Clubs, Nissan Canada and Jeep Jamboree Canada personnel and representatives from a couple of NL4x4 member clubs in May to discuss trail usage and work projects for the coming year in the Bobcaygeon area. (See the meeting report in this issue). One of the ideas that came from that meeting was to create an awareness of responsible trail usage through the use of trail signage. We subsequently toured several of the trails with members of the MNR and Snowmobile Clubs and marked off areas of Private Land and noted other areas of concern. This also gave us an opportunity to see the trail the way they do and appreciate that most of the modifications they make to a trail is

to address safety concerns as well as to accommodate grooming equipment. We also looked at areas where they may be routes, one with an obstacle that we would enjoy, and the other suited to their use. This is the type of co-operation that is essential to maintaining multi-use trail systems in Ontario.

We completed the first phase of signage and would like to thank the South Western Ontario 4x4 Club, Ajax Jeep Eagle Ltd., Nissan Canada and canoffroad.net for their support. We placed a total of 10 signs, 2 cautioning of an unsafe bridge and 8 "Stay on Trail" signs. The signs are top quality and have a truly professional look to them. The intent of the project is to promote responsible trail use and organized four wheeling. The signs are placed at trailheads and junctures. We expect to deploy no more than 6 additional signs in this area, the majority of which will denote Private Land. An article will appear on the web site shortly with some pictures of the signs. Our hope is that this project could be a model for other signage projects on trails that member clubs work to maintain. Details of the Club and Corporate sponsorship programs are being finalized and will be forwarded to member clubs in the near future with the intention that the proceeds from sign sponsorship will go to trail maintenance for member clubs.

Finally a somber reminder about safety. This past spring the brother of a fellow member of CO4x4 was killed while working on a fishing vessel on the West Coast. While any death is tragic this hits especially close to home, as his death was a result of a winch cable breaking and catching him in the head. He too was an avid four wheeler and leaves behind a young family. Please, everyone take care on the trails this season and take the time to ensure that safety comes first.

Wayne Groom
President NL4x4

Special note of appreciation to supporters of the NL4x4 Trail Signage Program!
AJAX Jeep Eagle Ltd.
NISSAN Canada
canoffroad.net
South Western Ontario 4x4 Club



The 12th Annual Calabogie OffRoad Weekend, hosted by the Ottawa Valley Off-Roaders, better known as our PJ Party went off without a hitch. All together, for the two day event, we had 24 trucks registered. The weather was fine, with the exception of the ccccold evenings. I would like to give special thanks to Jim Sprang for coming up with the idea of making this run into a Poker Run and to John Farley and Karen Branzoni for taking over and making this event a great success for the year 2000 and without exception making it the usual good time for all that attended.

By way of celebrating our year 2000 PJ event, there were a few changes made to the usual event. Changes included; making it a camping weekend, utilizing Quinn's trail for the event as a Poker Run and Sunday's event utilized a new trail on the Perch Lake power line. The power line trail was not as difficult as anticipated as there was little rock to navigate. Next

year there will hopefully be a more challenging trail for the "Sunday Rock Crawl". The power line trail ended up to be more of a "mud crawl" than a rock crawl, but everyone had fun nevertheless.

A big THANKYOU to all of our sponsors; *All Four OffRoad Supply, YJ Enterprises, Johnson Welding and Jon Wilson* for some wonderful prizes. Special thanks to Arnold the local land owner, for giving us permission to use his land for our campsite.

I would like to thank everyone that participated from all of the clubs and from coming from all over the Province to share and help make this a great time for everyone. We certainly look forward to seeing you all back again next year for another great adventure... for now, Happy Wheelin'!

**Pierre Renaud President
O.V.O.**



A Closer Look at The Automotive Industry!

Business strategies have changed dramatically in the last few years. No longer does the manufacturer create the enthusiasm and owner loyalty by building their own drivelines, especially their own engines... now they are outsourcing these key components in the name of leading technology and price.

In late April of this year it was announced by General Motors that Saturn, once the creator of it's own

technologies and ideas to help GM fight the imports, will now purchase Honda V-6 engines for it's future productions.

In this issue we would like to fill you in on the Chrysler Canada and Mercedes Benz merger. They are now known as DaimlerChrysler AG with their Global Joint Ventures and Affiliations.

BEIJING AUTOMOBILE WORKS- DaimlerChrysler owns 42% of Beijing Jeep, a joint venture with the Peoples Republic of China.

BMW- DaimlerChrysler and BMW of Germany have a joint venture to build 1.4L and 1.6L gasoline engines in Brazil. The engines power the Rover mini and non-U.S. versions of the Neon, both introduced in 2000.

FORD- Ford, Mazda and DaimlerChrysler are jointly developing fuel cells with Ballard Power Systems.

FREIGHTLINER- DaimlerChrysler owns 100% of Freightliner (USA). Freightliner also builds the Sterling big trucks (formerly the big Ford truck/tractors) that are sold by Ford Canada Dealers.

HONDA- Honda marketed Jeeps in Japan until DaimlerChrysler took over the business in 1999. Bangchan General Assembly Company, a Honda owned Thai manufacturer, assembles Jeep Cherokee and Grand Cherokees.

INDIA- Mercedes-Benz raised it's holding in Mercedes-Benz India Ltd., a joint venture with Tata Engineering and Locomotive Ltd. (Telco) from 51% to 76%. Mercedes owns 10.3% of Telco.

MAZDA- see FORD above.

MINI- DaimlerChrysler owns 34% of Mini, which now puts them in control of the manufacturing facility in Normal IL. The new 2001 Sebring will be built in this plant. DaimlerChrysler builds and sources engine components with Mitsubishi.

PEUGOT- Peugeot produces it's 405 midsize model at a plant near Cairo,

Egypt, owned by Arab American Vehicles Ltd., DaimlerChrysler holds 49% of A.A.V.

RENAULT- Renault owns 20% of Swedish Motors in Thailand. Volvo owns 56% with the remainder held by Swedish Motors. Swedish Motors, in turn, owns 70% of Thai DaimlerChrysler Automotive Ltd., which builds Jeep Cherokees at a Thai Assembly Co. Ltd. assembly plant.

SSANGYONG- Ssangyong builds commercial vehicles and diesel engines under license from Mercedes. It also builds Mercedes badged cars under license and use the Mercedes W124 platform as the basis of a Ssangyong-badged luxury car. Mercedes corporate parent DaimlerChrysler owns 4% of Ssangyong.

STEYR-DAIMLER-PUCH- Magna's Steyr-Daimler-Puch and DaimlerChrysler unit have a joint venture, Eurostar GmbH producing minivans in Graz, Austria. Steyr also builds Jeep Grand Cherokees and Mercedes G-Wagen at Graz under contract and began assembling Mercedes M-Class SUV's in 1999.

VOLVO- see Renault above.

VOLKSWAGEN- DaimlerChrysler and VW each own 50% of VW-Daig.

...and changes are always in the making.

Closer to home and more akin to the vehicles we all drive, it was recently announced that DaimlerChrysler has again struck a deal with Mitsubishi and is now in control; with 34% of their stock. This means that DC is now in the drivers seat in the plant in Normal IL., that was previously named Diamond Star Motors and produced such models as the Eagle Talon. This announcement also means that DC becomes the 3rd ranking Automobile Manufacturer in the world, now ahead of Toyota.. and here is more speculation...

Daimler Chrysler Ponders a F350 Fighter

DC is seriously considering a heavy-duty pick-up truck that would compete directly with Ford's brawny F350/F450 Super Duty Series. A ranking company executive reportedly says a final decision is due this summer and the vehicle, if built, may utilize chassis components supplied by DaimlerChrysler's Freightliner Truck Division. The truck, if built, (designated Class 4 and 5, or medium duty) would wear a Dodge badge, however Freightliner (under Mercedes-Benz management, prior to the marriage) could use the Freightliner badge for their Premium pick-up. There surely will be some changes taking place in the light truck war as GM is expanding their Hummer business with a new Hummer and Ford will not want to lose it's supremacy... and where will this new truck entry be built...? DaimlerChrysler is upgrading (paint facilities) it's underutilized Pilette Road plant in Windsor, Ontario... speculation is here... only time will tell.

Len Bink Corporate Liasion NL4X4



Howdy Fellow Four Wheelers! Have you ever wondered just how good your truck may wheel against someone else's truck in a point award system? Or how well your club could do in a competition against another club? Well, your chance to find out could come soon!

During the late winter/early spring, Doug Ball of NL4x4 and myself (Al. Graham of North Hastings 4wd Club) were sitting around watching a video of a competition event, between clubs, held in Australia. As the video went on the two of us thought that something like this would be great. At a Northern Lights board meeting Doug approached his fellow NL4x4 executive members with the idea of such an event. This event would be open to member clubs of NL4x4 and would put each one up against another in a challenging situation similar to a "Top Truck" challenge but this would be to see who would have the overall "Top Club".

Why?... to promote four wheeling and bring all NL4x4 member clubs together for a day of fun. With NL4x4 representing clubs across Ontario it would be great to get all the clubs together to swap ideas, plans and to interact socially.

The Plan?... the plan is to have several challenging events such as a mud bog, hill climb, rock obstacle course, log event, tire pit etc. As this is a an event based around the member clubs of NL4x4 we would like to have each club run an event for the weekend.

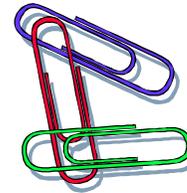
Where?... over the last four months Doug and I have been searching for a location. We have been to several locations in the Belleville area and up near Bobcaygeon. To hold it in these areas sort of brings it into a central and somewhat familiar area for most of the clubs.

What's Next?... Doug and I would like to get as many representatives from the clubs together once a good location has been settled on to discuss laying out the event, sponsorship and marshalling details. We would like everyone's input into this to help ensure it runs as smoothly and fairly as possible.

I have been in contact with all the clubs to date and plan on being in

contact with them all again. If you are interested in helping in any way possible you can contact either your club President or call Doug Ball at 1-416-694-6123 (leave a message) or myself, Al Graham at 1-705-653-37452 or by e mail at agraham@ptbo.igs.net

Al Graham Vice President North Hastings Four Wheel Drive Club



Kawartha District Meeting Report May 2000

Northern Lights 4x4 Trailriders Association recently attended a meeting in Buckhorn. This meeting was chaired by the President of the Twin Mountain Snowmobile Club, present were representatives from the Buckhorn District Snowmobile Club, Ministry of Natural Resources, Nissan Canada, AVP/Jeep Jamboree representatives, UFWDA International Vice President and NL4x4 Board members representing nine 4wd clubs across Ontario. The objective of this meeting was stated as; "to discuss a viable working agreement between all user groups of this MNR district." This meeting is the second in an ongoing meeting schedule to address issues affecting all season users of this district. ATV and SUV sale increases were discussed and it was noted that the major manufacturer's are developing functions for users of their products. It is imperative that we, as users of this area, assist with maintenance of safe, passable trails for all users with minimal ecological/environmental impact. One of the suggestions brought forward was to ensure that all major events are scheduled through

the MNR so that use/and or abuse of trails maybe tracked. This may also help to avoid two major events being scheduled on the trails at the same time.

The following points were discussed in detail:

- 1) Land Use Agreements: The snowmobile clubs purchase Land User Permits for the season, which gives them the right to partially close trails, groom trails and restrict access on the trails or to collect fees. Their permits are usually in effect from December 1st to April 1st.
- 2) Partial closing of trails through a system of gates and locks, particularly private land crossings that the snowmobile clubs have access to during the winter season.
- 3) Cost sharing of ongoing trail maintenance. There are several projects requiring attention. Two areas where beavers have caused flooding have resulted in trail interruption and unsafe water levels. The beavers will need to be trapped/relocated by local trappers.
- 4) Protection of the Environment.

Gary Clements, of the MNR, touched briefly on maintenance permits. With regards to ongoing trail maintenance the MNR does not require work permits for brush clearing or grading. Larger projects, for example re-routing trails or bridge building, will require a maintenance permit to be issued by the MNR. Where bridges are concerned there is legislation in place to ensure that the fisheries and waterways are protected and that certain engineering standards are met. The MNR does not want to discourage Land Use but encourages user groups to work together to ensure Crown Land Recreational use continues. The Ontario Government has not given the MNR the "teeth" to regulate Crown Land use and there is, in fact, little legislation covering Crown Land use. Obviously the

easiest solution is to close trails systems and districts. As the government shifts responsibility for Crown Land maintenance to regional management, the MNR is looking to the user groups. Under the Ontario Living Legacy Legislation the district has an enhanced management area with a **mandate to encourage recreational activity**. Some areas are to be closed with existing trails maintained only. No new trails will be allowed in these areas.

Traditionally, the snowmobile federation has been well organized. Four Wheelers in the Province have recently organized to form the Ontario 4WD Association and the Ontario Federation of ATV's is organizing similarly. While the Ontario 4WD Association is a stand alone operation, the OFATV has approached the OFSCA with regards to "marrying" the two Associations together. The Snowmobile Federation has declined at this time. As stated by the Snowmobile clubs irresponsible ATV riders have been trespassing on private trails/land, cutting chains and locks, breaking open or going around gates and creating new trails. The snowmobile representative pointed out that in every user group there is and always will be a 5-10% part of the group with a bad attitude. Some folks have a "pay to play then complain" attitude. Typically this is the person that buys their machine, pays for a trail permit or license, joins a club, doesn't come out for scheduled maintenance days yet complains when the maintenance isn't done or the trail is not to their liking. This "**New Breed of Wilderness Person**" was discussed at length. It can be very difficult to motivate this new breed of user to pitch in and help maintain the trails. **While the concept of change is inevitable, how we manage it is truly the key.**

Ian of Desperado Marketing, representing Nissan Canada's Camp

Pathfinder, made the point that we have a unique opportunity to self regulate this area at this time as opposed to enforced government regulation. Nissan Canada intends to provide ongoing funding for trail maintenance and bridge building. The offer was echoed by AVP representatives for Jeep Jamboree Canada. The bottom line is that only by working together can we ward off governmental interference.

Private land-owners in the area look at 4 wheelers as the "invaders" although there is documentation that off-pavement events bring much needed commerce and expanded tourism opportunities to the district. It was generally agreed that part of the problem is the lack of adequate education with regards to appropriate trail usage, alcohol use on the trails, bad attitude, inadequate insurance and lack of safety measures. One suggestion brought forward included partial closure of trails with a gate and key available at the local MNR office for organized events. Dennis Missios, of NL4x4 and CO4x4, pointed out that this would be targeting organized activity as opposed to renegades and yahoos and that the problem of bolt cutters or bypassing gates would likely continue.

Wayne Groom, President of NL4x4, introduced the mandate of NL4x4 and suggested that it is the logical, suitable coordinating body representing nine 4x4 clubs across Ontario, all of whom have participated in events in the area. The next logical step in the evolution of the relationship is to get a better understanding of other user groups needs to enhance continued rapport. The focus then, should be addressing this goal. The parties present will take to the trails early this summer in an effort to identify sensitive/problem areas. This activity is an exercise intended to effect a mutual appreciation that would facilitate all

parties cooperatively undertaking improvements and maintenance. He then, on behalf of the member clubs and Individual members of NL4x4, offered to take away the task of drafting a signage program (intended to educate users regarding private land and sensitive/problem areas), design the appropriate signs and seek sponsorship for the signs. The NL4x4 Trail Maintenance Fund was introduced and explained to the group and it is likely that some of the funds therein will be utilized for the sign program. The snowmobile officers offered to share their sign resources as a cost saving measure. The signs will carry a positive message, promote *Tread Lightly!* principles and get the idea across that through a cooperative/combined effort we will have this trail system enjoy for many years. They will be placed along trails and in sensitive areas. Education of all user groups is the key and everyone's responsibility. Once NL4x4 gets an idea of the number of signs required they will be contacting sponsors for funding. The snowmobile representatives asked that we **avoid alcohol and beer company sponsorship** as they have previously realized the ramifications and dangers of advertising alcohol on the trails. It is hoped that we can raise the awareness of the user groups and promote a positive image encouraging user groups to work together to manage this area and support one another. It is important that users know that the 4wd community and snowmobile community are working together towards a management plan aimed at preservation of the trail system for future use.

The meeting was adjourned with a tentative date set in the fall for the next meeting.

Brenda Hackett
Vice President NL4X4

North Hastings 4wd Club Invitational Trail Run

*For Member Clubs of NL4x4
Saturday August 12th.*

Each club is invited to send two well-equipped vehicles to explore and promote a great new **hard core trail**. A perk to being a member of NL 4x4! If you like rocks, this is the place to be! Green's Mountain pales in comparison to this trail. NL4x4 are invited to send one vehicle as a representative as well. If a club is unable to send vehicles, then arrangements might be able to be made for them to send a representative to ride along. If you would like to see some pics of the area from the fall of 1999 go to: <http://www.luker.on.ca/~titanic/Carnhi11.htm>

You don't want to miss this!

Minimum vehicle requirements- one locker, winch, roll cage (for open air vehicles such as Jeeps), seat belts or harnesses and vehicles must be licensed and insured. Full size trucks are not recommended as there are places along the trail where they simply DO NOT FIT. Recommended vehicle requirements- two lockers, 35" tires, full cage, strong winch (it will be used), 5 or 6 point harness, HI-lift or Jack-All.

What to expect? Lots of rock. Almost guaranteed body damage. Severe "pucker factor". To give you an idea, one hillside obstacle is named "Bad Ass Pass". The hills are so steep they cannot be climbed without a winch and you'll need to winch down hill as well. Lots of rock. Did I mention the rocks? Best of all - meeting fellow NL4x4 clubs/members, making good friends and checking out a new trail area. We ask that pets and children be kept at home for this trail run for safety reasons. The rules of the North Hastings Four Wheel Drive Club will be adhered to for the trail run as well

as any guidelines set out by the land owners. Two waivers have to be signed for participants. **NO ALCOHOL or ILLEGAL SUBSTANCES** are allowed on the property. Safety is the first concern! Where is this taking place? In the Kaladar area which is along highway #7. 45 minutes north-east of Belleville, 2-3 hours from Toronto and approx. 4 hours from London, 6 -7 from Windsor.

Contact and RSVP
Dean Harkema, President of NHFWD and Trail Leader for the day.
613-478-6551. Best between 2-5 PM and 9-11 PM daily. Or by e mail at jeep@reach.net



UFWDA

Stricter CAFE Standards

Although a great deal of the activity reported through the UFWDA web site affects only our cousins to the south, this will likely affect us. The Corporate Average Fuel Economy (CAFE) Standards has come to the attention of the US House of Representatives again. A few members, in a misguided attempt to reduce pollution, gas prices and dependence on foreign oil, are seeking to end the current freeze on CAFE standards. For the last several years, the automotive industry has successfully fought to freeze the fleet fuel economy average at 27.5 mpg for cars and 20.7 mpg for SUV's, pickups, and minivans. Higher standards will limit consumer choice in purchasing new vehicles, Manufacturers will be forced to make SUV's, light trucks and minivans more expensive, smaller, less

powerful and less useful in terms of hauling and towing capacity. Light trucks and SUV's, noted as **gas guzzlers**, will inevitably be phased out in order for manufacturers to meet these fleet standards for fuel economy. The lack of availability of these vehicles will push the average price up an estimated \$2,750.00. This will also lead to more deaths on the highways as consumers are forced into smaller compact cars with documented higher accident fatality rates. A USA Today world analysis found that 46,000 people have died in crashes that they would have survived in bigger, heavier vehicles. This works out to about 7,700 deaths for every mile per gallon gained by driving smaller cars. (USA Today June 2, 1999)

Higher standards would not reduce CO2 emissions. CAFE was enacted in 1975 to **conserve fuel**, not to reduce carbon dioxide emissions. The idea that manmade CO2 emissions will be drastically reduced through higher CAFE standards is inaccurate. Even doubling the fuel economy of new cars in the U.S. would reduce manmade CO2 emissions less than 1% worldwide. It would do nothing to reduce the U.S. dependence on foreign oil. To date CAFE and small cars have done little to reduce gasoline consumption. The US imports more foreign oil today than when CAFE standards were first imposed. As for saving consumers money at the pumps, gas consumption depends on factors such as total miles traveled and gasoline prices, not simply on new vehicle mileage standards. Maybe we can help! SEMA asks that you send a letter to a member of the U.S. House of Representatives. Assistance in determining who to contact can be obtained by calling SEMA. Washington D.C. office at 202-783-6007 or you can access this information on the web at: www.sema.org/fedleg/legislatorrequest

They also ask that you fax a copy to SEMA at 202-783-6024 or mail to: SEMA Washington Office 1317 F St., NW. Suite 500, Washington DC 20004. Attn: Brian Caudil. Come on guys... lets let' em know that us Canucks are sitting up and taking notice!

John Carroll
UFWDA 1st Delegate

CLUB NEWS!!!



SODD Meetings!

The Southern Ontario Dirt Driver's meetings are held at the Canadian Tire on Princess and Bath Rd. The meetings start at 7:30 sharp just behind the gas bar. Meetings are the 1st and 3rd Thursdays of each month with the 1st as the official meeting and a Tour and the 3rd is just a Tour night. All are welcome to attend!



Deb Lappan SODD

Iroquois Show & Shine/ Watertown "Waterfest"

Three trucks went to the Iroquois, Ontario July 1st celebrations. Glen, Karen and myself traveled down to show off our *not so clean trucks* with Pete calling to say he'd be a little late due to some engine troubles with his Samurai. When we got there we had to improvise as Little Pete was bringing down the RTI ramp so MudLite was parked on Karen's TJ tire. It got some looks from the locals until Pete showed up with Colin and the ramp. Colin's Samurai had recently been put together with 3" lift springs and a SPOA (spring over axle). He took a few different

approaches at the ramp to check for brake lines, shocks and tire clearance. We all took turns ramping front and back and getting one truck on each side while local news photographers snapped pictures and I had my 15 minutes of fame on the local radio station. The RTI scores were as follows: Colin, 85 Sami -750, Glenn 87 Jeep YJ -1000, Karen 97 Jeep T- 1066, John 85 Sami -1235. All measurement were taken with three tires on the ground, and I was awarded the "Most Flexy" plaque from the Iroquois Lions Club. All during this time we watched massive ships go through the Iroquois Lock System, played frisbee with Riley (Karen's dog), got some sun and watched Karen try and keep her alarm from going off as Pete chased Riley with his remote control Jeep CJ2A (this seemed to get more attention than our trucks). All in all it was a good day and I hop more trucks turn out for next year!

After the Iroquois July 1st celebrations, Karen and I loaded MudLite back onto the shag'n wagon



and made our way down to Watertown to meet up with Mike Leggero. We found his new tattoo shop at around 8pm and it was a piercing experience as person after person came in for tattoos and body *piercing*. (Mental note to self, I'm in the wrong business). The next morning rumours of 40-50 trucks meeting for the day started to fly around. As an impromptu run, we did have around 15 trucks, mostly full size and mid size pickup and Blazer style trucks. We hit the trail by 11 am. and by 11:30 Mike had managed to kill his truck (I think he tried!) He had broken the T-case mount which is one of the few parts he didn't stock in his Jeep. The trail consisted of hydro lines, access roads, and trails that ran in and out of mud holes,

water crossings, swamps, rock cuts, off camber rock ledges and... did I say **water**? It seemed the locals wanted to get "MudLite" (my Suzuki) stuck because they forgot to mention that the right side was "not" as deep. Almost making it to the end, MudLite came up short of the "*short*" side of the crossing. With water pouring in on the driver's side, Karen was called in for the rescue. She had opted out of the heavy stuff because her electric fan wasn't behaving the way it should. We finished the trail by 3pm and rode back to help Mike get his Jeep back home. He hooked the tow bar to his wife's Blazer and within 15 minutes the Blazer let out a cloud of smoke and left a trail of tranny fluid behind. This didn't look good but Mike assured us that he had another at home and we just carried on. When forward momentum ceased, Mike hooked the Blazer to his Jeep and we took a long slow ride home. It was a great day of trails and we brought home lots of memories.

By John Farley OVO
Vice President



Hounddog Campout

They say, if you build it they will come. Well take a week off work, build it and they WILL come.. to the first annual Hounddog Campout! I built a shelter against the sunshine and rain, and sure enough, it rained, but it was not enough to dampen the spirits of true four wheelers. We started out the day setting up camp around 11 am and then left for a fun filled afternoon of playing in the mud. Our destination was Sean's place in Melbourne where he has exclusive

rights to 52 acres of prime four wheeling country. Right off the hop the first mud hole presented a challenge for new comers Sherri and Sam in their stock Jimmy. They succumbed to the deep hole and somehow managed to leave both license plates in the mud. There is a lot of clay in that area and as we progressed along the day the rain made things more and more challenging. Our objective was to get to the back of the ravine and with Sean in the lead in his trusty and agile Mazda we wound our way up and down slimy hills and through ravines sometimes on nasty off camber angles. Of course the cameras came out to record our laughs and unforgettable moments. The back of the property presented us with some challenging hills to climb. Rain + clay = zero traction. For some folks it was an easy climb but for some of us it was more of a "mud-luge". I was perched on a hill sliding backwards, forward momentum having been depleted, when a big yellow CJ roared past me like I wasn't even there. Derrick is always there for a helping hand and he spun around to give the Old Dog a pull up the hill. After about 3 hours of just plain fooling around we decided to head off for the campsite. The trail going back proved to be a challenge for most of us although there were a couple of trucks that made it look just plain easy! After some tugging and winching we parked 9 trucks dripping mud and clay on the front lawn of Sean's family home for a photo shoot. Once back at the campfire (odd how a campfire loosens up your tongue) the story's began of the day's adventure. I busied myself at the BBQ broiling hotdogs, hamburger and some venison burgers (just for a change). We had an excellent meal as everyone had brought their favorite dish. The warm pool and hot Jacuzzi was the next order of the day for some while others relaxed around the campfire. My dad, one of the great all time story and joke tellers

entertained us around the fire. Belly laughs were abundant. Mother Nature decided to attend and some folks decided to pack it in and head for home but for some brave souls it was just an inconvenience. We sat up until midnight when Mother Nature really released her fury and we moved inside still chatting about the days events. I really thought everything, including Phil and Brenda asleep in their tent, was going to blow away but somehow everything miraculously seemed to stay in place.

The next morning was sunny and everyone was looking forward to breakfast. Sean brought along his "Big Ass Grill" and we dined on a hearty breakfast of bacon, egg, sausage and toast. The tents came down and we all cleaned up. Everyone had a blast and we plan to do it all again in August or maybe early September. Many thanks go out to my sister Suzanne and her husband for letting us use their property and for helping to make the Hounddog Campout a **howling** success.

Paul Hodges SWO4x4 Club
Vice President



Support the Principles of Tread Lightly!

TTravel only where permitted

Respect of other users

Educate yourself

Avoid wet lands, meadows and fragile alpine areas.

Drive and travel responsibly.

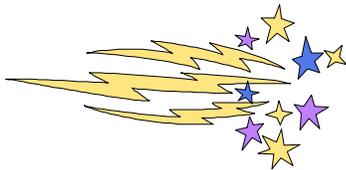
We are all judged by your actions, drive responsibly!

Teach by example!



Canadian Four Wheel Drive Magazine is a magazine by Four Wheelers for Four Wheelers. Visit their web site at: www.can4x4.com. Subscriptions are \$16 per year. All ordering information is available on the web site or for more information contact the editor, Al Vandervelde. Ontario content needed!

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Please note* If you are interested in participating on the Board of Directors of NL4x4 the election will be held at the Annual General Meeting in October. For more info. please contact W. Groom at information@nl4x4.com or by phone at 416-444-8231

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Northern Lights 4x4 Trailriders Association

Membership Information

Individual Membership \$20 yearly, this includes decal.

Club membership \$100 yearly.

Associate Membership \$20 yearly.

International Membership \$25 yearly, includes decal.

Supporting/Corporate assistance is *always* welcome

and appreciated. Please contact l.bink@nl4x4.com

For more information regarding NL4x4 please send e mail requests to: information@nl4x4.com or by post to: Northern Lights 4x4 Trailriders Association PO Box 14, Ingersoll, ON N5C 3K1 416-444-8231
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Three more 4x4 Clubs join the 4WD Community!

Web site links are provided for the member clubs on the NL4x4 web page at:
NL4x4.com

South Western Ontario 4x4 Club

They are running a contest right now for a logo! Contact: Derrick McClinchey 678 Upper Queens St. Unit #18, London, Ontario 519-680-5175 swo4x4club@hotmail.com

New Frontier 4WD Club

(They have a cool logo but I don't have a copy of it yet)

Contact: Dan Holubeshen 2334 Wycroft Rd. B11, Oakville, Ontario 905-465-3999 jnichols@sprint.ca

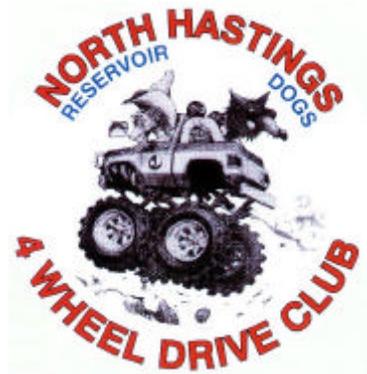


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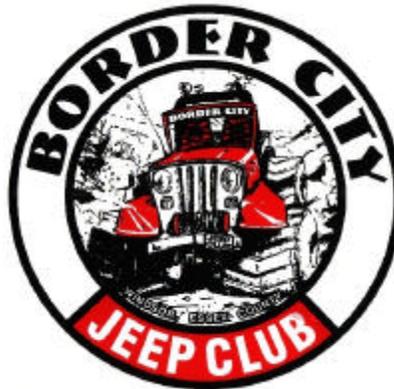
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