

Idaho Snow Biz

Snowmobiling is a Privilege ...
Not A Right



"United We Ride. Divided We Fail!"



February • March 2019

Our Tracks Don't Last

Idaho State Snowmobile Association

Idaho State Snowmobile Association wishes to thank two great stalwarts who have retired from the ISSA Board of Directors



JOHN TRASKA

John's dedicated years of service to ISSA spanned from February 2004 to November 2018. During this 14 year period of time, John served as Awards Chairman. A position he greatly enjoyed and did a tremendous job. He was known as 'Mr. ISSA Awards'.



LAUREN FREI

Lauren's dedicated years of service to ISSA spanned from November 2004 to November 2018. During this 14 year period of time, Lauren served as Safety Chairman, Region 2 Director and Convention Chairman. At times he served in multiple positions and did a tremendous job. When Lauren spoke, people listened. He was known as 'Mr. Snowmobile Safety'. His passion for 'Safety' was contagious.

ISSA wishes to thank Lauren and John for their many years of service and hope they enjoy retirement from their positions. WE hope to see both of them on the trail, sometime, somewhere.

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Snow Bizness from the ISSA Officers



President ... Pat Minegar **Dean's List**

Make way Baby Boomers. Step aside Gen X. The Millennials are coming and are desperately needed! As a Baby Boomer, I grew up in a time when volunteering and being a part of something special like the ISSA was incredibly rewarding. However, it has become increasingly more difficult to attract volunteers and members of all associations out for a great cause. Why is that? Well, it's quite simple: different generations have different priorities. Today, there is so much more going on that pulls us away from these types of organizations. As a small business owner and a Baby Boomer I am amazed at how many kids' practices and games I have to work around in order to run my business. Now, don't get me wrong; spending time with our kids and being involved in their lives is a very good thing. There have been countless articles and studies done on our Millennials and what they represent, but it is surprising how very little studying has been done on what they are destined to become. I am optimistic by nature, so I will go on record saying that Millennials are going to take our association to the next level. They fight for what they believe in and they are willing to put forth a tremendous amount of effort to make a difference.

At this year's board meeting in Boise, the ISSA occupied one room while the Snow Show was going on in the two large rooms beside us. As I walked in and out of the show rooms and the meeting room for two days, I couldn't help but notice the age difference between those attending the show and those attending the meeting. It was almost laughable to be honest, as I would guess the average age difference was at least 18 to 20 years. The age gap was astonishing! I kept thinking: there must be a way to get all those people from the big rooms into our small meeting room. That is our task, my friends. If we are to continue to make a difference, we need their involvement and investment.

I happen to believe that nothing great ever happens without that first uncomfortable step. Remember what it was like asking your spouse out for that first date? It was probably uncomfortable, awkward and certainly risky, right? By comparison, getting our younger generations involved in organized snowmobiling should be relatively easy! However, it won't happen without your enthusiasm and guidance.

If we truly love our sport, then we should be willing to protect and maintain its voice by increasing our numbers with younger, yet equally passionate advocates!



President-Elect ... Larry Laxson

Even though the partial government shutdown has been hard on some, it has actually been nice to take a month off from all the Forest Service meetings. I attended the Idaho Recreation council meeting on January 12, 2019, and found it quite interesting that- no matter what your choice of recreation is - no matter what the season; if it has anything to do with a motor it is under attack by radicals that do not have facts or science. It seems like we have an industry of folks trying to make a living on false data and outright lies. Only by working together, and putting boots on the ground, can we overcome the obstacles in front of us. Patience, hard work, and never giving up are the tools for winning.

On another note, we are making great progress on the website! To some, it seems like it hasn't happened fast enough, but please keep in mind that everyone - both individuals and Clubs- has a list of their wants and needs, and priorities had to be taken into account. We first had to make sure that we had a completely functional product that has a backup in the event that something catastrophic happened. That has been done and the website is fully functional. We are moving forward! I hope everyone has had the opportunity to look at it and check out all the special features!

Happy sledding!!!



Region 1 Director ... Joe Wuest

Up north we have much lower snow fall in some areas than normal, however we're optimistic that more snow is on the way. The Cd'A Snowmobile Club has a new membership person that is doing an outstanding job in getting over 25 new members to join the club. The Cd'A Club also has a busy ride's chairman who is always making sure the rides are scheduled and they have a great time. They have various games at their Club events, I believe this will help to involve the new members and make them feel welcome.

The Priest Lake Trails and Snowmobile Club are having a very busy year with events and rides. The Clubs next vintage race is February 9th. Their new Tucker groomer is on the way and that is always a good thing for any program. We are very fortunate as snowmobilers that IDPR has done such a good job with groomer replacement.

The Sandpoint Winter Riders has two more BBQ's scheduled February 10th at Roman Nose and March 9th Johnson Creek. They are very much involved in supporting the community food bank. The Club president says "I think it is imperative to really focus on SAFETY". I also feel this is a good idea to continue to teach our new members and as a reminder to ourselves to practice safety in all we do.



Past President ... Gary Cvecich

Recently, as I looked at a map of proposed Wilderness Study Areas, I wondered, are any of the planners aware of what we do? It amazes me that areas that are heavily used by snowmobilers, and other motorized groups, would be considered for wilderness designation. These areas also include thousands of active mining claims. Did they just look at a map and say there's nothing there, let's consider it for wilderness? As a group and as individuals, we need to respond to these proposals and make them aware of what we do. Urge your club members, other motorized users and anyone else that has a stake in these matters to respond and make comments during the forest planning process. We must all remain vigilant and continue to make our voices heard.



Region 2 Director ... Gene Riggs

Weather is so unpredictable and this year is no different. We are getting snow in the mountains but not so much down lower. It's hard to complain about our weather with the rest of the country going through deep freezing temps and snow storms much worse than we have here in the northwest. Some areas in region 2 have plenty of snow but logging is booming so the roads are being kept open to get the logs out of the woods. I've heard of this problem in other areas north of here too. Grooming operators are handling this problem in stride and grooming the trails they can. All clubs are grooming even outside of Lewiston in Waha.

Latah County SnoDrifters had their first fun run of the year recently and it was a big success. Their next fun run is scheduled for February 17th. Lewis-Clark Sno-drifters will be hosting their annual sledding party this weekend. Other clubs are busy with their scheduled activities. When available we are sharing these events on the ISSA Facebook page. A new Facebook page has been created for Area 29 called Elk River Groomer and Weather Updates. The Orofino area updates can be found at Clearwater County Groomer Facebook page.

A location for this year's state ride was not determined so as far as I know there won't be one. Next fall's annual convention will be held in McCall again this year so watch for more information on Facebook and the ISSA website.

The new ISSA website is adding new information regularly so be sure to take a look--<http://www.idahosnow.org> and like the Idaho State Snowmobile Association Facebook page. Remember your club can add your club information to this site to advertise your club's events. We are always looking for pictures for the Snow Biz so if you have some pictures you'd like to share send them to me and I will forward them on. Be sure to include names and locations. We hope to see many of you in McCall for the Veterans' ride in March or the State Ride in Stanley.

Now let's get out there and enjoy this snow but be cautious. Avalanches are always a concern so wear those beacons and make sure those riding with you have them and know how to use them. Your life could depend on it. Stay safe out there but have fun.



Region 3 Director ... Terri Klanderud

I will first start out with the Clubs in my Region (Region III) that have held their events. The Donnelly Snowmobile Club started the season off with their Fun Run on December 29th. I've heard rumors that it was one of the best turnouts they have had. They were followed on January 19th with the Cougar Mountain Fun Run, who had record earnings as well. The McCall Club will hold their Fun Run this next weekend, February 2nd. It is exciting to see the great turnouts and donations to our Clubs that do so much work in the snowmobile communities. From stocking wood in the Warming Huts, to building and maintaining those facilities, and supporting their grooming programs. I am sad to note that the McCall Vintage Cats will not be able to hold their event this year due to an unforeseen tragedy. Their event is still on my favorite list and they plan on making it bigger and better next year!! Watching those vintage groomers run up and down the mountain is pretty awesome.

The second item on my list is the website. I know that this has been a long work in progress and a big challenge, and there have been lots of complaints. If you haven't had the pleasure of being a part of trying to fix it and make it work like we (ISSA) need it to, (there are so very many moving parts to this program) then you can't begin to imagine how much of a challenge it has been! We finally have a product that has the potential to take us well into the future. We own our own product now, so we are no longer subject to the fees and rules of using a program that is restricted and dictated by someone else. I want to thank Larry Laxson for working on this daily!! He has made giant strides and I thank him for all the hours spent getting this right!

Lastly, and certainly NOT the least, is the issue that has arisen in Island Park. We have found ourselves in a situation where we need to raise the funds to pay for patrolling Mount Jefferson to uphold our agreement with the Forest Service or lose our ability to ride there. It's an involved story and Sandra Mitchell explains it so much better, but a GoFundMe account has been started to pay for the patrolling that will keep Mount Jefferson open to winter riding. And, yes, that is how serious it is! If you ride in that area, please help! There is a place to donate on the website, as well as share it on 8your Facebook page to help us reach others that ride there as well. This is an incredible place to ride and it is important that we raise the funds if you want to continue doing so! Check it out at www.idahosnow.org.

There's No Business Like **SNOW Biz-ness!**



Region 4 Director ... Justin Harrison

The Boise area has had good snow coverage throughout the season. Unlike last year, the Boise Snowmobile club was able to have its fun run on the first date we tried for. Mother Nature provided a picture perfect day, a little chilly in the morning in the single digits. Once the sun came out it warmed up nicely. Turnout was great, with parking being our biggest issue. Our Traeger grill and Avi-pack prizes provided ample raffle ticket sales.

Regarding parking, the snow plows have been keeping Mores creek summit and Whoop-em Up in pretty good shape. Parking will always be an issue as more and more users come from Boise to the nearest good snow. The parking at Mores creek summit will likely never get bigger.

In a meeting with Sandra Mitchell and District Ranger Brant Peterson, we indirectly figured out that it is indeed possible to put in Warming huts, as long as they are mobile. We still need to work out the details, but we are confident it can be done and are pressing ahead for a spring summer project.

We definitely need more snow, a smallish rock on a road totaled my sled. I bought it back and did some creative welding to get through this season.

Hopefully everyone is staying safe out there. Slides have been sighted in the steep high country around the Sawtooths. Remember to use the equipment you have. A beacon or GPS that is not on doesn't do anyone any good (voice of experience). Please enjoy responsibly.



Region 5 & 7 Director ... Jason Fisher

With February almost here we are well into our riding season! We started out 2019 the best way we know how... that's on the mountain! The Magic Valley Sno-Mobile Club held their first ride of the year on January 1st! The Vern Rehn Memorial Ride! We had over 80 riders and split off into different groups to enjoy the first day of 2019. We met at the Warming Hut to remember Vern and toast to him and his family. Then back to the parking lot where we cooked hot dogs and hamburgers for everyone! What a great way to start the year!! On January 19th we headed north to Wells Summit for the Northside Snow Rider's Fun Run! This is one of our favorite rides of the year! With almost perfect weather we had over 120 riders enjoy the day! We met at the Warming Hut for the last stop of the day to enjoy some yummy chili and hot coco. Then they drew five lucky tickets to compete in an avalanche beacon search! First person to locate the brand new beacon got to keep it!! It was fun to watch everyone run through the snow in search of the beacon... but all laughs aside it looks like we all need to practice a little more!!

Leading into the next few months we are all doing our snow dances and we are looking forward to attending the Salmon River Snowmobile Club's Fun Run in Stanley on February 9th, the Idaho Snow Rider's Annual Snow Drags at the Elk Valley Clubhouse on March 2nd and then the Magic Valley Sno-Mobile Club's Fun Run on March 9th! The West Magic Dam Fools Recreation Club is also holding their Winter Fun Run on February 9th where it looks like they will be having fun games and great food! Check out each of the clubs Facebook pages for more information on these different events!! We look forward to seeing you in the mountains!!



Region 8 Director ... Lin McKay

We haven't had the greatest snow season. But we have had some great snow and if you know your riding areas well you can always have a fun ride without damaging your sleds. I have gone with family and friends every weekend since the 3rd week of December and have enjoyed some great rides.

A club ride with the Bear Lake Rim Riders in January proved to be a great success. There were riders of all ages and we rode to an area that opened up to a huge meadow with every skill level option available. Small hills, steep hills, huge flat open areas and trees to ride through. There was deep fresh powder and no one left disappointed or hungry as lunch was provided. There are a couple more rides planned with this club and I look forward to each of them.

I hope you are all having as much fun as I have been in spite of the lack of snow this year. With the avalanche danger I can't stress enough to everyone to be extra cautious when you go riding. Always pay attention to where you and your group is riding and be safe out there.



Region 9 Director ... Bob Stantus **Dean's List**

Eastern Idaho has snow. Along with the great riding 2 ft. of powder provides comes the threat from avalanches. Sad to report that already a snowmobiler was killed in an avalanche near Driggs. The Centennials are in a high avalanche warning condition. Please make sure that you check with the avalanche warning center in your area before you head for the mountains.

The ISSA leadership strongly encourages all members to share their ideas and concerns. Club Presidents along with the District Directors are members of the ISSA board of directors and are your voice on the board. In addition please be on the lookout for any public land issues in your riding area. Even if it's only a rumor, let ISSA know. All members working together will make ISSA stronger.



Snow Biz Editor ... Warren Wilde **Dean's List**

The snow is here and riding is great. Our grooming program, here in the Tri-County area, is in high gear forward. We just had IDPR's Avalanche Training classes, here in Preston, with a record attendance of 58 people. Rich Gummersall and his crew gave a great presentation. The Saturday field training had a very good attendance also.

The ISSA Convention was held in Boise, Idaho in conjunction with the Idaho Snow West Snow Show. This made for an interesting and fun convention where we could see all the newest snowmobile gear. Pat Minegar was elected President with Larry Laxson elected as President-Elect. Several changes took place in the leadership with a new Region 4 Director and several committee chairman changes.

Lauren Frei resigned all of his leadership positions due to where he now lives there is no e-mail service and phone service is spotty. Lauren had held several leadership positions in ISSA starting in November of 2004. Thanks to Lauren for his many years of dedicated service to ISSA and the snowmobilers of Idaho.

John Traska also resigned his leadership position as Awards Chairman, which he held since February of 2004. Thanks to John for his many years of dedication to ISSA.

It is a shame that ISSA is so busy with Land Issues that they can't acknowledge the tremendous efforts, time and dedication these 2 individuals put into their jobs for ISSA. All that was done was to mention they both were retiring and given an applause. These 2 really deserve more than applause. At least, ISSA could present them a plaque for their great efforts to make ISSA a great organization, but no, our leaders felt an applause was enough. That is a bunch of bull crap!

Snow Biz came to the surface again as to its effectiveness now that there is social media. I am having trouble with some of ISSA's leadership reporting their activities to me for inclusion in Snow Biz. Region 5, 6 and 7 Directors are very lax in their duties to report what is happening in their Regions. At times there are other people who don't report also. I have to do 4 reports, so why can't they do only 1 report? Another problem that I have to contend with is getting information from our Presidency as to changes that take place within ISSA, including award and scholarship winners. This is frustrating to me, as I am unable to include the correct information in Snow Biz, especially what happens at the Saturday night banquet. ISSA's web site has been a total disaster, but I understand that it is being worked on. There was no editions of Snow Biz put on the web site, even after I requested it be done. Right now I am

ISSA Board Members Not Reporting

Region 6 Director – Bryan Baird
Membership — River McKay



History ... Warren Wilde *Dean's List*

Idaho History Trivia

Ernest Hemingway came to Idaho, in 1939, in hopes that the open air and mountain life would help inspire him to write his famous novel, "For Whom The Bell Tolls."

A picture of Ernest Hemingway kicking a beer can on a street in Idaho, was said to have been his favorite picture of himself.

Apparently Idaho agreed with Hemingway, because he returned in 1959 and bought a house in Ketchum, where he lived until his death in 1961.

Soda Springs, Idaho is home to the largest man-made geyser.

The entire town of American Falls, Idaho was relocated in 1925, to make way for the American Falls dam.

YOUTH SNOWMOBILER OF THE YEAR #1

Date	Name	Club Affiliation	City
Started in 2005			
2005	Seth Russell		
2006	Khadija Neumeyer	Magic Valley Snowmobilers	Twin Falls
2007	Nic Meyers		Sandpoint
2008	Justin York		Cocolalla
2009	Brach Hansen		
2010	Austin Schmahl	Magic Valley Snowmobilers	Twin Falls
2011	Stephen Kuther	Grangeville Club	Grangeville
2012	Austin Dolphus	Cougar Mountain	Boise
2013	Riley Hull	Magic Valley Snowmobilers	Twin Falls
2014	River McKay	Franklin County Highmarkers	Preston
2015	Madilynn Abramowski	Magic Valley Snowmobilers	Twin Falls
2016	Ryker Moses	Magic Valley Snowmobilers	Twin Falls
2017	No Applicants		
2018	Kailee Abramowski	Magic Valley Snowmobilers	Twin Falls



Charity ... Carolyn Riggs

Well 2019 is well on its way—Much of Idaho welcomed the year with a nice coat of snow, at least in the mountains. Living in Lewiston makes it seem like a very mild winter but the winter isn't as mild around the state. Snowmobilers are smiling for sure. This should help with participation in all of our club sponsored events this season. Please remember to keep track of hours and money donations for your spring Charity Report. The forms for collecting information are available on our ISSA website www.Idahosnow.org under Charity.

I am hoping all clubs report their charity hours and dollars this spring. I will be sending a link to a survey monkey site for you to report your information for the year in early April. The more clubs that report their charity/service hours/dollars the more accurate the reporting will be for this year's annual International Snowmobile Conference report. This will more closely reflect the outstanding efforts made by the Idaho snowmobile community. The ISC uses this information to get the word out about our charitable activities, showing the positive side of our sport and that snowmobilers have a special spirit of giving. Let's show them that all of us here in Idaho truly contribute in so many ways. If you need guidelines for collecting the data, the forms are on the website Charity link. Please add service hours to your agenda each meeting to collect information for end of year report. Remember to include all service hours your members/club completed since April 2018.

Be sure to check out the new website at <http://www.idahosnow.org> and Like the Idaho State Snowmobile Association Facebook page. Your club can use these sites to promote your club events and share pictures of snowmobilers in your area.

Please contact me if you have questions at 208-835-5951 or by e-mail at criggs@tds.net. Please type ISSA or your club name in the subject so I don't miss it.



Search & Rescue ... Warren Wilde *Dean's List*

There has been no information sent to me recently, from Idaho State Police, who handles the disbursement of funds for qualified snowmobile searches and rescues. However, I know of 4 snowmobile searches that Franklin County and Bear Lake County Search & Rescue units have been involved in. I don't get any information until all the hoops have been jumped through and the Search & Rescue application has been approved by the State Oversight Committee and ISP has funded the application.

The closing balance in the account, as of 31 December 2018, was \$36,103.59 with no claims as of this date.

TAKE YOUR DISTRICT RANGER FOR A RIDE

Have you scheduled a ride with your District Forest Rangers this winter? Now is the time to get it on their calendar. Have them ride with your groomer operator. It's your opportunity to show them your priorities and how your snowmobile club and ISSA are involved. And it's your opportunity to hear from them on their priorities and plans. Make friends with them and it will be a benefit for your grooming program.

Idaho Chuckles

When the kids text me, "plz", which is shorter than please. I text back, "no", which is shorter than, "yes".

Thanks to Search and Rescue Units

From ACSA

There are many volunteers across the country that often times put their lives on the line when they get a Search and Rescue call. Snowmobilers do not head out to ride thinking anything about Search and Rescue -- but sometimes find themselves or others in need of emergency assistance or treatment.

Search and Rescue units often works with local law enforcement to respond to the calls that are received. The volunteers go through training exercises throughout the year in order to be ready to respond.

Calls for assistance come from snowmobile accidents that occur, getting lost while riding, getting stranded when bad weather sets in, getting caught in an avalanche, snowmobilers that find thin ice, and heart attacks or similar health scares that may happen miles from trails or roads accessible by EMS.

Volunteer Search and Rescue use their personal time when the call comes. They do not think twice about heading into weather condition or areas that are not recommended. Their mission is to find snowmobilers that are in danger, lost or hurt. The idea is to get their rescue equipment and paramedics to places an ambulance is unable to reach.

Thank You to each and every unpaid professional that volunteers your time to Search and Rescue in your area! Your efforts are greatly appreciated!



Scholarship ... Sharla McKay

Who wants to talk about scholarships??? Probably few of us because we are right in the middle of our favorite riding season. And even if we do talk about scholarships who has the time to complete the applications?? Because we are right in the middle of our favorite riding season. Right!!

Well time flies when we are having fun and if you don't take a few minutes each day or set aside a couple hours a week then it will be crunch time and either you won't have time to complete it before the deadline or it won't be as outstanding as it could be.

So take the time and get working on the essay. Just start writing down thoughts when you have them. Then start arranging those thoughts to form sentences and then paragraphs. Pretty soon you will have it done. Work on one subject at a time: school activities/involvements, service hours, community, church and snowmobiling. Don't look at the whole picture. Put it together one piece at the time. But do it now. Don't put it off. There is money to be had for higher education and this is a great place to start.

DEADLINES ARE COMING UP FAST

Any questions please e-mail or call me sharlamckay@gmail.com or 208-852-3987



Social Media ... Jeanine Harrop Hansen

First off, I want to say THANK YOU to those who are responding by sending their club activities, rides and events, along with their grooming updates to get posted on Facebook! I especially want to acknowledge Gene and Carol Riggs for they have been the ones who have consistently sent me updates!!! You guys ROCK!!!! I would like to challenge more of you to do the same and then send me pictures of activities to post.

If you have a question, a great picture, an awesome story, then please feel free to post it!

Some of the hardest, but most endearing posts I've made are ones announcing, in my terms, "snowmobiler down". The ones announcing a lost or missing sledder, or worse, one that has lost their life due to some kind of accident. I've had many people express to me how much they appreciate those updates and the fact that ISSA cares. As snowmobilers, we are a unified group of people that care deeply about each other, clear around the globe. Nothing gives me more satisfaction than to post: "Snowmobiler Down" is officially called off. All are safe!" For those that have a different outcome, my heart swells with pride as I see snowmobilers around the world reaching out to the family and friends of the deceased.

Some of our most popular posts are our Public Land Updates. People are yearning to learn more about what is going on with what we can do on our part to protect our public lands. I have shared some of our issues to multiple other state Facebook pages, with great results, particularly this issue we have with Mount Jefferson in Island Park. Educating others is of the utmost importance and social media is one of the greatest tools we have in our arsenal to use. I have spoke with several other officers from other state snowmobile associations and they couldn't agree more.

Some of the very important posts are the ones where I share about Avalanche Awareness Classes and Backcountry Safety Clinics being held. Knowledge is critical. It can save your life, and the life of someone you know.

It is exciting to see more activity on our Facebook, but I'd like to see more interaction among us as ISSA members. Carrying on conversations with each other and taking the opportunity to get to know each other a little better! Clint, Paige, Brach and I have made friendships from across the U.S. and Canadian snow belt, and numerous foreign countries. Many of these relationships have developed into lifelong friendships. All of these connections have given fellow snowmobilers the knowledge of what we are facing with different issues and have offered their support, and it turn we have offered ours when they need us.

Snowmobilers are unified. We are a brotherhood/sisterhood across the globe. No sledder is left behind. Let's continue to become more unified through Facebook.

Think Snow and Happy Snowmobiling!



FundRaising ... Clint L. Hansen

Calling all clubs! ISSA is always calling out to our clubs and individuals for help with raising money for our Legal Defense Fund. The opposition is working every day to encroach on our Public Access, as you have all read on our Facebook page and in Sandra's reports.

As has been noted, we are working hard to keep Mount Jefferson open on the Idaho side. Our fellow snowmobilers in Fremont County are diligently doing their part to keep it open, and they need our help!!!

Updates will continued to be posted to Facebook and to the website as they become available, so I urge you to check them often, and share to your club pages, your groomer pages and websites. This is an urgent matter that needs our utmost attention.

Please keep working hard to get funds added to our legal defense fund.

Let's Guard the Gate... Not Close the Gate.



Convention ... Gary Cvecich **Dean's List**

The McCall Area Snowmobilers will be hosting the Idaho State Snowmobile convention 2019 on November 8th and 9th at the Shore lodge in McCall. The lodge is currently taking reservations and there are special room rates for ISSA members, be sure to mention that you're attending the ISSA Convention to get the reduced rate. Special convention packages for raffle tickets and meals will be determined and advertised soon.

I'm still waiting to hear from any clubs that might be interested in hosting convention 2020. I know there are several clubs that are interested and would like to hear from them soon. It would be great to have next year's convention lined up by the time we get to McCall.



Awards ... Clint L. Hansen

Greetings everyone from Eastern Idaho! As I said in the last issue, Idaho has the best snow in the west!

I'm disappointed that I have not yet had a lot of interest in honoring our awesome dealers, groomers, family of the year, and so forth.

It's been a real challenge getting through the website. It's improving, but no clear easy way to do these nominations from the website yet. It is coming along though.

This first week first of February, I'm emailing each Director at Large an exclusive request to forward the need for honoring all the categories to each and every club and grooming program, along with a personal invitation to get their nominees recognized for their hard work, and special honors for the greatest snowmobilers in the snow belt.

Let's get going on these nominations! I know every club has a list of people and businesses that are always going the extra mile to provide all with smooth trails, parts and service, and our youth coming up to carry to the torch well into the future!

Please call or email me with any questions you may have. You may also email your nominations to me.

(please note my correct email address with the "L" that is shadowed between the "t" and the "h").

clintlansen@yahoo.com, 208-709-6350

Winter First!!! Always with Family!!!





Safety Chair ... Warren Wilde Dean's List



.MAKE A RESERVATION FOR RESCUE HOW TO SPEND THE NIGHT OUT SAFELY AND BE FOUND FASTER

By Mike Duffy, Avalanche Safety Instructor

Mike Duffy is an avalanche instructor who teaches snowmobile specific avalanche classes throughout the U.S. Avalanche gear recommendations and class schedules can be found at www.avalanche1.com.

No one ever plans their accidents or break downs. If you watch survival shows on TV, the worst scenarios, according to participants, hosts and experts, are the ones in the winter. This is the environment we deal with every day we ride. You need to be prepared to survive.

Here are some recommendations on what to do, what to carry, and how to increase your chances of being found based on 20 years of mountain rescue and mountain riding experience.

I always ask in my classes if anyone has spent the night out in the winter weather unexpectedly. It is amazing how many people just went for a quick ride and spent a night or two in extreme conditions. I have heard some crazy stories as to why, too. Broken legs, falling into creeks at -30 degrees, dropping a sled off a cliff, enduring whiteouts that lasted for over 24 hours and dropping into drainages they could not get out of, are just a few.

What you carry with you, how you are dressed and what you do when an emergency presents itself can make all the difference between life and death in these situations. Rescue usually does not happen fast, especially with the distance we are now riding off trails.

How are they going to find you if you go missing? Do the rescuers have the capability to find you and get to the area where you are in a timely manner? I jokingly tell students that you should pick where you get lost or injured since many areas may have limited rescue resources.

Tips on What You Should do to Survive the Night

Stay put, near your sled. The sled is a source of fire starting fuel, light, spark to ignite a fire and insulation. Start up the sled and you have a light source for the searchers to easily locate you. Getting cold? Rip open the seat and stuff the foam around your torso. Use the fuel and spark to start a fire. One thing you do not want to do is start hiking out in deep snow. You'll soon become exhausted and possibly wet. You'll greatly decrease your chances of surviving. Once you do stop, you'll cool down very fast. The best thing to do is stay with the sled and deal with the situation.

Get out of the wind and build a very good fire.

Learn how to dig a snow cave for shelter.

Carry the right gear:

Medical Kits are backcountry must haves.

All survival, first aid and avalanche gear should be carried in a backpack, not in a tunnel bag. This is in case your sled gets buried or you become separated from your sled. If you pack smart, the pack does not weigh much at all. My pack weighs between 11-15 pounds. The first time you wear a pack, you feel it in the legs a little. After that, it's no problem. Key thing is to get a pack that fits properly and does not bounce around.

Here's what I carry:

Avalanche shovel and probe. Avalanche beacon goes on my body in a harness.

Take an avalanche shovel and avalanche probe with you every time you ride and learn how to use them!

Map and compass. Flagging—bright colored.

LED headlamp with strobe feature.

First aid/survival kit with fire starter.

Extra clothes. Spare gloves, socks, hat and extra layers. I dress in layers when riding in materials that wick moisture away from the body and outerwear that is waterproof and breathes. I have been a big fan of Gore Tex for over 15 years. When I'm riding, I wear a thin layer of long underwear top and bottom, a thin fleece top, and uninsulated GORE-TEX pants and jacket. I trust the KLIM gear I wear, it works great. When you're riding you stay warm, it's when you stop that the extra layers make all the difference. I like to carry a down jacket since it is very lightweight and packs down to a very small size. In mountain rescue, we say, "**COTTON KILLS**". Cotton is the worst thing to wear in the winter. It gets wet, stays wet and you stay cold.

Food and liquids (not alcoholic). Eat and stay hydrated to stay warmer.

Bivy sack. I bring the thermos-lite 2 model my Adventure Medical Kits. This makes all the

difference if you need to spend the night out or someone gets injured and it weighs just over 7 oz. An emergency bivy is a lightweight and compact way to help you survive a night out.

Two-way radio, whistle, hand saw and a SPOT satellite GPS messenger.

Tips to Get Found Sooner

What people do to survive a night out in bad winter weather makes it generally difficult to find them. Usually they go into the thick trees to get out of the wind. If you go into a snow cave, it's even harder to find you.

Here's what can make the difference.

Tell someone where you are going, the trailhead you are using, the vehicle parked, and your intended route for the day. Have a call-in time to let them know you made it out. Give them a number to call (i.e. sheriff or 911) if they do not get a call from you. By having this info, the sheriff can narrow the search area significantly.

Make a conscious effort to be found. Make it obvious where you are. If you go into the thick trees, put flagging along the tree line or leave a strobe light at the tree line. Turn on the snowmobile headlights when you hear searchers in the area (it's much easier to find a light). Blow on a whistle. Leave a snowmobile out in the open. If you go into a snow cave, put flagging or a strobe on an avalanche probe outside the snow cave.

When searching, rescuers look for "unnatural" objects or colors. Get the snow off the snowmobile, which makes it easier to spot from the air. Leave tree boughs in an X on the trail or in a field. String flagging through the trees. Put foot tracks in the snow. Spread red or orange Jello on the snow. Create smoke. Get out in the open. Do anything to be seen!

Activate a personal locator beacon or GPS satellite messenger. These are changing mountain rescues. We have your GPS coordinates and can go right to your location. Don't expect a helicopter to show up in half an hour. The weather people get lost in is the same weather helicopters can't fly through. We recently had a search in Colorado for three lost hunters. It was whiteout conditions for the first three days of the search in a large remote area. These people had to spend four nights out before being rescued due to adverse conditions and being in very thick trees. A helicopter could not be put in the air until the third day and it was only for a short period. They survived due to having a great fire. They did not have a personal locator beacon or satellite messenger. Having your coordinates can make the difference between being found in hours rather than days.

Always be ready to survive the night out and administer first aid.

Hopefully you'll never need the gear, but if you do, having it makes all the difference.

MISTAKES I'VE MADE IN AVALANCHE TERRAIN

By Kristen Armleder

On 22, Oct 2018 -- I've made some serious mistakes in avalanche terrain, and I knew damn well they were bad ideas at the time I made them. Thankfully, nobody was hurt—but they could have been. But before we get into that, let's get something straight: I am not a professional rider. Yes, I have logos on my sled. And yes, I tag companies who support my riding on social media. But I am not an "athlete". Nor am I a professional when it comes to avalanche safety. I have taken avalanche skills training courses and am progressing in knowledge each year.

Overall, I like to think that I make conservative terrain choices with respect to myself and those around me. I make observations throughout the day based on weather, the Avalanche Canada bulletin and signs of instability I observe as I transition through different zones.

But the mistakes that I've made in avalanche terrain weigh heavily on my mind, and I've been wondering: do I keep them to myself, or do I make them public so that others can learn? It's a tough decision, I can tell you that. If I admit to my errors in judgement, will I be shamed? Will people refuse to ride with me? Will I be labelled the fun police? Given that I've built a career as a snowmobile writer, will this hurt my job opportunities?

In an effort to help foster an environment of open, honest communication, I am sharing the following mistakes that I have made in avalanche terrain on one particular day last winter.

Continued page 8

There's No Business Like **SNOW Biz-ness!**

MISTAKES IN AVALANCHE TERRAIN

Mistake Number One

I didn't ask if everyone I was riding with had transceivers or perform a proper trailhead transceiver check. This was an especially poor decision on this day, because there were a few people in the group with whom I've never ridden before. There was also one person in the group who was new to sledding and it was only after I was up in the alpine that I asked another member of our group if that person had a transceiver. Their response was, "I think so. They were going to buy gear yesterday." Enough said.

Mistake Number Two

Later that day, that same new rider got stuck on a south-facing slope that, to me, was showing signs of instability. Seeing as nobody else was around, I went in and helped this rider get unstuck. So there I was, exposing myself to a risk I wasn't comfortable with to help someone who I wasn't even sure had avalanche gear. Or if they did, even knew how to use it! I know better than that. It's basic AST 1 training! To drive home the point, later in the day, we observed several small (I'm guessing Size 2—enough to bury a person) loose, wet avalanches on that very slope.

Mistake Number Three

Several times throughout the day, our group parked underneath what looked to me like unstable south-facing slopes. Now, these are slopes that rarely—if ever—slide, so I can see why we were complacent about it. But what about that one time?

Under one slope, I wasn't feeling comfortable being there, but instead of speaking up or getting the hell out, I, like the rest of our group, shut off my sled. In my head, I told myself that I could get out of there quickly, because I hadn't let anyone park in front of me and I was pointed downhill, toward safety. Wrong! When I went to restart my sled, it died three times. The fourth time, it started and I went on my merry way. However, this was a hard lesson—even though you think you are parking to make a clean getaway should the worst happen, your sled may not always start. Better yet, don't park there at all!

Mistake Number Four

Several times throughout the day, our group clustered behind one another while parking. Again, this is very basic avalanche training and I knew damn well that is was poor practice. But instead of speaking up, I let the desire to be accepted keep my mouth shut.

Transparency and Changing Our Culture

I have no doubt made mistakes in avalanche terrain at other points in time, but this day stands out in particular. At the end of it, we all returned home safe and sound. But my poor decision-making serves as a harsh reminder that the human factor does indeed come into play more often than we might think. What was going on in my head that day just didn't jive, and ignoring that could've cost me my life. Peer pressure. Poor group management. The desire to be accepted. That shit is real. And it directly affects the safety of ourselves and our riding companions.

This season, let's make a commitment to being transparent and honest about our mistakes. Rather than shaming one another, let's use our own mistakes as an opportunity to open dialogue about the ways we can make all mountains riders more safe—and change our riding culture from within. **Practice Safety all the Time**

SAFETY/EMERGENCIES - KEEPING WARM

By Warren Wilde

PROPER CLOTHING - Check out the Apparel section for information on the proper riding apparel for snowmobiling. This section will go into detail about which winter clothing is better than others, so you can prepare for the length of your trip and the weather while you ride.

ALCOHOL - Alcohol should never be a choice when in an emergency situation. Alcohol does not create a warming effect on the body; it does the complete opposite by causing your body to lose precious warmth very rapidly. It is better to bring a hot beverage, like hot chocolate, with you on your trip. The warm liquid can help warm your insides and be more comfortable, to help ease the chill from the weather.

FIRE MAKING MATERIALS - In your safety kit, there should be matches held in a waterproof container and some flammable material to help aid you in building a fire. A fusee is a great item to have also. It will light fire material that might be damp for you. A fire not only keeps you warm, but also acts as a signal to show rescuers where you are. Keep the fire burning until someone finds you or you leave the area to walk for help.

MODERATE EXERCISE - Moderate exercise can be very helpful in the fight against frostbite. Do not do so much exercise that you are sweating, only make movements to keep your body warm.

HAND WARMERS - There are products readily available that you can easily store on your snowmobile to help keep your hands warm. Some warmers use chemicals that are activated by squeezing the package, which creates a heat reaction. Another type runs on flashlight batteries and

another uses a thick wick soaked in flammable fluid that you start with a match. Hand warmers are also built into the handlebars on some snowmobiles.

WIND CHILL - Wind chill is the result of the combination of the wind and cold temperatures. The higher the wind speed, the colder the air feels. To avoid wind chill and frostbite, be sure to check the weather before you ride to prepare the correct riding apparel for you trip.

RIDING APPAREL - Before heading out onto the trails, you need to equip yourself with the right snowmobile apparel. Make sure you have layers on to protect your body.

Select your clothing carefully depending on the weather, paying special attention to the weather when you start during the ride, and the wind chill factor. Frostbite can be drastically reduced when wearing the proper riding apparel.

UNDER LAYERS - The clothing you wear underneath your suit is crucial to feeling comfortable while you are riding. On cold days, layers can provide a barrier from the cold, wind chill and frostbite. If you have too many layers on, you can always remove them during your journey, but if you don't put enough on before you start, you can't add any later. The first layer should be long underwear that allows your body to breathe. This layer should be lightweight, and not tight or restrictive. A couple of light layers add better protection than one heavy layer. Cotton should never be worn as the first layer or as any layer since it does not wick moisture created by perspiration away from the body, does not dry and stays wet and/or freezes once it is wet. Polyester blends, silk or other synthetic blends are recommended because they dry quicker and wick moisture away from the skin. Fleece, wool or polyester tops and bottoms are the best choices. Cotton sweatshirts, t shirts and jeans, cotton long underwear, and cotton socks should never be worn. **COTTON KILLS!!**

SNOWMOBILE SUITS - Snowmobile suits are designed for warmth and comfort while riding. The main purpose is to protect you from the cold, wind chill and frostbite. The outside shell of your apparel should be windproof and waterproof. Acrylic or synthetic materials are the most popular fabrics used in suit s. Do not use cotton suits, for they can become saturated with water from the snow. If you plan to travel near or on ice, some suits come equipped with an approved floatation device.

HEADGEAR - Your helmet is your most important piece of safety equipment. Approved helmets should be worn at all times. Helmets can protect you from serious injury during a crash. There is always a risk of head injuries, but wearing a helmet can greatly increase your chances of survival. Full-face helmets are the warmest. They completely cover the face and provide a chin guard. These helmets also have full visors to protect your face and eyes from the cold. Open face helmets provide the same protection from head injuries as full-face helmets. You must wear goggles to protect your eyes. Remember to always have the helmet's straps fastened as you ride.

FACEMASKS - Facemasks can be important to have on very cold days to prevent frostbite. If your helmet is not full-faced, a facemask is always important to have stored in a pocket, in case the weather does become very cold, Balaclava facemasks made of thin polyester, silk or other synthetic fabrics are lightweight, less bulky, more comfortable, and often preferred over knit stocking cap facemasks.

EYE PROTECTION - Eye protection is essential and may include a helmet visor, goggles, and sunglasses. They protect the eyes from tree limbs, kicked up snow and ice from other snowmobiles, flying debris, and protect your eyes from watering from the wind and cold. Goggles, sunglasses or visors with colored lenses for bright days are indispensable. Amber or yellow colored lenses are very useful during late afternoon or dark times. These lenses, when used in the correct light conditions, can reveal dangerous depressions in the snow.

GLOVES - Gloves are an essential item in your riding apparel. Some choose mittens, which can be the warmest to protect their hands. Always purchase gloves or mittens that allow your hands to operate the controls freely. Gloves, as should your suit, should repel water and wind. This will help keep your hands warm. Fleece or wool glove liners worn as a layer with regular gloves can help adjust for cold to colder or warmer weather, since you can always add or remove the liners.

SOCKS - When selecting socks, select carefully and NEVER wear cotton! Good sock choices include thin nylon, polypropylene, fleece, wool or synthetic blends. Wool or fleece is best for keeping a good warm insulation on your feet. When you feel your feet getting cold, it is time to change your socks. Bring an extra pair along with you to change if needed.

BOOTS - Boots are very important for keeping your trip enjoyable. Boots keep your feet warm, comfortable, and protected from water. The best material for boots is a combination of materials that includes a rubber, waterproof bottom with a good lug sole for traction; a nylon or synthetic upper that is high enough and fastens to repel snow, and a removable, breathable liner made of wool, fleece or synthetic material that wicks perspiration away from the foot. Make sure your boots do not let in any water, but allow your feet to 'breathe' or let out moisture. Choose boots that fit well and are comfortable for a long day of riding. They should not feel tight or restrictive when worn. Boots that are too tight, can cut off circulation and your feet can become cold.

UNLEASHED POWER. UNREAL SAVINGS.



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Public Land Update ...

By Sandra Mitchell

State Legislation for 2019 is most interesting.

- Many of you remember the 'disagreement' we had with then Director of Idaho Parks and Recreation Nancy Merrill about how our registration program should be managed. She was insistent on turning the program over to the Idaho Department of Transportation because they were soon to have an amazing new state of the art computer program. (that still hasn't happened) The snowmobile and the OHV users saw it differently. We fought it out in front of the legislature and IDPR's bill went down in flames. We then participated in a collaborative process that didn't end the way some wanted so it was ignored. Years passed, new Director and the staff recommended a new direction for our sticker program which is the one the OSV/OHV community has supported from the start. We will have a bill shortly that is being carried by Representative Gestrin and Senator Heider that will sever the link between our stickers and ownership of the vehicles. In the Statutes 'owner' will be changed to 'Applicant'. The truly controversial part of the bill will change the requirement from having two stickers to one sticker that is visibly displayed!

- Snowmobilers have for years been in favor of a two-year sticker option. IDPR can handle that without legislation so by next year, it ought to be available.

- At the ISSA convention in November 2018, the members voted for a fee increase. That has been postponed until next year. There is much

work that needs to be done to prepare for that legislation. Asking the legislature to increase taxes is not easy. We must make sure that snowmobilers all over the state who were not at the convention know about it. We also must be able to justify it. When we go in next year, we will be prepared and have support from all over the state. Please, when you talk with snowmobilers let them know what we are proposing and why.

Mt Jefferson is one of our Crown Jewels. We need your help to keep it open!

READ MORE ABOUT IT ON OUR WEBSITE ON THE PUBLIC LANDS PAGE:
<https://www.idahosnow.org/resources/news/>

YOU MAY HELP OUT WITH YOUR DONATION AT THIS GO FUND ME LINK:
<https://www.gofundme.com/e5x644-a-cause-i-care-about-needs-help?teamInvite=LLudRVsNKUYM9aactXQU5L7HZAaB1iVAZwfq1Oyw6Pp0v6ImIFtSh3ebHBmlZCc>

Came up with a great plan to resolve the RWA management issue in Region 1...it didn't work. I chose to look at the failure the way Thomas Edison did, "I have not failed. I've just found 10,000 ways that won't work." The next one will work!

Thanks for all you do. Please keep in touch; email, call or stop by.

SALMON RIVER SNOWMOBILE CLUB Presents:

2019 Snowmobiler's Ball & Fun Run!

8 FEB Meet & Greet 6 PM
Free Live Music by "Idaho Vacation" 8 PM
Mountain Village Resort's Velvet Falls Dance Hall
All Ages Welcome

9 FEB Snowmobile "Fun Run" Sign up 10 AM - 12 PM
Mountain Village Resort Parking Lot
Riders will leave from parking lot and must be back by 3 PM
Silent Auction & Games 7 PM - 10 PM
Mountain Village Resort's Velvet Falls Dance Hall
Raffle 10 PM
All Ages Welcome

WIN!
\$20 RAFFLE:
1st 2019 Charmac Stealth Snowsport
2nd 26' Enclosed Trailer
3rd BCA Avalanche Kit
\$100 Cash

PURCHASE RAFFLE TICKETS ONLINE:
mountainvillage.com/tickets

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For Raffle Tickets/Information: 208-774-3609
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Need not to be present to win, however prizes must be claimed within one week of drawing.



2NOHVCC photo

Snowmobiling...

PLANNING FOR MULTIPLE USE WINTER RECREATION

MYTH:

Summer and winter travel planning is very similar and is best conducted simultaneously to address conflicts.

FACTS:

It is important to recognize there are significant differences between summer and winter motorized activities.

This can cause difficulties and confusion if travel planning is conducted simultaneously due to substantively different impacts.

Therefore summer and winter travel planning is generally the most successful when conducted separately since snow is a temporary medium and winter tracks over snow disappear from the landscape.

While trails are important to get from one place to another, they are not the only focus of snowmobiling activities in many areas of the country; consequently both on- and off-trail opportunities are very important. This is distinctly different from summer motorized travel planning.

CONSIDER THE FOLLOWING WHEN CONDUCTING WINTER TRAVEL PLANNING

Motorized winter recreation generally encompasses large areas and its participants are often quite mobile. By comparison most nonmotorized over-snow recreation takes place within 3 to 5 miles of trailheads. An exception is that a growing number of nonmotorized recreationists are using snowmobiles to access distant areas for backcountry skiing or snowboarding.

Modification of current winter travel management plans should be undertaken only when changing resource issues clearly indicate that adjustments are needed. Any modifications should consider both motorized and nonmotorized activities, examining how adequately existing plans are meeting public needs. Existing closures should be re-evaluated to see if

they are still serving the public interests and are still needed, and whether the mix of uses should be modified in view of changing demands and/or resource issues.

It is also important to assure a level playing field for both motorized and nonmotorized activities when approaching winter recreation management. If wildlife issues are driving area closures, it is likely that all forms of winter recreation may need to be excluded. While animals can be stressed by all human activities, they are often more likely to be stressed by nonmotorized recreationists since their 'more quiet' approach can resemble predator behaviors and ultimately elicit threat responses from animals.

The issue of managing 'conflict' must work both ways since – if those asserting conflict are regularly rewarded at the expense of other users – their incentive to continually push conflict as an issue becomes

Planning for Multiple Use Winter Recreation

Excerpts from Facts and Myths About Snowmobiling and Winter Trails (2014)

more appealing and can essentially become an unending enterprise. All too often these types of conflicts are inappropriately elevated to decision-determining levels when the issues are actually very minor or isolated. When considering allocating exclusive use for one group or another, all uses should stand equal chances to be excluded. For example, if skiers insist that snowmobiling is incompatible with their desires, they should in turn be excluded from areas open to snowmobiling; otherwise the unending conflict enterprise continues to repeat itself.

Past winter travel management has largely allowed nonmotorized users to have their exclusive areas, plus free and unfettered access to all snowmobile areas – so the question has typically been 'how much more area should the motorized

community give up'. This simply is not a satisfactory approach to winter travel planning; rather all users should have something to win or lose to help reach more effective and equitable compromises.

IMPORTANT PRINCIPLES FOR WINTER TRAVEL PLANNING:

- ❖ Evaluate the unit's entire land base – including areas currently closed to specific uses – to determine which areas are currently suitable or unsuitable for various winter recreation activities. While Congressionally-designated Wilderness is not available for motorized recreation, it is exclusively available for nonmotorized recreation and should be considered as such in determining the mix of uses. When performing this evaluation, consider new information, new science, and



ISMA photo

changes resulting from natural forces such as wildfires, diseases or other factors which may have changed the landscape.

- ❖ Determine – with the assistance of various user publics: where do people recreate on the public lands unit, and where would they go if given the opportunity to do so; what are the primary access locations and trails; where are the current loop opportunities, and where can new ones be developed; where are the play areas; what parking and trailheads are currently available, and what new ones

are needed; and what attributes of the winter experience are truly important to the different user groups.

- ❖ Evaluate the amount of use taking place currently by various user groups and examine likely trends in future demands for each.
- ❖ Use collaborative efforts between agencies and all user groups with a stake in the outcome early in the planning process. This collaboration should be used to help develop formal alternatives or proposals which the agency can duly consider during its planning analysis.



Photo by Brad Handberg

Did you know...

A growing number of nonmotorized recreationists are using snowmobiles to access distant areas for backcountry skiing or snowboarding.

UNDERSTANDING GROOMER OPERATIONS

Grooming operations contributes greatly to the overall enjoyment of riders. It is typically the largest budget item for organizations that manage trail networks. The International Association of Snowmobile Administrators (IASA) and the International Snowmobile Media Council (ISMC) would like to remind snowmobilers and businesses about the aspects to maintain a snowmobile trail. As lead organizations in promoting snowmobiling and the management of organized recreational snowmobiling, its important riders take into consideration the following factors.

Please take into account the following factors:

1. Temperatures: If temps are too cold or too warm, grooming efforts are ineffective. In order for a snowmobile trail to compact for premium trail conditions, there has to be the right amount of moisture. The snow has to be the right consistency so it bonds together to create the smooth trail base we all enjoy. Too warm of temperatures (above freezing) will cause the snow to stick together and not compact and refreeze. In too cold of temperatures (-20 and below) the snow won't stick together and will not compact into a solid base.

2. Setup Time: In order for trails to stay smooth for a longer period of time, the snow molecules need time to create a stronger bond (freeze). This reduces the snowmobiles immediate impact, providing better trail conditions for a longer period of time.

3. Snow Mechanics: Just like in everything, there are mechanics to grooming operations. Snowmobile trail associations are usually fortunate enough to find heavy equipment operators and mechanics that assist them. However, these individuals usually require additional training for a better understanding of how to process the snow for the best trail base. Training includes learning how to cut the moguls, optimum grooming speeds for the best compaction and how to operate the equipment to pull in snow and so much more.

4. Funding: Snowmobile trail systems are self-funding through snowmobile registrations and trail passes. It's often found there is never enough funding to cover the rider's demands for snowmobile trail grooming.

5. Volunteers: If it wasn't for the countless hours of volunteer efforts, snowmobile trails wouldn't be as successful as they are today. Annually, volunteers spend hundreds of hours to manage trail leases, inspect trails, clear brush, install trail signage, repair bridges and groom trails. The volunteers are the workhorse and if it wasn't for them there would not be trails to ride today. Show your appreciation and say thanks for their hard work but most important, get involved and see how you can help.

6. Grooming Operations: Snow conditions dictate where grooming operations can occur. If there is not enough snow to meet trail grooming requirements, the trail system may not be maintained. It's the hope that each season trail systems can be maintained on a regular basis but if snow conditions don't meet the requirements, trail operations will stop there. Managing organizations not only have to answer to snowmobilers grooming demands but have to meet requirements set forth by land owners, legislators and enforcement officers to ensure access for years to come. Grooming usually happens at night, so don't expect to find all the groomers out on Saturday afternoon.

As you head out this season, please keep these factors in mind to ensure a successful snowmobiling future.

About IASA

IASA is a self-organized, nonprofit organization comprised of snowmobile program administrators representing 27 US states, 10 Canadian Provinces, 3 Canadian Territories, and 1 European Country, Sweden, to facilitate communications among administrators. The organization promotes sound management of recreational snowmobiling throughout North America, including snowmobile safety; uniformity and enforcement of laws, rules, and regulations; International, Federal, State, Provincial, and Territorial cooperation and coordination; harmonious relationships with the environment; and the collection, development, and dissemination of information; in collaboration with other trail user groups.

About ISMC

The International Snowmobile Media Council's (ISMC) goal is to keep all snowmobilers informed on interesting topics related to snowmobiling by working closely with the American Council of Snowmobile Associations (ACSA), International Snowmobile Manufacturer Association (ISMA), International Association of Snowmobile Administrators (IASA) and State and Provincial Snowmobile Organizations; sharing their press releases with snowmobilers and other interested users by way of social media, e-mail and printed media. Additionally, ISMC scans news articles from around the world and shares any interesting snowmobile-related information to interested parties.

Can You Survive the Night?

DO YOU HAVE WITH YOU THE FOLLOWING?

1. Fire starting material (matches, flares, etc.)
2. Hand saw
3. A means of communication
 - a. Radio – FSR, Amateur, Commercial
 - b. Cell phone
 - c. GPS
4. Extra food (trail mix, energy bars, etc.)
5. Liquids (water, sports drink, etc.)
6. Extra clothes (gloves, socks, etc.)
7. Avalanche beacon, Shovel and Probe
8. Have you left word with someone as to where you are going to and an approximate return time?

Avalanche Videos

The ACSA PR Committee has two videos for you to share with your members and followers on your social media, whether it is your Website, Facebook or other means that you may have.

We hope you will share these.

[https://www.dropbox.com/s/bo7d8nw5onmasy7/ACSA Promo%20Video With%20Words 720p High. m p4 ?dl = 0](https://www.dropbox.com/s/bo7d8nw5onmasy7/ACSA%20Promo%20Video%20Words%20High.m4?dl=0)

<https://youtube.com/EmkKVzRPLZw>

We have also created a Media Center on the ACSA website where these materials will be stored. Hopefully this will make it easier to find materials. There is a button on the home page -- and the link is:

<http://snowmobilers.org/acsa-media.aspx>

Avalanche Videos From International Snowmobile Manufacturers

Courtesy of Ed Klim, President

Good Morning Snowmobile Community,

The snowmobile manufacturers are happy to announce that the new Safe Riders! video chapter series has been completed and is now available for download on the ISMA website www.snowmobile.org

The video series consists of 13 separate chapters covering snowmobile safety issues and lifestyle issues. The chapters were created to support snowmobile safety instruction and information.

The lifestyle and club and association chapters were created to help promote the snowmobile community, club membership and invite outdoor enthusiasts to join us in snowmobiling.

Please check out the videos, and help us distribute this information far and wide.

The videos can be downloaded onto your computer or viewed through our website and the YouTube Channel.

“Always Wear a Beacon”, Says a Utah Man Who Assisted in an Avalanche rescue of a Snowmobiler

The use of avalanche beacons and rigorous rescue training resulted in the swift rescue of a snowmobiler buried in an avalanche in the Utah's Monte Cristo area recently.

The snowmobiler was recovered in just four to five minutes after being buried by a 359-foot wide avalanche in an area south of Whiskey Creek, said Sgt. Brandon Toll of the Weber County Sheriff's Office. The slide apparently started when the man cut a path into an area locals call the 'bobsled run.'

"The guys were prepared, trained and when this occurred, immediately their training kicked in and we were able to have a successful outcome," he said.

Toll said the happy ending was also due to powdery snow conditions that gave the man a little breathing room while he was buried under 4 feet of snow. Toll would not release the name of the man, who had been identified in press reports, as a 59-year-old Weber County volunteer search and rescue team member.

Toll said one of the snowmobile's skis struck a tree branch, catapulting the rider off the sled. "We believe when the avalanche came through, it kind of just went around his helmet and funneled around it so it gave him a little more of an air pocket," Toll said. The snowmobile was recovered under 10 feet of snow.

The rescuers, most of them Weber County deputies and volunteer Search and Rescue volunteers on a routine Friday snowmobile patrol, as well as a private party that had joined them because it's members were not familiar with the area, worked together to locate the man.

This incident illustrates the importance of carrying the proper equipment and back country recreationalists undergoing avalanche safety training with beacons, probes and shovels...

FACT OR MYTH

"If a little (lube, grease, thread sealant, fastener torque) is good, a lot must be really good."

It is a Myth!

Oil slings everywhere inside of a chain-case when a snowmobile is moving, so the hard parts will receive enough lubrication as long as the chain is covered at the bottom of the case while at rest. But keep in mind that without enough oil, the existing oil could overheat and break down.

Over filling a chain-case with chain lube won't necessarily cause damage, but it could make a mess under the hood. Extra oil can cause too much pressure to build inside the case, which will push oil out of the vent. In some cases, too much chain-case lube in systems with mechanical reverse will cause shifting problems or make them pop out of gear at high speeds. Synthetic chain-case oil should always be used because it holds up to extreme temperature swings.

Injecting too much grease through a zerk might damage a bearing's seal. When greasing shafts for assembly, typically a very fine layer will be enough to keep them moving freely and prevent corrosion.

Thread sealant products like Loc-Tite are designed to keep fasteners from vibrating loose – not lock them in place – so there's no reason to use more than what's recommended. Just a drop or two is typically all that's required. Too much thread-locking agent inside a hole can cause a bolt to hydro-lock, and give a false torque reading. Extra bolt sauce might also cause a fastener to become unserviceable after it permanently bonds within a hole or to a nut.

There's no reason to tighten a fastener beyond a manufacturer's specification. Over torqued nuts and bolts can distort parts and strip threads, especially aluminum where a person can easily exceed its strength and pull out the threads. Assemblies that fit on a tapered shaft end should be carefully installed.

An over-torqued clutch bot, for example, could pull the clutch too far onto the crankshaft and cause the pulley to become stuck on the crank. In extreme cases, too much torque could pull the clutches out of alignment or even crack the tapered bore.

Scot-Grip bolts from 3M have a coating of thread sealant that is dormant until the bolt is twisted into threads. The shearing action breaks open tiny capsules and causes the sealant to cure. 3M says the bolts can be reused without 'significant loss of performance.'

Tips For Encountering Grooming Equipment On The Trail

From Idaho Parks and Recreation

➤ Snowmobiles are much more maneuverable than groomers, so always yield to a groomer. Always slow down when approaching or overtaking grooming equipment. Groomers move very slowly, typically only 5 to 8 miles per hour, so they are almost stationary when compared to a snowmobile traveling 30 to 60 miles per hour.

➤ Recognize that trail groomers may be working on the trail at any time of day or night. They are there in an effort to provide you with smooth, safe trails. Always keep your snowmobile under control and anticipate that a groomer might be around the next corner or over the hill.

➤ When approaching an oncoming groomer on the trail, slow down and move your snowmobile to the far right side of the trail. Realize that the grooming drag or tiller behind the groomer may vary in width, and it may extend wider than the tracks of the groomer, and may essentially take up most or all of the trail's width. If the trail is narrow or winding, you may need to stoop at the far outside edge of the trail to let the groomer pass.

➤ When overtaking a groomer from the rear, slow down and assess the situation ahead. If there is good sight distance and the trail ahead is clear of oncoming traffic, pass the groomer while operating with caution. Beware that the groomer may create snow dust and make visibility poor. If the trail is narrow or winding, you may need to stay behind the groomer until the operator pulls over and signals for you to pass. Be patient because it may take some time before there is a safe location and safe conditions for passing.

➤ If you need to stop a groomer to ask for information or assistance, understand this should be done only in an area where there is good sight distance and it is safe to stop. The groomer operator may request that you follow the groomer to a safer location where the groomer can stop safely to provide the assistance you need.

Trailer Tire Torque Specs

So you just replaced a trailer tire and are going to tighten the lug nuts; how tight should they be? If you're like most people, someone in the group says, "As tight as you can get them". How big of a wrench does it take to break a stud off with instructions like that?

A leading trailer manufacturer indicates in their Owner's Manuals, to start all lug nuts by hand to prevent cross-threading and to ensure proper alignment of the nut-to-rim sealing surface. Zipping a nut on with an air wrench could misalign the whole works. The lug nuts should be tightened in a star pattern (across from each other), in three stages of torque; first tighten all nuts to 25 foot-pounds, then to 60 foot-pounds, and finally to 80 foot-pounds, always in a star pattern sequence. This is classified as 'good and tight' in our book.

It's always a good idea to re-check the nuts after the first 50-100 miles or so, especially if you have aluminum rims. If the wheel wasn't centered just right when you tightened the first nut, the whole wheel could be slightly off center and the nuts might loosen up. We've had this happen enough times over the years. Learn from our mis-adventures!

Outdoor Recreation Community supports Lands Package Legislation

HASLETT, MI, December 19, 2018: The Outdoor Recreation Roundtable supports the need for a healthy land management agenda in Washington DC and across the United States. Congress has a unique opportunity to enact legislation that could help make great strides in protecting our public lands while delivering needed reforms to enhance the outdoor recreation experience.

The Outdoor Recreation economy accounts for 2.2% of the US Gross Domestic Product (GDP), producing \$734 Billion Dollars in economic output and supporting 4.5 million direct jobs in the United States.

The Roundtable joins ISMA in supporting the following pieces of legislation:

- Restore our Parks Act – there is substantial deferred maintenance affecting recreation and local communities that rely on recreation visitors. Visitation across the United States has increased and there is over \$1 billion dollars worth of backlog in our National Parks on recreational assets such as trails, campgrounds, and marinas. We support a bi-partisan legislative effort (which is also supported by the Administration) which offers a thoughtful solution to this growing issue. We hope to support millions of visitors to our National Lands this year and we need to have those recreation assets maintained and in great shape.

- The 21st Century Conservation Service Corp – is a bold national initiative to engage 100,000 young adults and veterans in service on Public Lands throughout the country. The Conservation Corp organizations are all community organized and leverage private funds to help support the local economy, and development and support of the Outdoor Recreation economy in their area. Snowmobilers have been doing this for many years in the building and improvement of snowmobile trails throughout our national forests and we know that the clubs and associations throughout the snowbelt will continue to do this while helping young adults and veterans obtain some skills for the growing recreation economy.

- Every Kid Outdoors Act – Public Lands are some of the best venues for children to experience the outdoors and participate in outdoor recreation. The legislation being discussed will provide grade school and Jr High students free access to many of the public lands. These students can request an annual pass (for themselves and three adults) to allow them visitation to the public lands of their choice. This is a great opportunity to expand visitation to our National Parks and National Forests and BLM lands.

- Guides and Outfitters Act – This is bi-partisan legislation that has been passed by the House Natural Resources Committee. It improves the outfitter and guide permitting system of Federal Land Agencies to help Americans enjoy access and the great outdoors. There are many guides and outfitters that introduce our National Forest and BLM trails to snowmobilers nationwide and this Act helps facilitate outdoor recreation and their activity.

- RTP Full Funding Act – This bi-partisan legislation has been introduced and would require a study to determine the best available estimate value of off-highway recreational fuel tax paid to the Highway Trust Fund. The Recreational Trails Program is currently funded through the Highway Trust Fund at \$85 million dollars annually. This is only a portion of the \$270 million dollars annually that the Federal Highway Administration estimates that motorized trail users pay in to the Highway Trust Fund through fuel taxes. RTP is a user pay, user benefit program that benefits all recreationists and is supported and benefits snowmobilers across the United States. It serves as a primary funding mechanism for thousands of motorized trail opportunities.

- Outdoor Recreation and Rural Development – This allows the economic and community development groups in rural America to consider applications for funding that supports outdoor recreation economy. This will include investments in outdoor recreation businesses, facilities, infrastructures, strategic planning, marketing access, and marketing. Programs may support financial assistance or technical assistance and training. Projects must be carried out in rural America – where we snowmobile – and must meet the applicable eligibility requirements.

To help policy makers make informed decisions, the Outdoor Recreation Roundtable meets with members of Congress and we have asked them to include \$1.5 million dollars in funding to take the Outdoor Recreation satellite account (ORSA) to the next level. We hope this next step will include the development and refinement of state data which will capture the scope and impact of the recreation economy in each state in the country.

What's in My Mountain Pack?

By Mike Duffy – Avalanche Expert

No one plans an accident, but planning what to carry makes all the difference if something goes wrong. This list is compiled from my 25 years of rescue work, guiding and 18 years of avalanche instructing. The skills learned and equipment carried will significantly increase the chance of a riding partner surviving out in the wilderness, getting to emergency crews, or in case of an avalanche burial. If you ride out west or are planning a trip, being prepared is important.

This is the gear in my pack and on my sled.

1. **Backpack/Avalanche airbag pack**
2. **Avalanche Transceiver:** Digital 3-antenna, easy to use, proven design. I carry a spare for the group. Wear on your body underneath outermost layer. Practice, practice, practice!
3. **Shovel:** Metal with extendable shaft.
4. **Tunnel bag:** Carries non-emergency gear allowing for a lighter pack.
5. **2nd Shovel:** If you wear an airbag pack, keep a 2nd shovel in a tunnel bag so you don't lose the protection of the airbag when accessing shovel.
6. **Probe:** To pinpoint the exact location of a buried person. 260cm or longer.
7. **Map and Compass:** Do not rely on GPS alone.
8. **Flagging:** Surveyor's tape. Mark areas searched, last seen points and your route to accident.
9. **Headlamp:** With strobe feature, LED. It is easier to be found if you have a light source.
10. **First Aid/Survival kit/Fire starters:** First aid and CPR training.
11. **Extra clothes:** Warmer layers, extra gloves and socks.
12. **Food and water:** Eat and stay hydrated to keep warmer.
13. **Bivy sack:** Survive the night or keep an injured person warm.
14. **Saw:** We tell everyone it's for survival, but it's usually used for getting our sled out of the trees!
15. **GPS/satellite communicator:** Get help to you faster. Don't rely on cell phones.
16. **2-way Radios:** Save valuable riding time by finding separated riders and relaying information.
17. **Spare batteries:** For your radio and Headlamp.
18. **Cyalume light sticks:** For night helicopter rescue.
19. **Tow strap**
20. **Protective vest:** Prevents injuries.

PATAGONIA DONATES \$10 MILLION TO ENVIRONMENTAL GROUPS

Patagonia announced that they will donate \$10 Million to environmental groups. This amount is in addition to their annual 1% of sales to environmental groups. This contribution is intended to focus on the climate crisis.

Patagonia has a long history of environmental activism. Since 1985, the company has committed 1% of its sales to fund grassroots activism geared toward the preservation and restoration of the natural environment.

EDITOR'S NOTE: Why can't snowmobiling groups get backing like this to help support our cause? We certainly could use some more \$s to help support our cause.

THE WOLVERINE

From ACSA

The Center for Biological Diversity (CBD) has given the U.S. Department of Interior (DOI) a 60-day pre-suit notice of intent to file a suit forcing DOI to decide whether to list the wolverine as endangered or threatened.

Unfortunately the DOI is in violation of the timing requirements of the Endangered Species Act which require a decision be made whether to list the species within 12 months of issuing its proposed rule for listing the wolverine (which occurred in 2016 following an adverse court decision).

ACSA filed comments opposing the wolverine listing and will continue to follow this closely. ACSA will continue to work to defeat the wolverine listing and ensure policy makers recognize the fact that snowmobiles DO NOT harm wolverines.



Idaho Gems

Every now and then it takes a true military mind to come up with a classic quote! In a recent interview, General Norman Schwarzkof was asked if he thought there was room for forgiveness toward the who have harbored and abetted the terrorists who perpetrated the 9/11 attacks on America.

His answer: "I believe that forgiving them is God's function.
Our job is simply to arrange the meeting"

~~~~~

When you think you have no chance of getting what you want,  
you probably won't get it, but if you hang in there and so you best,  
sooner or later, you will get it or something better.

### Idaho Chuckles

If God wanted me to touch my toes, he would've put them on my knees.

The biggest lie I tell myself is, "I don't need to write that down, I'll remember it."

## DID YOU KNOW ...

Trespassing is the **#1 complaint** against snowmobilers by landowners and a leading cause of lost snowmobiling access.

Signs like this are becoming more common.



Please respect our land owners and their willingness to allow snowmobilers on their land.

## CHECKING BELT DEFLECTION

Belt deflection is checked by looking at how far the belt sticks out from the sheaves. Having a drive belt set with the right amount of tension is an important factor to achieve good performance from a snowmobile. Belt deflection is commonly checked by swinging open the hood or side panel and noting how far the belt protrudes above the outer diameter of the secondary clutch. While this might get a tuner in the ballpark, it's not actually correct.

By their nature, drive belts with the same part number vary in total length, and that dimension – in addition to the distance between the secondary clutch's sheaves – affects tension.

All things being equal in terms of tension, a belt that's on the short end of the tolerance scale for length will sit lower in the clutch when compared to a belt that's just one-eighth of an inch longer, for example.

One method of measuring deflection is by pushing against the belt mid-way between the clutches until you see the 'bottom half' of the belt move.

That movement indicates the appropriate amount of tension has been achieved so you can set a straightedge on the belt, measure how far the top-cog surface has deflected and compare it to the specification. A bog out of the hole could mean the belt is too loose, while squealing and the sled creeping forward at idle means it's too tight. Evaluation is best conducted after the sled has been driven a mile or two to warm it up and loosen up the track and chain.

You'll know your snowmobile's belt is set correctly when the track just barely creeps forward while the engine idles with the track elevated off the ground.

## Idaho Snow Biz Tidbits of Information

In 2008 only 40% of snowmobilers indicated they would consider purchasing a 4-stroke snowmobile. In 2016, that number had risen to 74%.

The longest snowmobile journey as recognized by the Guinness Book of World Records was set by retired U.S. Marine Bob Davis, who logged 12,163 miles on his 2005 Yamaha RS Venture in a 60-day period between January 11, 2008 and March 11, 2008.

His sled already had nearly 24,000 miles on it when the quest began. Davis averaged 18 mpg over the life of the sled. The valves were inspected at 22,000 miles and only three required adjustment. The original brake pads were changed at 22,1217 miles and the original track was replaced at 15,593 miles. Drive belts average 9,000 miles each, and the original factory engine lasted the entire 36,033 miles. Way to go – Yamaha!

Properly loading your trailer is one of the most commonly over-looked aspects of safe towing. Roughly, two-thirds of the gross load weight should be positioned toward the front half of the trailer. This is typically accomplished by placing the heavier sleds on the trailer first.

Plexus plastic cleaner, what we use to clean goggles, face shields, windshields, helmets, hoods, and all types of plastics from bikes to cars to computers, was originally developed for cleaning and protecting aircraft windshields. In fact, it is mandated (required) for use on the B1-B Stealth Bomber to clean, polish and protect the canopy (a \$300,000 canopy!). This was due to the ability of Plexus to seal the pores in the plastic surface, and its protective wax that gives the plastic an anti-static coating that repels dust and lint.

Which way do you install a new drive belt? Does it matter? Once a drive belt has been used, you should always run it in the same direction. For this reason, always install your drive belts so you can read the writing on the top of the belt.

This way, your belts will always be installed in the same direction.



## Snowmobile based Avalanche Awareness and Companion Rescue Clinics

| Date & Time:        | Location:                                             | Course Type:         |
|---------------------|-------------------------------------------------------|----------------------|
| October 5th at 6PM  | Meridian - Redline Recreational Toys                  | PowerPoint (2 hours) |
| October 9th at 6PM  | Boise - Dennis Dilion Powersports                     | PowerPoint (2 hours) |
| October 12th at 6PM | Meridian - Redline Recreational Toys                  | PowerPoint (2 hours) |
| October 20th at 4PM | Ontario - Edge Performance Sports                     | PowerPoint (2 hours) |
| October 24th at 7PM | Mtn. Home - Elmore County S&R bldg.                   | PowerPoint (2 hours) |
| October 25th at 6PM | Meridian - Redline Recreational Toys                  | PowerPoint (2 hours) |
| November 6th at 6PM | Meridian - Redline Recreational Toys                  | PowerPoint (2 hours) |
| January 3rd at 7PM  | Boise - Cougar Mtn Snowmobile Club Mtg at Idaho Pizza | PowerPoint (30 min)  |

| Date & Time:         | Location:                                  | Course Type:            |
|----------------------|--------------------------------------------|-------------------------|
| January 4th at 6PM   | McCall - Mile High Powersports             | PowerPoint (2 hours)    |
| January 5th at 9AM   | Adams County - Upper Elevation parking lot | Field Session (6 hours) |
| January 18th at 6PM  | Boise - IDPR HQ (5657 Warm Springs Ave.)   | PowerPoint (2 hours)    |
| January 19th at 9AM  | Idaho City - Whoop Em Up parking lot       | Field Session (6 hours) |
| February 8th at 6PM  | Twin/Burley - Action Cycles N Sleds        | PowerPoint (2 hours)    |
| February 9th at 9AM  | Mt. Harrison/Pomerelle warming hut         | Field Session (6 hours) |
| February 22nd at 6PM | Pine/Featherville - Senior Center          | PowerPoint (2 hours)    |
| February 23rd at 9AM | Trinity warming hut                        | Field Session (6 hours) |

Please register at [reced.idaho.gov](http://reced.idaho.gov)

Since avalanches are the number one cause of snowmobile fatalities in the west, the Idaho Department of Parks and Recreation is presenting a **free** Snowmobile based Avalanche Awareness course. The class is geared to familiarize the winter backcountry enthusiast with hazard recognition and techniques for safe travel in avalanche terrain.



Goals of this program are based on the five-point national avalanche safety campaign, and help riders to put into practical use each of the following:

- 1) Get the Gear,
- 2) Get the Training,
- 3) Get the Forecast,
- 4) Get the Picture, and
- 5) Get out of Harm's Way.

# Free - Snowmobile based Avalanche Awareness and Companion Rescue Clinics



## Southeast Idaho

| Date & Time:         | Location:                               | Course Type:            |
|----------------------|-----------------------------------------|-------------------------|
| November 7th at 6PM  | Idaho Falls - IDPR Region Office        | PowerPoint (2 hours)    |
| November 19th at 6PM | Soda Springs - Soda Springs High School | PowerPoint (2 hours)    |
| December 6th at 6PM  | Preston - Robinson Building             | PowerPoint (2 hours)    |
| December 28th at 6pm | Island Park - Ponds Lodge               | PowerPoint (2 hours)    |
| December 29th at 9AM | Island Park - Big Springs parking lot   | Field Session (6 hours) |
| January 11th at 6PM  | Preston - Robinson Building             | PowerPoint (2 hours)    |
| January 12th at 9AM  | Preston - Copenhagen parking lot        | Field Session (6 hours) |
| February 1st at 6PM  | Idaho Falls - IDPR Region Office        | PowerPoint (2 hours)    |
| February 2nd at 9AM  | Bone Road snowmobile parking lot        | Field Session (6 hours) |
| February 15th at 6PM | Salmon - TBD                            | PowerPoint (2 hours)    |
| February 16th at 9AM | Salmon - William's Creek parking lot    | Field Session(6 hours)  |

## Southwest Idaho

| Date & Time:           | Location:                                                                   | Course Type:           |
|------------------------|-----------------------------------------------------------------------------|------------------------|
| October 20th at 4:30PM | Ontario - Edge Performance Sports                                           | PowerPoint (2 hours)   |
| October 24th at 6PM    | Mtn. Home - Elmore County S&R bldg.                                         | PowerPoint (2 hours)   |
| October 25th at 6PM    | Meridian - Redline Recreational Toys                                        | PowerPoint (2 hours)   |
| November 6th at 6PM    | Meridian - Redline Recreational Toys                                        | PowerPoint (2 hours)   |
| January 2nd at 7PM     | Boise - Cougar Mtn Snowmobile Club Mtg at Idaho Pizza, 7100 W Fairview Ave. | PowerPoint (2 hours)   |
| January 4th at 6PM     | McCall - Mile High Powersports                                              | PowerPoint (2 hours)   |
| January 5th at 9AM     | Adams County - Upper Elevation parking lot                                  | Field Session(6 hours) |
| January 18th at 6PM    | Boise - IDPR HQ                                                             | PowerPoint (2 hours)   |
| January 19th at 9AM    | Idaho City - Whoop Em Up parking lot                                        | Field Session(6 hours) |
| February 8th at 6PM    | Twin/Burley - Action Cycles N Sleds                                         | PowerPoint (2 hours)   |
| February 9th at 9AM    | Mt. Harrison/Pomerelle warming hut                                          | Field Session(6 hours) |
| February 22nd at 6PM   | Pine/Featherville - Senior Center                                           | PowerPoint (2 hours)   |
| February 23rd at 9AM   | Trinity warming hut parking lot                                             | Field Session(6 hours) |

Register at [www.reced.idaho.gov](http://www.reced.idaho.gov)



Goals of this program are based on the five-point national avalanche safety campaign, and help riders to put into practical use each of the following:

- 1) Get the Gear,
- 2) Get the Training,
- 3) Get the Forecast,
- 4) Get the Picture, and
- 5) Get out of Harm's Way.

And - Companion Rescue

# Free - Snowmobile based Avalanche Awareness and Companion Rescue Clinics



## North Idaho

| Date & Time:                    | Location:                                         | Course Type:                              |
|---------------------------------|---------------------------------------------------|-------------------------------------------|
| <del>November 8th at 6PM</del>  | <del>IDPR Region Office (Panhandle Room)</del>    | <del>PowerPoint (2 hours)</del>           |
| <del>November 15th at 6PM</del> | <del>IDPR Region Office (Panhandle Room)</del>    | <del>PowerPoint (2 hours)</del>           |
| <del>November 29th at 6PM</del> | <del>Hells Gate State Park (Welcome Center)</del> | <del>PowerPoint (2 hours)</del>           |
| <del>December 6th at 6PM</del>  | <del>IDPR Region Office (Panhandle Room)</del>    | <del>PowerPoint (2 hours)</del>           |
| <del>December 13th at 6PM</del> | <del>Moscow Revolution Motorsports</del>          | <del>PowerPoint (2 hours)</del>           |
| January 4th at 6PM              | Sandpoint Marine and Motorsports                  | Powerpoint (2 hrs)                        |
| January 5th at 9AM              | Sandpoint - Trestle Creek Parking Lot             | Field Session(6 hours)                    |
| January 11th at 6PM             | IDPR Region Office (Panhandle Room)               | PowerPoint (2 hrs)                        |
| January 12th at 9AM             | TBD - 4th of July Pass/Mullan                     | Field Session(6 hours)                    |
| January 25th at 6PM             | Orofino - Search and Rescue Building              | PowerPoint (2 hrs)                        |
| January 26th at 9AM             | Orofino - TBD                                     | Field Session(6 hours)                    |
| February 8th at 6PM             | Grangeville - SAR Building                        | PowerPoint (2 hrs)                        |
| February 9th at 9AM             | Grangeville - Fish Creek Parking Lot              | Field Session(6 hours)                    |
| February 22nd at 6PM            | IDPR Region Office (Panhandle Room)               | PowerPoint (2 hrs)                        |
| February 23rd at 9AM            | TBD                                               | Snowmobile Operator's Field Class (6 hrs) |

Register at [www.reced.idaho.gov](http://www.reced.idaho.gov)

Goals of this program are based on the five-point national avalanche safety campaign, and help riders to put into practical use each of the following:

- 1) Get the Gear,
- 2) Get the Training,
- 3) Get the Forecast,
- 4) Get the Picture, and
- 5) Get out of Harm's Way.

And - Companion Rescue



If you're looking for something .. they're sure to have it!

## Idaho State Snowmobile Association Business Members

If any information on this page is incorrect please contact the ISSA Membership Chairperson so the changes can be made.

These Business Members Support ISSA, Please Support Them.

**4 Season Power Sports**  
544 Hwy. 95  
Ponderay, ID  
208-263-1124

**Action Motor Sports**  
13585 E Lincoln  
Idaho Falls, ID  
208-522-3050

**All Sport Polaris/Honda**  
Liberty Lake, WA  
509-926-5044

**Arbor Landscaping & Professional Construction**  
27 W. Prospectors Dr.  
Cascade, ID 83611  
208-369-1702

**Bakers Plumbing Co.**  
McCall, ID 83638

**Baum Shelter Too**  
McCall, ID  
208-636-4722

**Bird of Prey Motorsports**  
721 Hanibal  
Caldwell, ID  
208-453-2222

**Blue Ribbon Properties**  
Cascade, ID  
208-382-3000

**Box Y Lodge**  
Alpine, WY  
254-381-0350

**Brandin' Iron Inn**  
201 Canyon St.  
West Yellowstone, MT  
406-646-9411

**Brundage Mountain Resort**  
Bob Looper

**CM Backcountry**  
313 McBride St  
McCall, ID 83638  
208-634-0017

**Carls Cycles**  
5550 W State St  
Boise, ID 83703  
208-853-5550

**Cascade Auto**  
18 S Main St  
Cascade, ID 83611  
208-382-4224

**Cheap Thrills Rentals**  
363 N. 3rd  
McCall, ID 83638

**Centennial Enterprises**  
Island Park  
208-558-9810

**Clearwater Sprinkler Company**  
Lewiston, ID  
208-791-7405

**Connie's Restaurant**  
4130 Wuakie Lane  
Island Park, ID  
208-558-6987

**D-Works, Inc.**  
McCall, ID 83638  
208-634-4205

**DA West Farms**  
2852 Garden Rd.  
American Falls, ID  
208-256-2671

**Dale's Pump Works**  
12 Knob Hill Dr.  
McCall, ID 83638  
208-634-6892

**Dennis Dillon Power Sports**  
7126 Victory Road  
Boise, ID 83709  
208-343-2830

**Die Hard Construction Services, Inc.**  
13868 Williams Rd.  
McCall, ID  
208-630-3593

**DoneRight Management LLC**  
200 East Park St.  
McCall, Idaho  
208-634-0030

**Eagle Horizons Oasis**  
Carol Stockton

**Eastern Washington Sled Parts**  
3102 Airport Road  
Pullman, WA 99163  
1-509-332-6512

**Elite Kubota LLC**  
Belgrade, MT  
406-388-4939

**Elk Creek Station**  
Island Park, ID  
208-558-7571

**Elk River Outback Condos, LLC**  
1401 East Road  
Elk River, ID  
208-826-3405

**Elkins Resort on Priest Lake**  
404 Elkins Road  
Nordman, ID 83848  
bsdavis@me.com

**Elkins Resort on Priest Lake**  
404 Elkins Road  
Nordman, ID 83848  
tszybnski@me.com  
208-443-2432

**Fremont County**  
125 N Bridge St.  
St. Anthony, ID  
208-624-7266

**Gage Brothers Motorsports**  
100 W. Main  
Palouse, WA 99161  
509-878-2000

**Garage Door 911**  
Melba, ID  
208-468-9110

**Gateway Inn**  
700 West Main Street  
Grangeville, ID  
208-983-1002

**Gateway Trailers**  
1012 Park Ave.  
Lewiston, ID  
208-743-0720

**Gold Creek Lodge**  
8757 Forest Service Rd. 278  
Bayview, ID  
208-222-7689

**Hayhurst Bed & Breakfast**  
810 S. Pine Dr.  
Pine, ID  
208-653-2135

**High Country Electric, Inc.**  
McCall, ID  
208-634-6739

**High Mountain Adventures**  
Island Park, ID  
208-558-9572

**Hill's Resort**  
4477 West Lakeshore Road  
Priest Lake, ID 83856  
208-443-2551

**Home Again, Inc.**  
Eric King

**Idaho State ATV Association**  
Boise, ID 83707  
208-629-7447

**Island Park Building Supply**  
Macks Inn, ID 83433  
208-558-7552

**Jim's Drive Train Specialties**  
113 East 41st  
Boise, ID 83714  
208-384-5015

**Kesler Construction**  
1381 Steward Ct.  
McCall, ID 83638  
208-871-6404

**L.C. Hess Construction**  
16 E. Lakefork Road  
McCall, ID  
208-634-6829

**Lake City Heating & Cooling**  
Coeur d'Alene, ID  
208-929-0476

**Lakeside Lodge and Resort**  
3857 Lakeside Lane  
Island Park, ID  
208-358-0046

**Land and Wildlife Realtor/Broker**  
Joel Ockunzzi  
Donnelly, ID  
541-944-2288

**Lincoln's 10,000 Silver \$**  
PO Box 42000 W  
Haugan, MT 59842

**Mag Small Engine**  
4115 Adams St.  
Boise, ID 83714-6363

**Main Street Motorsports**  
1563 Main Street  
Lewiston, Idaho  
208-743-9353

**Mark Sverdsten Logging**  
Cataldo, ID  
208-682-4963

**May Security**  
McCall, ID  
208-634-5315

**McCall Idaho Vacation Rentals**  
McCall, ID  
208-473-9368

**McCall Lake Cruises**  
McCall, ID  
208-469-0467

**Michael R Gurney Agency**  
1607 Davis Ave #158  
McCall, ID 83638  
208-634-7154

**Mile High Power Sports**  
PO Box 1590  
McCall, ID 83638

**Morrell Excavating & Construction**  
27 W. Lake Fork Rd  
McCall, ID 83638  
208-634-2849

**Moto Trax**  
1220 S. Mountain Road  
Moscow, ID  
208-596-4162

**Mountain Tech Performance**  
McCall, ID  
208-634-1199

**Mountain Village Resort**  
Stanley, Idaho  
469-879-3924

**North Shore Lodge & Resort**  
175 N. Shoreline Dr.  
Warm Lake, ID 83611  
208-632-2000

**O K Gravel Works LLC**  
11146 ID-55  
Cascade, ID 83611  
208-271-6121

**Performance Motor Sports**  
Ashton, ID  
208-652-7738

**Pine Resort**  
54 E Nester Dr  
Pine, ID 83647  
208-653-2210

**Pinedale Tourism Commission**  
210 W Pine St.  
Pinedale, WY 82941  
307-367-4136

**Professional Construction**  
Cascade, ID 83611

**R K Motorworks**  
McCall, ID  
208-634-4285

**R & L Framing LLC**  
10151 Arnold Road  
Boise, ID  
208-939-8474

**Rendezvous Snowmobile Rentals Inc.**  
Yellowstone, MT

**Revolution Motorsports, LLC**  
230 E. E. Street  
Moscow, ID 83843  
208-883-7800

**Ride McCall**  
365 Potter Lane  
McCall, ID 83638  
208-869-5998

**Rocky Mountain Truck Center**  
Belgrade, MT 59714  
406-388-1505

**Rogers Motors**  
2203 16th Ave.  
Lewiston, Idaho  
1-800-769-5654

**Roger's Tire Pro & Auto Care Center**  
40204 Cleveland Blvd.  
Caldwell, ID  
208-454-2573

**Sandpoint Marine & Motorsports**  
195 Triangle Dr.  
Ponderay, ID  
208-263-1535

**Sawtell Mountain Resort**  
Island Park, ID

**Scheffy's General Store and Motel**  
95 Milwaukee Road  
Avery, ID  
208-245-4410

**Summit Riders**  
Cody & Steffanie Lott  
208-351-1384

**Super 8 Grangeville**  
801 SW 1st St.  
Grangeville, ID  
208-983-1002

**Suttons Cabins**  
16 Tee Mont Dr.  
Afton, Wyoming

**The Stanley High Country Inn**  
P. O. Box 290  
Stanley, ID 83278  
208-484-3847

**Tradewinds General Contracting, Inc.**  
9165 State Street  
Boise, ID 83714  
208-854-1888

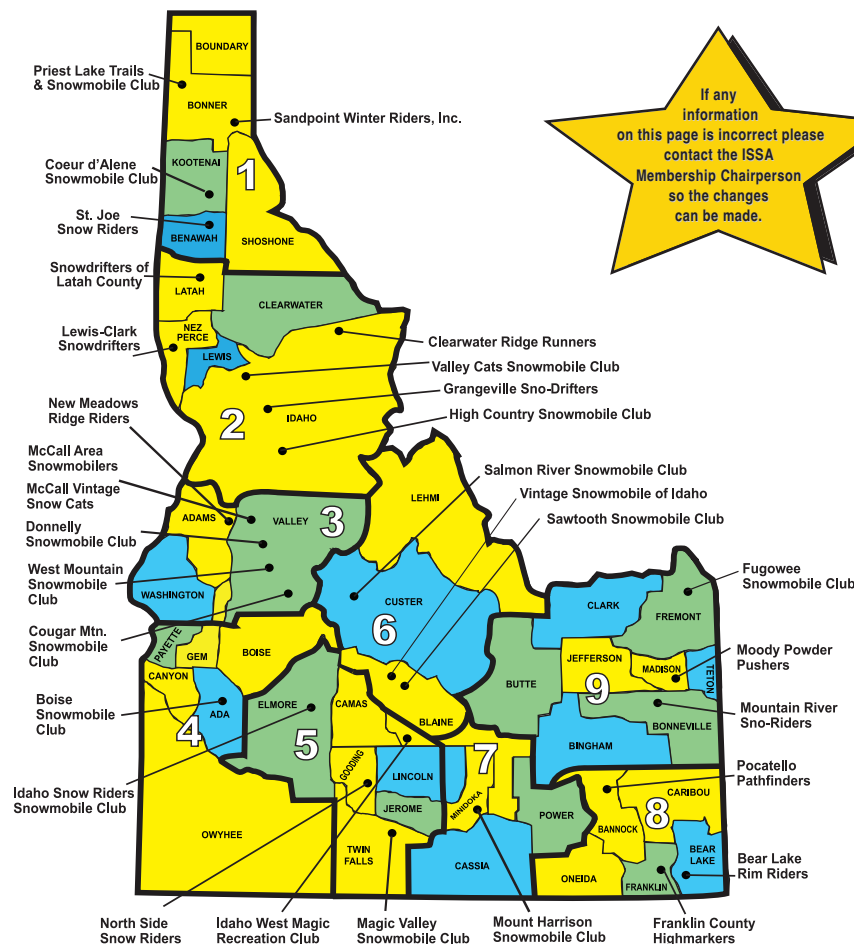
**Tucker Sno-Cat Corporation**  
2872 Pacific Hiway  
Medford, OR  
541-779-3731

**Valley Creek Lodge**  
Stanley, ID 83276  
208-774-3606

**Valley Store**  
112 W. Market  
Cascade, ID 83611  
208-382-4319

**Yellowstone Vacations**  
415 Yellowstone Ave.  
West Yellowstone, MT  
406-646-9564

# ISSA Club Directory



## REGION 4

**Boise Snowmobile Club**  
 Kenny Richey Jr. - President  
 12229 W. Freedom Dr.  
 Boise, ID 83713  
 208-559-1573  
 208-378-1456  
 kenny.richey@intgas.com  
 Club Address  
 P.O. Box 8555  
 Boise, ID 83707

**Idaho Snow Riders Snowmobile Club, Inc.**  
 John Miller - President  
 1021 N. Pine-Featherville Road  
 Pine, ID 83647  
 208-653-2532  
 dogmntpine@aol.com  
 facebook.com/idahosnowriders

## REGION 5

**Idaho West Magic Lake Rec Club "The Dam Fools"**  
 Jack Frates - President  
 960 West Magic Road #14  
 West Magic, ID 83352  
 info@damfools.com  
 www.damfools.com

**Magic Valley Sno-Mobile Club**  
 Kraig Rehni - President  
 Club Address:  
 P.O. Box 1009  
 Twin Falls, ID 83301  
 facebook.com/MVSC.now  
 ridemvsc@gmail.com

**Northside Snow Riders**  
 Vince Edlund - President  
 Club Address:  
 P.O. Box 583  
 Gooding, ID 83330  
 facebook.com/northsidesnow

## REGION 6

**Salmon River Snowmobile Club**  
 Tony Herold, President  
 P.O. Box 428  
 Stanley, ID 83278  
 208-720-0392

**Sawtooth Snowmobile Club**  
 C.J. Gorringer  
 P.O. Box 572  
 Bellevue, ID 83313

**Vintage Snowmobiles of Idaho**  
 Don Bernaiche - President  
 P.O. Box 473  
 New Meadows, ID 83654  
 208-590-0954  
 dbernaiche9@msn.com

**McCall Vintage Snow Cats**  
 Steve Karlstedt  
 P.O. Box 1714  
 McCall, ID 83638  
 (916) 798-3390

**McCall Area Snowmobilers**  
 Mark Wood, President  
 Club Address:  
 P.O. Box 354  
 McCall, ID 83638  
 www.snowmobilemccall.net

**New Meadows Valley Riders Snowmobile Club**  
 Terry Jones - President  
 P.O. Box 164  
 New Meadows, ID 83654  
 tljones@aol.com

**West Mountain Snowmobile Club**  
 Steve Hull, President  
 208-631-6108  
 Club Address:  
 P.O. Box 959  
 Cascade, Idaho 83611

## REGION 7

**Mount Harrison Snowmobile Club**  
 President - Bart Webster  
 222 South 2800 East  
 Paul, ID 83347  
 208-312-5009  
 Club mailing address:  
 P.O. Box 952  
 Burley, ID 83318  
 mtharrisonsnowmobileclub@hotmail.com  
 facebook.com/sledn

## REGION 8

**Franklin County Highmarkers**  
 Drew Bassett  
 4600 South 3200 West  
 Weston, ID 83286  
 promk155@hotmail.com  
 208-220-0865

**Pocatello Pathfinders, Inc**  
 Rosie Rosenberger - President  
 14578 W. Targee Rd.  
 Pocatello, ID 83202  
 208-232-1843  
 promk155@hotmail.com

**Bear Lake Rim Riders**  
 Reed Hansen  
 307 N 11th Street  
 Montpelier, ID 83254  
 208-847-1481  
 rmk800@icsofidaho.net

## REGION 9

**Fugowee Snowmobile Club**  
 Bill Vroman - President  
 4507 Sawtelle Peak Road  
 Island Park, ID 83429  
 208-521-2109

**Moody Powder Pushers**  
 Tom Ryan - President  
 1143 E. Butte Road  
 Menan, ID 83434  
 208-351-8570  
 blastco2@gmail.com  
 Club Address  
 P.O. Box 418  
 Rexburg, ID 83440

**Mountain River Sno-Riders**  
 Tom Wilson - President  
 4297 E 97 N  
 Idaho Falls, ID 83401  
 (208) 604-0514  
 TCW53@live.com

## REGION 1

**Coeur d'Alene Snowmobile Club**  
 Orin Moses, President  
 211 Ellie's Lane  
 Spirit Lake, ID 83869  
 orin.moses@yahoo.com  
 208-623-5806

**Priest Lake Trails & Snowmobile Club**  
 Dave Spencer, President  
 1918 West Toni Rae Drive  
 Spokane, WA 99218  
 dsloan40@comcast.net  
 509-435-2376

**Sandpoint Winter Riders, INC.**  
 Shawn Slinkard, President  
 Club Address P.O. Box 593  
 Sandpoint, ID 83864  
 shawn.slinkard@avistacorp.com  
 208-0449-3688

**St. Joe Snowmobile Club**  
 Ken Schiermeister, President  
 Forever Green Dr.  
 St. Maries, ID 83861  
 208-245-4455

## REGION 2

**Clearwater Ridge Runners**  
 Jarek Browning, President  
 Club address - P.O. Box 2375  
 Orofino, ID 83544  
 Clearwater Ridgerunner's on Facebook  
 208-827-1995  
 jebrowning22@gmail.com

**Grangeville Sno-Drifters**  
 Megan Murphy, President  
 P.O. Box 572  
 Grangeville, ID 83530  
 sno-drifters@hotmail.com

**High Country Snowmobile Club**  
 Pat West - President  
 P.O. Box 103  
 Dixie, ID 83525  
 208-476-0232  
 hcsc25b@yahoo.com

**Lewis-Clark Snowdrifters**  
 Eric Frei - President  
 2620 Blue Mountain Court  
 Clarkston, WA 99403  
 208-790-7475  
 ericfrei@cableone.net

**Valley Cats Snowmobile Club @ ATV**  
 Merle Barnett - President  
 P.O. Box 494  
 Kamiah, ID 83536  
 208-935-0570

**Snowdrifters of Latah County**  
 Vernon Gregg - President  
 1389 Chaney Road  
 Viola, ID 83872  
 208-883-8476  
 vlgregg@moscow.com

## REGION 3

**Cougar Mtn. Country Association**  
 Rick Dolphus, President  
 208-810-0745 cell  
 rdolphus@farmersagent.com  
 Club Address: P.O. Box 7601  
 Boise, ID 83707

**Donnelly Snowmobile Club**  
 Dave Bunker - President  
 2705 Heritage Drive  
 Nyssa, OR 97913  
 (541) 823-2192  
 branch@safelink.net  
 Club Address:  
 P.O. Box 951  
 Donnelly, ID 83615

**McCall Vintage Snow Cats**  
 Steve Karlstedt  
 P.O. Box 1714  
 McCall, ID 83638  
 (916) 798-3390

**McCall Area Snowmobilers**  
 Mark Wood, President  
 Club Address:  
 P.O. Box 354  
 McCall, ID 83638  
 www.snowmobilemccall.net

**New Meadows Valley Riders Snowmobile Club**  
 Terry Jones - President  
 P.O. Box 164  
 New Meadows, ID 83654  
 tljones@aol.com

**West Mountain Snowmobile Club**  
 Steve Hull, President  
 208-631-6108  
 Club Address:  
 P.O. Box 959  
 Cascade, Idaho 83611