

# Idaho Snow Biz

*Snowmobiling is a Privilege ...  
Not A Right*



*"United We Ride. Divided We Fail!"*



February/March 2018

Idaho State Snowmobile Association

Our Tracks Don't Last

**Fugowee Snowmobile Club ride on the  
Centennial Trail in the Island Park area  
Photo courtesy Bob Stantus Region 9 Director**





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## SNOW BUSINESS FROM THE ISSA OFFICERS



### President ... Gary Cvecich

Here we are in the middle of the season and I'm in the place that's sometimes referred to as the coldest place in the lower 48. It's 46 and raining, in January. The official weather guessers claimed we would have a winter season comparable to last year. I think they missed the mark. I'll still blame Lauren Frei and his Snow Goddess (or lack of Snow Goddess) for this.

Having not received any other offers to host the ISSA state ride, the Salmon River Snowmobile Club stepped up and said they would be willing to host again this year. Let's hope the snow is good in the beginning of March and not coming down so hard that you can't see where you're going like it did last year. My hope is that someone new steps up to the plate next year to host the ride. It is always fun to go someplace you haven't been, discover the riding they offer and to meet the people in that area. It's a great opportunity to showcase your area and promote it to the snowmobile community.

Hopefully, by the time you read this, we will be making an announcement on convention 2018. We have received an offer to host and are waiting for a definite commitment. This is also an opportunity for your club (or region) and community to host people from throughout the state to show what you have to offer, and a good opportunity to raise funding for your club.

While the snow has been sparse



### President-Elect ... Larry Laxson

What a strange snow year. Snow started early, then stopped rain, freezing rain then snow. The perfect formula for avalanches. Safety first.

We have entered a new and exciting time for the ISSA. We are finally seeing growth and awareness about land issues and access. (Thank you Sandra). This is a new era and a new challenge. With social media and a generation that responds to multiple forms of electronic input. This is an extraordinary opportunity to reach out and tell our story. To let people hear the truth about their land and the way it is managed. It is time to attack on all fronts. Time to take the conversation back from emotional feelings to fact and truth. Time to move on.



### Region 1 Director ... Joe Wuest

As a new director, I've been attending Region 1 Club events and meetings in the area and it amazes me how much individuals care about their sport & areas. Whether it is the Priest Lake Trails and Snowmobile Club vintage snowmobile race, the Sandpoint Winter Riders awesome bar-b-cues, the St Joe Snowriders & their upcoming memorial ride Feb 17th to remember the snowmobilers who have gone before us or the Coeur d'Alene Snowmobile Clubs annual chili feed to gather donation for their burnt down warming hut. The volunteer time that club members put into all the events, warming huts and keeping snowmobile trails open to insure everyone can enjoy our great outdoors is amazing. We sometimes don't give enough praise to these individuals and you wonder why they continue to give their precious time. What calls them to give so much, certainly only they can answer that question but I'm certainly grateful to those who give so much for others to enjoy.



### Region 2 Director ... Gene Riggs Dean's List

Weather is so unpredictable and this year is no different. We got lots of snow then lots or rain then more snow. It's hard to complain about our weather with the rest of the country going through fires, floods, 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.

In January Carolyn and I visited Clearwater Ridgerunner club meeting in Orofino, SnoDrifters of Latah County fun run in Elk River, and Grangeville SnoDrifters club meeting. With our local club Lewis-Clark Snowdrifters, we are planning a visitation to the Grangeville club's fun run later this month. We hope to get to High Country and Valley Cats too.

Be sure to check out the ISSA website at <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 4 Director ... Clyde Durham

Greetings from region 4, land of mud and rain. Wow, who would have thought after last years snow. There are new snow shovels and snow blowers for sale everywhere.

Good things are happening despite the weather. The Boise Club is having good attendance this year and had a super Christmas party. Kenny Richey, Sr. received an award for being a snowmobiler for almost fifty years, quite a record.

The fun run in Idaho City was cancelled due to lack of snow but is rescheduled for Saturday, February 10th providing the snow is there. We will meet at Granite parking lot and start the festivities at 9:00 am. Lots of good prizes and a great time to reunite with fellow snowmobilers and old friends. Be sure and follow us on Facebook.

The Idaho Snow Riders from Pine/Featherville will be having their fun run February 16th-17th, which is a two day event. The first day the ride is to Atlanta and there will be a prime rib dinner available at the local restaurant for those interested. The second day the ride is to Prairie providing the snow is good. There is no charge for the run and they will be having raffles and such along with some hot food. They always put on a great event and it is open for anyone to ride. John Miller told me yesterday that there was five feet of snow in the Trinities and there is some awesome riding up there. If you have questions about the event contact John Miller, his information is on the ISSA website.

Wishes for more snow and everyone have a safe and enjoyable riding season



### Region 8 Director ... Lin McKay

As of the time I am writing this we have had very low snowfall totals for this area. The riding here has been marginal with not enough snow available to groom or maintain trails in the way we are accustomed to have. Avalanche danger continues to remain quite high. Make it a priority to attend the avalanche safety classes offered in your area and stay safe out there. The Bear Lake Rim Riders had a successful activity with their local Search and Rescue unit helping some Search and Rescue members become familiar with snowmobiles and get some riding experience. This was an excellent opportunity to get to know and help another group from the area and introduce some new people to snowmobiling in a positive setting.

Plans are being made for additional club activities through the coming months with the hope that conditions will improve.



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

Continued access to our public lands is an ongoing battle. Our neighboring state, Wyoming, started a process a few years ago titled "Wyoming Public Lands Initiative". This effort is a statewide initiative to reassess Wild Life Study Areas to determine their future status. The process is for each county to establish a committee comprised of all interested parties to look at every Wilderness Study Area in that county and to make recommendations to their respective county commission on the future of these study areas. The counties will then forward their recommendations to the State for consolidation and forwarding to their congressional representatives for action. The process is in final year of a five-year effort. For more information, Google "Wyoming Public Lands Initiative".

We will be watching with much interest to see the final phase of the effort and the result of the congressional action. If successful, perhaps Idaho can undertake a similar process. Wilderness Study Areas were never intended to be a permanent designation regardless of how fervently our conservation group friends would like it to be the case.

The good news is that Region 9 has finally got snow albeit in the higher elevations but that's okay since that's where we like to ride anyway. The trick is getting there. The bad news is that avalanche conditions are really high. One snowmobiler has already been killed on Mt Jefferson. The season is still relatively young and we have a couple of great snow months ahead of us. Needless to say, trail grooming has been a challenge with the many mechanic issues associated with grooming trails with not much snow. Try to spread riders out on the trails as much as can be safely done to avoid creating ruts on the trails. This will help preserve trail conditions as much as we can.

Ride safe and break out your most potent snow dance!

**Region 3, 4, 6, 7, Past President, Convention Report  
Safety Report, Awards, Public Lands Chairman  
No Report**





## Charity ... Carolyn Riggs. *Dean's List*

Welcome 2018—Most of Idaho welcomed the new year with a nice coat of snow--more than we have had for many years. 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 the report are available on our ISSA website [www.Idahosnow.org](http://www.Idahosnow.org) under Charity.

I am hoping to receive charity reports from all clubs throughout Idaho at the end of the season. I will be sending requests to each club in early March. Getting data from clubs allows us to report volunteer/service efforts and financial donations from Idaho snowmobile clubs to International Snowmobile Congress and the more clubs that submit their reports the more closely it reflects 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. Again, the Charity forms are available on the ISSA website Charity link. Please add service hours to your agenda each meeting to begin collecting information for end of year report. Remember to include all service hours your members/club completed since April 2017.

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 email at [criggs@tds.net](mailto:criggs@tds.net). Please type ISSA or your club name in the subject so I don't miss it.



## Membership ... Joann Saunders

Spring is here in Boise! Our Fun Run was re-scheduled to Feb. 10 due to lack of snow. We made a trek to our area on January 20th and spent some time in the parking lot to ensure that anyone who arrived for the Fun Run would be advised of the date change. There were seven trailers in the lot; however they were all unloading SxS. Later four snowmobilers braved the gravel trail covered with a few snowflakes. Much to our surprise there was five four wheel drive trucks who took off on the trail to the top of the mountain. The good news was it was a beautiful bright sunny day. Changes are happening in ISSA. As with all change, it does not come without angst. My last report to you was at Convention. There were 804 active members with a 99% email delivery. Since the website continues to be under construction, there has been no place to input Memberships since mid-December. Therefore, I have no current analytics to share. It is frustrating and impossible to do my job without the necessary tools to do so. Hopefully this will move along quickly and then Memberships can be entered expeditiously. Being patient is difficult, just like waiting for those snowflakes to come! It will happen! Happy and safe trails to all.

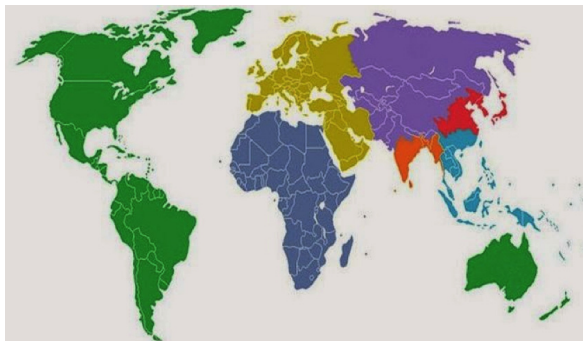


## History ... Warren Wilde *Dean's List*

There being no current history items from the members of ISSA, I will provide some History Trivia.

There are more Irish in New York City than in Dublin, Ireland;  
more Italians in New York City than in Rome, Italy;  
and more Jews in New York City than in Tel Aviv, Israel.

In 1970, Polaris introduced the centrifugal primary clutch utilizing flyweights allowing the engine clutch to be tuned to the engine. Patent was granted in August 1971. Variable Exhaust Valve for two-stroke engines patented in 1978 by Yamaha. 1st snowmobile application appears in 1985 at Eagle River by Ski-Doo winning the World Championship Consumer version appears in 1989 on Ski-Doo Mach 1. The map below, in different colors, the areas that have 1 billion population.



## Web Manager ... Jeanine Harrop Hansen

We're at the end of January, and we can say that so far, it's pretty much a no-snow year, or the very least, a low-snow year. Not so great for snowmobile enthusiasts. With that, it has brought snow up in the mountains bringing us to a point of where we've encountered more than our share of avalanches this year, putting great perils for every back country rider this season. Some have even proven to be fatal while enjoying their winter season passion, for which our thoughts and prayers are most certainly with their families and friends.

We do however, appreciate those who have found themselves in such precarious situations, then chose to share it on social media. By doing so, they may have just saved many, many lives. As we all know social media is a big part of today's society. It's how we communicate with fellow snowmobiler's, we advertise our next event for our club, it's where ideas are created then become a reality, it's where we get to express our gratitude for those endless hours of selfless service that so many of our community members have put into making this event, even better that it was last year! It's where others have the opportunity to become familiar with just what our local county club and state association is all about then peeking their interest, and hopefully enticing them to wanting them to become a part of our great organizations, that they would otherwise have no idea about other than these amazing tools we have called, "Social Media"! Facebook seems to be at the core of it all, with the Millennials taking to Instagram, and then of course, there's Twitter! And now, the Idaho State Snowmobile Association has the greatest source of all: an incredible new website which has really raised the bar! Cody is at the helm to get this to where we want and need it to be to where YOU WANT and NEED IT to be, and he is doing a magnificent job!

Please contact me if you would like something posted on the state Facebook page, your club event, etc. That's what it's there for. For you, your club, and your state association Facebook page. Let's utilize our social media. Let's keep people informed of all of the great things we are doing in this state for our great sport: SNOWMOBILING!!!

Please remember that with all great new endeavors, we do experience growing pains, so please bear with us, because the best is yet to come!!!

Have a Fun & Safe 2018 Snowmobiling Season!!!



## FundRaising ... Clint L. Hansen

Hello Everyone!

As we reach midway through our winter season, our local club, the Madison County Moody Powders, just this past weekend held their 28th Annual Scoot n' Shoot!!! With an ultralight snow year, (so far), the club had a great turnout. The Scoot n' Shoot is our main fundraising event of the year.

With many access issues lurking on every horizon, our club is donating a portion of the proceeds to ISSA's Legal Defense Fund.

As we all know, our access is being threatened on every front. Now is the time for every club to step up to the plate to help fight access to "OUR PUBLIC LANDS".

Each of us as ISSA members need to help as well. We can encourage riders and businesses that are not members to get involved at local club and state levels. If each one of us sponsor one new member this year, we can literally double our membership!

Let's GUARD the GATE, NOT CLOSE the GATE!!!

Winter First, always with Family & Friends!!!

## Announcement of a New Position Created on the ISSA Board of Directors

Cody Lott will be making a change from Public Lands Chairman to a new position on the ISSA Board called, Director of Communications and Marketing. He will be working with the development of the new website and tie-ins on social media to promote our organization. Please let him know what your (or the clubs in your area) concerns are with the website so he can prioritize the further development of the site.

Respectfully,  
Gary Cvecich, President of ISSA



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

Well folks, we are half way through the winter and we have not had much of a chance to do much snowmobiling due to the lack of snow. At least that is the situation here in southeastern Idaho. I have the sum total of 3 inches of snow on my front lawn. On a normal year I would have 18 inches or more there.

We have not been able to get our grooming operation in gear due to a lack of snow. We have not groomed our regular schedule yet. Normally we have both of our groomers working a regular 6 day a week schedule but as yet we have only groomed part of about 2 weeks. Only 1 of our trail heads has enough snow to groom efficiently. One of our major trails has not been groomed at all this season. Pray for a lot of snow to fall in February and March. I think that Lauren and Gary's Snow Goddess is sleeping or is too old to care about having snow for us to ride on. They need to shake her and get her busy doing her job.

On another issue, I have been getting people contacting me about not being able to get on our Web Site and I have been unable get on the Web either. It is so different that I as a not very intelligent IT person haven't be able to figure out the process. Jeanine, please enlighten me as how to open our Web. All that comes up for me is to pay my dues as a member. As Hall of Fame member I am a lifetime member and don't have to pay dues.

Again, I am asking the question, do we really need Snow Biz? It looks like 'Social Media' has taken over our information system. I do not understand any of the Social Media has taken over our communication system.

May we all still have enough snow so we can enjoy snowmobiling for the rest of the season.

**The Wilde One sez:** "So long for now. I will be ridin' on up the trail hopin' to see some of you along the way. Let's stop and chat awhile."

**Remember:** 'Individual commitment is a group effort – That is what makes a team work, a company work, a family work and a civilization work.' Vince Lombardi

**Editor's Note:** As of the deadline for this issue of Snow Biz, there have been 2 snowmobilers lose their life in avalanches. Both have been in Fremont County.

Please be very careful where you ride, as the AVALANCHE DANGER is extremely high.



## Scholarship ... Sharla McKay

MONEY \$\$\$\$ MONEY \$\$\$\$ MONEY \$\$\$\$ MONEY \$\$\$\$

Does that get your attention? What high school senior couldn't use some extra money for college? Especially if they have already done the majority of work for it in school and in their community.

There is money available to those who are willing to take a couple of hours or so, to complete the applications that can be found on the ISSA website.

I really encourage every ISSA member who has a senior in high school to sit down with them and help them complete the applications. It's easier when there are two working on it to remember all the good accomplishments and service that a young person has done.

I am happy to answer



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

The Snowmobile Search & Rescue Over-Sight Committee, composed of Sheriff Bolen of Valley County, Troy Elmore of Idaho Parks and Recreation and myself of ISSA, is responsible for approving or disapproving all applications for reimbursement for Snowmobile related searches/rescues. Recently we had to disapprove 2 applications from Bonner County in Idaho because the incidents happened 11 and 9 months ago. In order to be timely with the disposition of applications for reimbursement our committee established a policy about 4 years ago that applications had to be submitted within 3 months of the incident in order to keep the finances of the fund current. The 2 applications that were submitted were from the previous fiscal year.

The Over-Sight Committee is asking that Region Directors inform the Sheriff Offices and Search and Rescue units in their Region about being timely with submitting their applications for reimbursement of snowmobile related searches/rescues or they will not be approved if beyond the 3 month deadline.

To date there have not been any applications for Snowmobile Search/Rescue reimbursement for this fiscal year.



# Public Land Update ...

By Sandra Mitchell

The Great Burn Saga goes on and on.....in case you have forgotten the long and colorful history of our efforts to protect snowmobiling there, let me bring you up to-date:

- The last Forest Plan in 1987 allowed snowmobiling in the Great Burn.
- An attempt was made to complete Forest Planning but because of a challenge to the then new Forest Planning Rule, it was stopped.
- The Forest then did Travel Planning. The signed Record of Decision prohibited snowmobiling in the Great Burn based on the Region 1 Policy of managing Recommended Wilderness as designated Wilderness.
- ISSA sued and won--but then lost....The Forest was required to issue a new decision. They did, but it was the same as the last--no go for snowmobiles in the Great Burn.
- In 2012 the Forest, now the Nez Perce-Clearwater National Forest, began Forest Planning under the new Forest Planning Rule which requires the proposed action to be created with the use of a collaborative. Twenty-two all day Saturday meetings in either Grangeville or Orofino were held, and a proposed action developed and released in 2014. It included an alternative that allowed snowmobiling in the Great Burn. Although there were problems with boundary line, we scored a victory by having it as an Alternative.
- The Planning Process was then put on hold because of fires and a change in Supervisors.
- Back to the travel plan: A Record of Decision for the Clearwater National Forest Travel Plan was signed on October 31,2017 and the decision was the same for snowmobiles in the Great Burn. The reason given, "In making this decision to eliminate most motorized travel within RWAs, I have given the most weight to the (Forest Plan) goal of retaining Wilderness character. Any area recommended for wilderness or wilderness study designation is not available for any use or activity that may reduce the wilderness potential of an area."
- January 2018 the Forest Planning Process has begun again with more public meetings. This time the goal is to develop new alternatives.

I am not making any of this up! It ever gets stranger. In the "Preparing for Alternative Development" document that was given out last week, within the Recommended Wilderness Section, it says that summer/winter motorized uses are not allowed, bicycles and other mechanized forms of transportation are not suitable, however, wheeled carts (mechanized) for transport (including game carts) are suitable for the private user but not outfitters and guides, and motorized mechanized equipment (such as use of chain saws to clear trails) may be used to facilitate access of the area by the public. Seems contradictory and arbitrary!

There have been many times during this process when I have felt totally defeated. Then I remembered one of those annoyingly cute sayings that you see on T-shirts or bumper stickers and my discouragement turned to just disappointment. The saying is "It is better to fail at something that will ultimately succeed than to succeed at something that will ultimately fail." I know, and you know, that there is no legitimate reason to not allow snowmobiling in the Great Burn. We will eventually prevail and return fair play and common sense to the Great Burn. So, in the meantime, I can live with these losses and the disappointment because I know we will ultimately succeed.

There is of course one requirement for success and that is tenacity—we cannot give up. This is our fight and our responsibility. We know what is wrong and why it is wrong so we must continue to press the issue because you can bet, no one else will. So, give disappointment its' due and then let's get on with it!



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**Saturday March 3rd: Ride with a Guide 10 a.m. & Participant Dinner 7:00 p.m.**

**Sunday March 4th: Casual Day Ride 10 a.m.**

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# 2018 STATE RIDE STANLEY - IDAHO

**MARCH 2<sup>ND</sup>-4<sup>TH</sup>**

### **3 RIDE OPTIONS**

» **INTERMEDIATE** «

»» **ADVANCED** ««

»»» **EXTREME** «««

**FRIDAY 6PM**

*Meet & Greet at Mountain Village Saloon*

**SATURDAY 10AM**

*Guided Ride and Participant Dinner 7pm*

**SUNDAY 10AM**

*Casual Day Ride*



# American Council of Snowmobile Association Awarded Agreement with Federal Highway Administration

ACSA was delighted to recently be awarded a 5-year Cooperative Agreement (CA) with the Federal Highway Administration. Under this agreement, ACSA will operate FHWA's Snowmobile Safety and Access Program. This CA was awarded as part of an open RFP process and is similar to the Snowmobile Safety and Access CA operated by ACSA for FHWA the past five years.

The tasks which ACSA must fulfill for FHWA are very specific and range from the development of a snowmobile safety and access Resource Information Center and Best Practices Library to the identification of snowmobile safety training opportunities and products, as well as other tasks that are all safety and access oriented.

Overall this Program presents a tremendous opportunity to work for the betterment of snowmobiling education and management while addressing key safety and access issues.

## Trails Stewardship Act

The National Forest System Trails Stewardship Act passed the U.S. House on Jan. 16 by voice vote. The legislation would keep more trails across the nation open and accessible by expanding the use of volunteer and partner organizations and by increasing the focus on a selection of priority areas.

During a time of shrinking federal budgets, it is important that agencies and the enthusiasts work together to ensure that all trail users can access public lands for diverse uses.

This bill would urge the U.S. Forest Service to partner with off-highway-vehicle enthusiasts and other groups to help to reduce the \$500 million maintenance backlog on Forest Service land.

This is an issue that snowmobilers have discussed with their legislators during the Annual Snowmobile Fly-In. We are hopeful the Senate will vote on this piece of legislation prior to the end of the session.

## Forest Service Revamps Special Use Permit Process

The U.S. Forest Service has announced plans to revamp their permit system. In the past the Forest Service operated on strict regulation focused on controlling and limiting access to a new mission that encourages more Americans to more explore the public lands.

The Forest Service plans to streamline the application process for the 23,000 recreation special use permits. Currently the special use permits are different for every federal land management agency. It appears district rangers and permit managers will be given more leeway in the new process.

Outdoor recreation on public lands contributes \$13 billion to national economy and supports 205,000 jobs, many of those based in rural economies.

## Travel Responsibly

### TRAVEL RESPONSIBLY

Travel responsibly on designated roads, trails and areas.

- Travel only in areas open to snowmobiling.
- Avoid trails with inadequate snow cover.
- When climbing a hill, approach the summit with caution.
- Do not ride off cornices.
- Avoid riding on frozen waterways and lakes.
- When approaching a corner, reduce your speed to avoid sliding.
- Lean into turns with your upper body to enhance the sled's maneuverability.
- Cross roadways at a 90-degree angle.
- Pump your brake when going downhill to avoid locking the brakes.
- Be aware of unmarked hazards or obstacles hidden beneath the snow.
- Travel at reasonable speeds.
- When riding at night, use extra caution.
- Wear reflective clothing at night and reduce your speed.
- Do not accommodate extra riders over the delineated limit.
- Comply with signs and respect barriers.
- Buddy up with two or three riders, reducing your vulnerability if you have an accident or breakdown.
- Avoid riding in potential avalanche areas. Use terrain to your advantage, avoiding steep slopes, cornices, and gullies or depressions. Periodically check for clues to an unstable snowpack. Remember, one rider at a time on slopes.
- Listening to headphones or ear buds can make it difficult to hear and communicate with other recreationists. In some areas it is illegal to operate snowmobiles with both ears covered.
- Don't mix riding with alcohol or drugs.

### RESPECT THE RIGHTS OF OTHERS

Respect the rights of others, including private property owners, all recreational trail users, campers and others so they can enjoy their recreational activities undisturbed.

- Be considerate of others on the trail.
- Ride single file, keep to the right and pass on the left only when the trail is clear.

- When stopping on the trail, pull your sled as far right and off the trail as possible.
- Yield the right-of-way to skiers, snowshoers and those passing or traveling uphill.
- Use common snowmobiling signals to communicate with your group and other riders.
- If crossing private property, be sure to ask permission from the landowner(s).

### EDUCATE YOURSELF

Educate yourself prior to a trip by obtaining travel maps and regulations from public agencies, planning for your trip, taking recreation skills classes, and knowing how to operate your equipment safely.

- Obtain a map—motor vehicle use map where appropriate—of your destination and determine which areas are open to snowmobiles.
- Make a realistic plan and stick to it. Always tell someone of your travel plans.
- Contact the land manager for area restrictions, closures, and permit requirements.
- Always check the weather forecast and avalanche conditions.
- Understand how to operate your vehicle and its controls.
- Prepare for the unexpected by packing a small backpack full of emergency items.
- Wear a helmet, eye protection, and other safety gear.
- Layer clothing and wear a durable waterproof outer shell and footwear.
- If you suffer a breakdown, stay with your sled and stay on the trail.
- Make sure your snowmobile is mechanically up to task. Be prepared with tools, supplies, and a spill kit for trailside repairs.
- Take a snowmobile safety course.
- Take an avalanche class. It provides skills on assessing snow conditions, performing rescues and using safety equipment.
- Wear an avalanche transceiver, shovel, and probe on your body at all times in avalanche terrain.
- If a person develops hypothermia, warm the person up by rubbing them vigorously and getting them into dry clothes. Give them warm non-alcoholic liquids.

### AVOID SENSITIVE AREAS

Avoid sensitive areas such as meadows, lakeshores, wetlands and streams. Stay on designated routes.

- Low snow, don't go. A snowmobile's spinning tracks damage plants and soils just below the snow's surface. Hill climbing in these conditions is especially damaging.
- Do not disturb historical, archeological, or paleontological sites.
- Be respectful of wildlife's wintering habitats.
- Avoid "spooking" livestock and wildlife and keep your distance.
- Motorized and mechanized vehicles are not allowed in designated Wilderness Areas.

### DO YOUR PART

Do your part by modeling appropriate behavior, leaving the area better than you found it, properly disposing of waste, minimizing the use of fire, avoiding the spread of invasive species, and restoring degraded areas.

- Carry a trash bag on your snowmobile and pick up litter left by others.
- Pack out what you pack in.
- Dispose of all sanitary waste properly by packing it out or bury it 6 to 8 inches deep in soil.
- To minimize harmful emissions, keep your engine in tune.
- Prevent unnecessary noise created by a poorly tuned vehicle or revving your engine. Use proper silencers on exhausts, which meet regulatory decibel levels.
- Build a trail community. Get to know other types of recreationists that share your favorite trail.



## IASA and ISMC Information

The International Association of Snowmobile Administrators (IASA) and the International Snowmobile Media Council (ISMC) would like to remind snowmobilers that the snowmobile community has trail systems in place which utilize a multitude of public and private lands. As lead organizations in promoting snowmobiling and the management of organized recreational snowmobiling, its important riders respect other outdoor recreationalists and landowners. Using modified or altered exhaust systems may lead to a loss of access. Modified or altered exhaust systems may increase the desire or need to establish or increase the regulatory noise level limits. Loud pipes close trails!

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

### About IASA

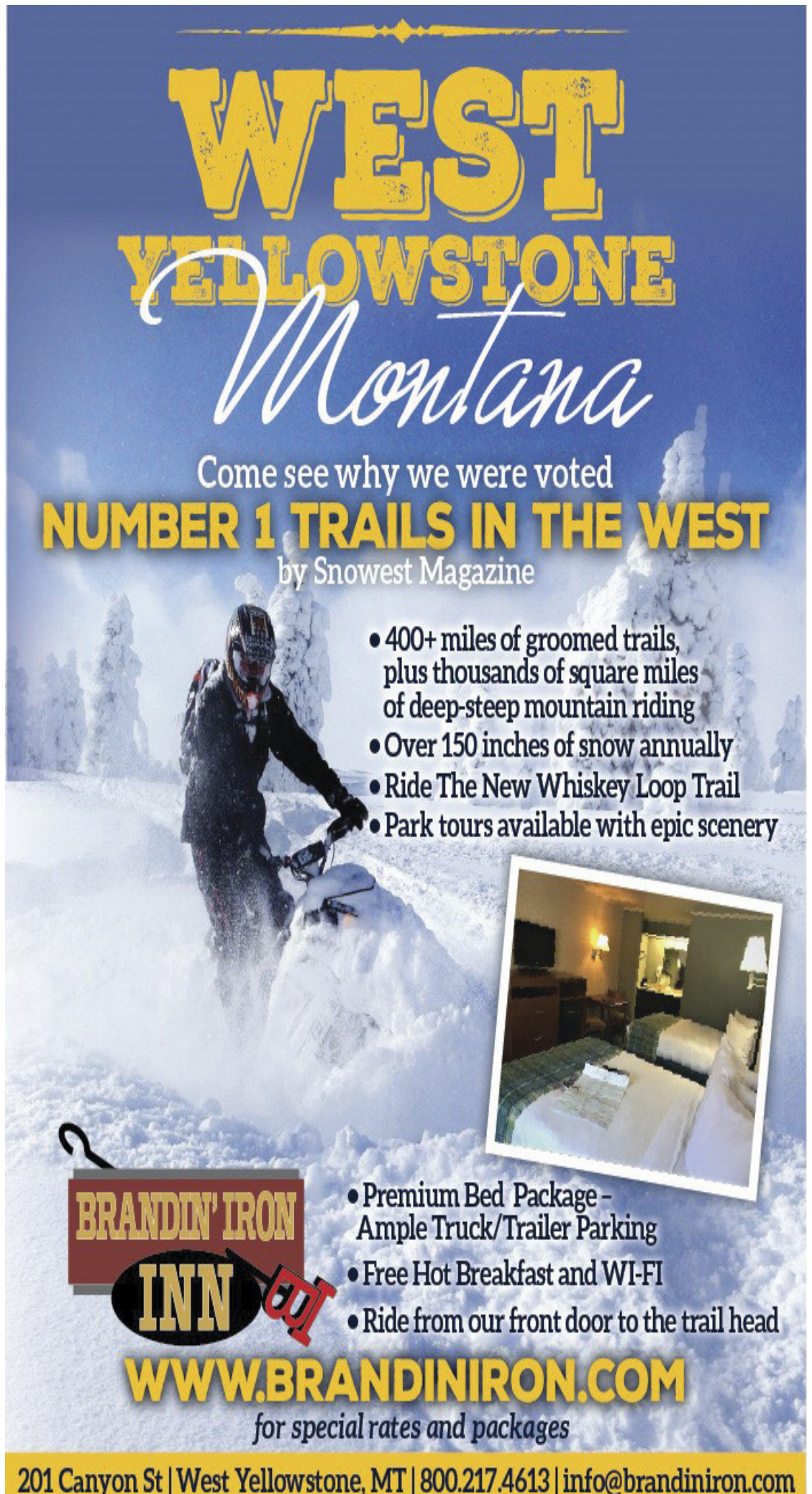
IASA is a self-organized, nonprofit organization comprised of snowmobile program administrators representing 27 US states, 10 Canadian Provinces, 3 Canadian Territories, and 1 European Country, Sweden, to facilitate communications among administrators. The organization promotes sound management of recreational 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.

### DID YOU KNOW .....


The Wyoming State Trails Program has increased snowmobile registration fees to help pay for the increased costs to groom and develop snowmobile trails. The Wyoming Legislature passed a bill earlier this year that increases the resident registration fees and non-resident registration fees from \$25 to \$35. The state's registration and user fees were last increased in 2005.



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## The Forest Service is Withdrawing the Over-Snow Vehicle Use Map for the Boise National Forest

BOISE, IDAHO, DECEMBER 14, 2017 — The Forest Service is withdrawing the Over-Snow Vehicle Use Map (OSVUM) for the Boise National Forest that was published on February 11, 2016 under 36 CFR § 212 Subpart C, effective immediately. The OSVUM shall have no further force or effect. The Forest Service is withdrawing the OSVUM to allow time to further review issues raised in the August 29, 2017 Notice of Intent to Sue (NOI) submitted by WildEarth Guardians, Winter Wildlands Alliance, and The Wilderness Society. A new over-snow vehicle use map for the Boise National Forest will not be issued by the Forest Service until this review is complete and the Forest Service has responded to the NOI, and in any case no sooner than

April 1, 2018. Before issuing a new OSVUM, the Forest Service will also complete applicable requirements under 36 CFR §212 Subpart C for making designations for over-snow vehicle use. Over-snow vehicles are defined as motor vehicles designed for use over snow that run on tracks and/or a ski or skis while in use over snow. 36 CFR § 212.1. In the interim, Orders have been issued by the Forest Service that reinstate the closures and restrictions on over-snow vehicle use on the Boise National Forest that were in effect pursuant to the Forest Plan prior to publication of the OSVUM on February 11, 2016, in accordance with 36 CFR § 261 Subpart B.

**What does this mean for over snow travel this season?** There will be no change in over-snow motor vehicle use on the Boise National Forest from the 2016-2017 season as a result of

withdrawing the OSVUM. The Orders issued by the Forest Service are accompanied by maps showing the areas where over-snow vehicle use is allowed, prohibited or restricted. Additional short-term Orders may be issued for resource protection or public health and safety during the season in accordance 36 CFR §§ 261 Subpart B and 220.6(d)(1). Members of the public are encouraged to stop by a Forest Service office to obtain a free copy of the Orders and Maps.

For more information regarding over snow vehicle use on the Boise National Forest, please contact Danelle Highfill, Boise National Forest Recreation Program Manager at 208-373-4142.

## Just Learning About Snowmobiling?

If you're interested in snowmobiling but you're just learning, there are some core basics you should be aware of—whether you're just a young beginner or an adult.

### Keep Warm:

First of all, you'll need some good snowmobiling gear to keep the cold out. We recommend a DOT-approved helmet that is warm, has vents, and has a visor that won't fog up. You'll need snow pants, a snowmobile jacket (this is a specialty jacket that's different from regular jackets),

### Know Hand Signals:

Using hand signals is a great way to communicate with others while riding a snowmobile. It's easy, reliable, and safe. Just be sure to be very clear with your hand signals, using your left arm since that's the arm that's best visible to other drivers.

### Know and Obey Signs:

When a sign says "No Snowmobiles" on a trail, obey it! This is telling you not to enter a restricted area or trail that is closed to access, and there's always a good reason. An orange diamond means that you're on a designated trail, and a blue diamond means that there is a trail for cross-country skiing and you need to stay off of it. Obeying these signs will help prevent serious accidents.

## Forest Service Revamps Special Use Permit Process

The U.S. Forest Service has announced plans to revamp their permit system. In the past the Forest Service operated on strict regulation focused on controlling and limiting access to a new mission that encourages more Americans to more explore the public lands.

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## Go Snowmobiling

The Go Snowmobiling campaign has been a great success over the years. Clubs, Groups, and Associations across North America have taken Military Personnel snowmobiling, Enlightenment rides with land managers, and often just have fun sponsoring snowmobile rides with friends and family. Winter is starting strong, and it feels like this will be a great winter for snowmobiling. The trails and riding areas in many parts of North America are in great shape.

The Go Snowmobiling rides that I have participated in underscores for me the "wow-factor" and the pure enjoyment that people have when they first ride a snowmobile. I have ridden a number of times with first-time snowmobilers and they couldn't quit talking about how much fun it was and how they couldn't wait to do it again. Thankfully I was well prepared for the ride and made sure that my guests were well dressed and comfortable. I have been fortunate enough to also snowmobile with many individuals who have much more experience than myself. I have learned that with a little prior planning, we can guarantee our friends' experience in snowmobiling will be a great one. When you take a friend snowmobiling, remember this may very well be their first time on a snowmobile. Keep the ride slow, short, and simple. Chances are that your normal ride would seem like a marathon to an uninitiated friend. Don't show off or push the envelope or challenge your friends to ride beyond their capabilities or their comfort zone. Remember, you are the one that snowmobiles a lot and understands your machine. Let your friend enjoy that first day of snowmobiling. Again, go slow, make it short, make it simple, and remember that it is always a good idea to feed them well.

The Go Snowmobiling campaign is also joined with the Safe Riders! Cam-

paign. Remember that we have a 22 minute safety video that can be found on our website at: <http://www.snowmobile.org/snowmobile-videos.html> or <http://www.gosnowmobiling.org/snowmobiling-resources.html>

The video is a great tool when introducing a friend to snowmobiling and will help make the ride more enjoyable for everyone.

You should also visit and "Like" our Facebook page before participating in a Go Snowmobiling campaign. Our Facebook page is [www.Facebook.com/GoSnowmobiling](http://www.Facebook.com/GoSnowmobiling). When looking at the page you will notice that many snowmobilers are posting pictures and their experiences on the page. We now have close to 10,000 Friends who visit regularly and it is common for snowmobilers to send out informative posts that are forwarded to hundreds and thousands of snowmobile enthusiasts worldwide. There is also a short general survey on our Facebook page, so when you visit the page, consider answering a few simple survey questions. We are constantly surveying snowmobile customers to see how we can better serve you and how we can help you enjoy your snowmobiling activity.

When you consider putting together a Go Snowmobiling ride, just remember that individuals who don't own a snowmobile have a high interest in going snowmobiling. People that you know, who don't snowmobile, want to snowmobile. They also want to go snowmobiling for the same reasons you do:

- a. To enjoy the scenery
- b. To get outdoors to have fun with family and friends
- c. To go to unique places that they can't reach any other way to see amazing sights
- d. To have fun in the winter outdoors and be able to go home tired and be ready for a good night's sleep.

So please, go out and have fun, take a friend snowmobiling, and enjoy this wonderful winter.

**DON'T  
OVER RIDE  
YOUR  
HEADLIGHTS**

**THEY ONLY  
SHINE 200 FEET**

This message brought to you  
by the American Council of  
Snowmobile Associations  
[www.snowmobilers.org](http://www.snowmobilers.org)





# THE MULTIPLE AVALANCHE BURIAL MYTH: “BOUTIQUE” VERSUS REALITY

## FROM BACK COUNTRY ACCESS

As winter deepens across North America and Europe and backcountry riders, sliders, and snowmobilers are heading into the hills with new gear. Equipped with skis and snowboards, helmets and harnesses, boots and beacons, these folks are stoked to test out their holiday booty. So am I!

Perhaps no other piece of equipment gets more hype, though, than avalanche transceivers – much of it deserved, but plenty of it not. Avalanche accidents garner glaring media attention and none more so than the heartbreaking tragedies involving multiple burials and fatalities. Thankfully, despite what social media and the TV news might suggest, the chances of being involved in a complex multiple-victim accident are nearly ... zero.

### Ninety-Nine Percent

Independent researchers have shown that since 2000 only five percent of avalanche accidents involve more than two people.

That means 95 percent of the time rescuers are searching for one or two beacons. Consider, too: of those accidents with multiple buried victims, only one percent of the time are the victims located within 10 meters of one another.

What all the stats boil down to is this: even if a rescuer is dealing with a multiple-victim scenario, more than 99 percent of the time she's going to simply perform a single-beacon search followed by another single-beacon search. And if she's searching with a partner, chances are they'll simply search independently of each other, in “parallel,” and conduct ... you guessed it, single-beacon searches until the victims are located.

After two decades in the business and too many hours of scouring avalanche reports, our take-home is simple. Anybody honing their rescue skills, be it a newbie who got his first

beacon for Christmas or a core splitboarder who just upgraded to a Tracker3, fixating on practicing “boutique” multiple-victim scenarios might not be the best use of his time.



### The One Percent

No matter what the science says, though, people still fixate on complex, multiple-victim burials. We still field questions regarding three, four, and five victims — scenarios with “close-proximity” burials in which victims come to rest a few meters from one another. Despite involving a mere one percent of accidents, people want to prepare for these situations. Once dialed with their particular beacon, it's not a bad idea to prepare for the worst and there are tried-and-true “special techniques” for dealing with these situations.

Many people rely on the “marking” or “flagging” – or what we call signal suppression — functions on their beacons when dealing with these types of rescues. While these tech fixes can be effective with two or

maybe three victims, there are significant real-world drawbacks to employing marking features. Field testing reveals up to 70 percent failure rates for searchers when confronted by four or more signals (beacons) in the field. Pretty long odds to bet a life on.

Most professional patrollers and mountain guides rely more heavily on less techy special techniques like “micro-strip” and “three circle” methods. These are more foolproof than signal suppression and work with all modern transceivers. Keep in mind that they work best when searching with transceivers (like Tracker) with real-time display.

### Avoid, Search, Dig!

The reality is, most of us will never need to rescue a partner and the overwhelming majority of us — upwards of 99 percent — will never face a rescue involving close-proximity burials. Phew.

Armed with that knowledge, the best use of our energies is towards developing sound backcountry practices,

keen eyes for terrain, and ultimately, effective strategies for avalanche avoidance. Should these fail, competent rescue fundamentals like beacon searching and shoveling come into play. Digging takes the bulk of any rescue and though less sexy than beacon searches, certain shoveling techniques will save a life as much as any transceiver trickery. Drop by [backcountryaccess.com/education](http://backcountryaccess.com/education) to learn them.

Thankfully the myth of multiples is (mostly) just that — a myth. Avoidance is key. Judgment and terrain assessment paramount. Take a Level 1 avalanche course, learn the craft, surround yourself with a solid team, hone your rescue skills, and don't fixate on mastering “boutique” scenarios.



# The Intrepid Snowmobiler: How to Take A Friend Snowmobiling

By Craig Nicholson

So you've decided to Take A Friend Snowmobiling — preferably, a newbie that hasn't snowmobiled in years. How you shape the experience will determine if snowmobiling wins another convert, so please make their first ride enjoyable, safe, comfortable — and during daylight hours. We won't get a second chance to make a good first impression!

The first thing to remember is that your friend isn't an experienced rider, even if he or she used to ride years ago. What you take for granted may be totally foreign to that person. So start with the three S's – slow, simple and short... because chances are that your normal ride will seem like a marathon to an uninitiated friend. Remember, your goal is to make the person love snowmobiling, not be turned off it for life.

Before the ride, feed your friend well so their body has the fuel to stay warm (take a few snacks along, just in case). Keep your friend hydrated before and during the ride with water, energy drinks or hot chocolate. No caffeine or booze!

Many first-timers suffer cold because of regular outdoor or even ski clothing, or gear that didn't fit properly. So dress your friend warmly in outerwear that fits, is layered and made especially for snowmobiling. Err on the

side of being too warm; better to remove a layer than to wish for one you left behind. Be sure your friend wears a properly fitted helmet and has working hand and thumb warmers. Unless the temperature is positively balmy, put a chemical toe warmer in each of their boots and gloves. If your friend gets cold, that's what he, or especially she, will remember most about your ride.

Next, make sure your friend has the most comfortable sled available, even if that means yours. Putting the person on an old clunker or a high-powered performance sled is asking for trouble. To optimize their experience, you want to showcase snowmobiling with the smoothest riding, easiest handling, cleanest technology, and comfort-loaded sled available. Take the time to adjust the suspension and handlebars as necessary for your friend's weight and size.

Don't start the ride without a thorough orientation. Knowledge equals confidence, so use a map to give your friend a complete briefing on your route, your intended stops (including potty breaks) and the proposed duration of the trip. Keep the person updated at each stop along the way. Be sure to plan a route that is beginner level easy, scenic, and above all, smooth. You want to make it fun and enjoyable, not fearful, uncertain or daunting.

Whatever your choice, aim for under two hours, including several short breaks — and remember, you'll be riding slower than usual, so plan accordingly. At

the end of that time, you want to be back at your starting point or no more than half an hour away. Thus, if two hours is enough riding, you won't be dragging a weary, cold and increasingly annoyed friend the long way back. The other alternative is to go an hour and a half, then stop for a leisurely lunch and ride an hour return. Remember, overdoing distance or duration will spoil the ride.

Before departing, walk your friend around the sled to demonstrate controls and operation. Let the person ride around an open area to get the hang of it. Discuss what to expect, trail etiquette, hand signals and what to do if your friend is having a problem or discomfort. Arrange frequent breaks so that he or she will never have to ride for too long if something needs attention or fixing. Always ride with a rear view mirror to keep a constant eye on their progress and, in a group, ensure that your friend rides second, preferably with an experienced rider(s) behind who can also watch out and assist.

Finally, you've had years of practice, so don't show off, push the envelope or challenge your friend beyond their capabilities or comfort zone. Also, don't be afraid to rein the person in if he or she seems to be taking unnecessary risks or trying too hard. After all, your goal with 'Take A Friend Snowmobiling' is to deliver a fun experience that leaves them wanting more!

## Grooming 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.



# So You Want to Talk Grooming?

By Randy Toth

Maybe you're a high mileage rider or have even watched a groomer go by. This apparently makes some folks think that they are an expert on grooming snow-mobiling trails. You probably recognize the type after reading some forum comments like "Why aren't the groomers out? Or "They haven't groomed this trail in weeks" or "What do you mean they stopped grooming for the year, I can still see snow out there" or "Why haven't they started grooming yet? I can see some snow on my lawn".

Let's start with the dufus who says, "It snowed a lot last night. I slept in because I was out par tying late last night; but I managed to get up and have breakfast and now I want to ride. Why aren't the trails groomed yet?" Duh! This hardly deserves an answer; but perhaps just a reminder that many volunteer groomer operators actually have a day job, in addition to their unpaid grooming, which comes first along with digging out their own families.

Groomer operators also eagerly anticipate the first snowfall of the season, so they can get out in their equipment and groom; but the conditions have to be right or at least partly right to avoid making the grooming run a waste of time or even damaging to the grooming equipment. Operating a groomer power unit with metal cleats and a reinforced rubber track over rocks is not a very smart or cost effective idea; to say nothing about what the protruding rocks do to the drag's blades. Some of you can drive over rocks with only minimal snow; but there is a risk of damaging the track or the drag which may shut the groomer down for an extended period of time while parts are obtained and the repair work is done by volunteers. Therefore, most competent groomer operators will forgo the very early season run to preserve the groomer for the remainder of the season.

Early deep snow can't really be groomed effectively. Snow consistency and moisture content are two other considerations when deciding whether or not to go make a grooming run. Maybe you didn't know that, so let's back up and briefly talk about the science of grooming. The groomer power unit's primary job is to pull the drag through the snow. The drag performs a number of key functions. First it cuts through the icy moguls utilizing the first sets of aggressive cutting blades. Next, the following blades continue the grooming process by churning and mixing the chopped snow and ice into a somewhat uniform consistency. Finally the mixture is dropped out of the drag and into the trail where the pan section of the drag spreads and compresses the mixture into a smooth uniform base leaving the trail looking like it is ready for riders. WRONG! It is not ready for riders.

If the freshly groomed trail doesn't freeze solid before the riders arrive on the scene; the smooth upper coating left by the drag will simply be moved around and off of the trail thereby negating the grooming run. Remember also that if it never gets really cold before the riders descend upon the trail it takes less than a dozen riders to eliminate virtually all signs of grooming.

A blade on the power unit is another very useful tool

in the hands of a skillful groomer operator. It can shear off the tops of really big moguls, eliminate dangerously banked corners, remove large dangerous drifts, fill in deep holes and stream crossings, help remove large fallen trees and protect the groomer (and operator) from "Out Of Control" riders as a last line of defense. Note that this is not so great for the "Out Of Control" riders as they seldom survive a head on crash with a groomer blade.

"I'll be willing to drive the groomer for a couple of hours" is often heard by a frustrated high-speed trail rider after encountering a mogul or two. "Fat chance of handing over the keys of a \$100,000 grooming system to

**“Most competent operators will forgo the very early season run to preserve the groomer for the remainder of the season.”**

some clown who wants to show me how to groom" is the common unspoken response of most groomer operators. A typical grooming run may last 6 or 8 or even 10 hours and the grooming run is usually accomplished at the breathtaking speed of 5-8 miles per hour because the faster the groomer goes the less effective the grooming is. When tackling an especially large section of high moguls, a 3 to 5 mph speed may be required to slowly shear off the high spots, mix the snow and ice, fill in the holes and pack the surface smooth. Higher speeds only knock off the tops of the moguls, don't thoroughly process the snow and don't really pack it down smoothly. I have seen drags, that are being pulled much too fast, actually bounce across a field of moguls, drop clumps of semi processed snow into holes in the trail and leave a funky looking trail behind that vanishes as soon as the first couple of sleds ride by. This is a complete waste of time and money. Competent groomer operators are serious about grooming and make a very significant commitment in terms of personal time and energy to groom.

Rescuing a groomer stuck deep in the woods is not something you ever want to do; yet if you groom long enough you will eventually get stuck deep in the woods.

While the snowmobile based groomers can be towed out fairly easily, the large tracked power units may require hours of digging or winching or in really bad cases they may require a log skidder or bulldozer, along with a rescue party.

"Grooming should not stop as long as there is snow somewhere along the trails:" This is heard most often near the end of the season. Sometimes there are variations like "They probably stopped grooming just to save some money:" No one has ever told me not to groom because of lack of money. Most clubs would virtually go into debt to keep on grooming if the snow conditions are favorable. End of season grooming usually occurs because

of lack of adequate snow condition. Forcing in one last grooming and destroying a groomer's cleated track in the process does not make any sense. There is such a concept as risk vs. reward which comes into play here.

A rider may risk a cheap sled for a few last runs; but this doesn't mean it makes sense for a club to risk a \$100,000 groomer for one last run. Furthermore the complainers won't be around to help pay for or actually replace a track during the off season. They are long gone into summer activities while the groomer folks are hard at work repairing and maintaining the grooming equipment. While many riders simply trailer their sleds further up the mountain as the snow recedes, 40 foot long groomer systems are not easily and cheaply moved around by tractor-trailer rigs. Grooming usually stops because the groomer cannot easily and safely reach the few remaining trails with snow.

Now you know the groomer operator's side of the story. Their normal reaction to this type of "destructive criticism" about their grooming is not considered politically correct; but generally goes something like this: "Go ride somewhere else and stop wasting my time" or something to that effect perhaps with a more colorful choice of words. One final thought. As one longtime groomer operator once told me when I started grooming, "If you can't stand the constant wining about trail conditions from certain individuals or can't stand seeing some Yahoo s carve up a freshly groomed trail behind the groomer, then you shouldn't be out driving a groomer!" YES - we will be back behind the wheel next season in spite of every thing because we love going grooming even though it severely shortens our personal snowmobiling season. Happy Trails!

## MUST-SEE VIDEOS

### On The SNOWTRAX YouTube Channel

Use any mobile device or computer to check out **hundreds** of snowmobiling's best HD videos. **The SnowTrax You-Tube channel is updated daily** with exciting new videos featuring honest, hard-hitting opinions on the latest snowmobiles, new products, exciting places to ride, installation videos on tech and gear you need and much, much more. **Join over 32,000 snowmobile subscribers** who have watched our videos **more than 9.5 million times**, just by hitting the "Subscribe" tag on our home page. This will allow you to comment on videos, become **eligible for great prizes** and be alerted when new videos are posted. The best part is that it's absolutely FREE to subscribe. **YouTube.com/SNOWTRAXTV**

**Editor's Note:** Enter - YouTube.com/SNOWTRAXTV in your browser. On my computer a page comes up showing a Monkey holding a mirror. It says "this page isn't available. Sorry about that. Try searching for something else." Below there is a red rectangle and YouTube Search box. Enter - YouTube.com/ANOWTRAXTV This should bring you to the video selection page.



# SINGLE MOST IMPORTANT SNOWMOBILE SPECIFICATION

Each year we are surprised and amazed at how many people working on their snowmobile cannot answer the most important thing they need to know about their sled before making any engine or power train changes or adjustments - what is the target operating RPM of the engine?

Don't laugh. With each passing year, the number of sled tuners who do not grasp the importance of this spec is growing. There are actually people who, logically, believe the higher the engine RPM the faster their sled will go. Much to their surprise, they make mods to something, only to discover their sled is slower. Often, way slower.

While we could spent great time and effort trying to bring everyone up to speed (no pun intended) on this subject, we should cover some of the theory here to help prevent some lost time, and ruined engines.

Since snowmobiles use a continuously variable transmission (CVT) it is very important to have a balanced calibration that allows the engine to spin at the desired, or target RPM. Each engine has a published specification of engine operating RPM. Usually, this is within a range of 100-200 RPM, so when conditions are "ideal" you can run on the high side, and when conditions are "heavy", like wet snow, high temps, and the like, we can run on the low end of the spec. Ideally, two-stroke engines, by virtue of their tuned exhaust systems, make their maximum power at a very specific (and fairly narrow) RPM band. Often, when a sled is operating at a couple hundred RPM off of this target, power levels can be as much as 20-25% less and the machine will run very poorly. Each engine has a power curve, and we want to target the peak of this curve as where the drive train should operate.

While the newer 4-stroke engines have a wide powerband are not as critical, it is still important for even the four-strokes to operate within a desired range of the target RPM.

Where most tuners make the first mistake is in making some kind of modification to the engine that changes the target RPM. Often, they might assume the changes made will let the engine breathe better, but it can also change the 'happy spot' where it makes the most power.

While the newer 4-stroke engines have a

Usually, it is with exhaust modifications. Just about any exhaust modification will change the engine's operating RPM. Typically, mufflers, silencers

and cans won't make much of a difference, but you need to know if it does, or not. This is very important!

When the tuned section of the pipe is replaced, then it is absolutely critical to know. The entire rest of the drive train system, from the primary clutch to the secondary clutch to the gearing in the case needs to be calibrated to the operating RPM of the engine, the power being produced, and the operating conditions - which could include elevation, or type of usage (long runs, short runs, etc.).

Even if your sled is bone stock, you need to know what RPM it should be running at. This way, if a problem develops with the clutching, you will be aware of it and can figure out what is happening instead of riding a dog.

Some sleds are especially prone to losing power very quickly after the peak power RPM. For example, engines fitted with what is known as a center-dump outlet, when the exhaust comes out of the center (fat) midsection of tuned pipe, instead of coming out of the end of the pipe, will have a power curve with a boosted middle section, but a rapidly falling over-rev. As the engine RPMs climb past the peak, the power falls off very rapidly in comparison to sleds with an end-outlet pipe.

Sleds with this design of exhaust indeed have a very strong midrange power output, thus the desire to use a mid-outlet exhaust, but if the sled over revs by a little, the power can be "missed". On these sleds, it is always wise to verify the tachometer and clutch your sled to the low side of the specification to keep from over-revving.

As variables like temperature and elevation change, so does the power of the engine. This is why when you go to higher elevations and your engine makes less power, you typically need to install lighter flyweights in the drive clutch to allow the engine to spin at the peak power RPM. This is far more critical on a 2-stroke than a 4-stroke, and is pretty much a non-issue on turbo engines as they make the same power at the same RPM at most any elevation, at least below 10,000 feet. Above that you can start to lose some power, but with the broad torque curve it is generally for giving enough to still work acceptably well. The higher that state of tune of the engine, the more critical this becomes. Bottom line, know what the target RPM is of your sled so you can know if it is performing to its fullest potential, or not.

## Box Y Lodge & Guest Ranch Greys River, WY

The Greys River, in Western Wyoming, carves its way through a beautiful high mountain valley with the Salt River Mountain Range to the west and the Wyoming Mountain Range to the east, both bring large amounts of snow to the BOX Y LODGE.

Snowbound in the center of this spectacular area, with access via groomed trails from Alpine, Merna Junction, Smiths Fork, La Barge and Big Piney, is the historic BOX Y LODGE, the West's most remote winter lodge and guest ranch.

At 7,000 feet in elevation, nestled in the lodgepole pines, the BOX Y LODGE consists of the main lodge and eight cabins where winter visitors can find comfortable lodging and delicious meals, gas and oil for their snowmobiles. The cabins have propane heat and propane lights and sleep from 2 to 6 people each.

With an average annual snowfall of 380 inches, the Greys River area has some of the best snowmobiling the West has to offer. Its spectacular scenery combined with abundant wildlife and hundreds of miles of groomed trails make it a great place for the novice or advanced rider to enjoy tremendous snowmobiling. There are hundreds of thousands of acres of off-trail riding opportunities which will challenge the most experienced rider.

After a hard day of riding your snowmobile in the Greys River area followed by a hot shower, enjoy a hearty home-cooked meal served family style in their casual dining room. Before heading to bed, you can relax in the spacious living room in the main lodge.

### About the BOX Y LODGE

The Box Y Lodge is located in the center of the Grey's River area of southwestern Wyoming. Although they are only 60 miles from Jackson Hole and with easy distance of Yellowstone National Park and the Tetons, their closest neighbor is 30 miles away. They are remote, yet offer comfortable clean accommodations. Enjoy private cabins with full baths, satellite phones, satellite Internet and e-mail, and satellite TV in the main lodge.

The lodge has a casual dining area and a spacious living room meant for enjoyment and relaxation. From the kitchen they serve hearty home-cooked meals buffet style so everyone gets their fill. After a day of hiking or horseback riding or river rafting, enjoy the warm fireplace and great friends. Look out the window and see spectacular wildlife in the front yard. A few miles up the Greys River, from the LODGE, is a large Elk winter feeding operation.

**EDITOR'S NOTE:** I have been to the BOX Y LODGE both in the summer and winter. I enjoyed the winter stay the very best. I accessed the area from Alpine, WY in the summer and from Smith's Fork snowmobile parking lot in the winter.

For more information contact them at: [www.boxylodge.com](http://www.boxylodge.com). Phone: 254-381-0350

E-mail address: [host@boxylodge.com](mailto:host@boxylodge.com)



## US Says Snow-Loving Lynx No Longer Need Special Protection

**BY Matthew Brown, Associated Press**

BILLINGS, MONT. Wildlife officials in the United States declared Canada lynx recovered on Thursday and said the snow-loving wild cats no longer need special protections following steps to preserve their habitat.

The Fish and Wildlife Service said it will begin drafting a rule to revoke the lynx's threatened listing across the Lower 48 state under the Endangered Species Act. Wildlife advocates said they would challenge the move in court.

First imposed in 2000, the threatened designation has interrupted numerous logging and road building projects on federal lands, frustrating industry groups and Western lawmakers.

Some scientists and wildlife advocates have warned that climate change could reduce lynx habitat and the availability of its primary food source — snowshoe hares.

Thursday's decision came after government biologists shortened their time span for considering climate change threats, from 2100 to 2050, because of what they said were uncertainties in long-term climate models.

An assessment by government biologists based on that shorter time span concluded lynx populations remain resilient and even have increased versus historical levels in parts of Colorado and Maine.

Canada lynx are about the size of bobcats, but with huge paws to help them navigate deep snow. The animals also are found in Montana, Minnesota, Idaho and Washington State.

There's no reliable estimate of their population, leaving officials to rely on information about habitat and hare populations to gauge the species' status

"Based on what we know, we think the habitat has improved, protections around the habitat have improved, and therefore lynx populations have improved," said Jodi Bush, U.S. Fish and Wildlife field supervisor in Montana.

In Maine, officials said, easements protecting more than 2 million acres of forest have benefited lynx. In Western states, the U.S. Forest Service and Bureau of Land Management adopted land management plans providing similar benefits, they said.

Under an earlier assessment of lynx, published in December 2016, U.S. government biologists predicted some populations would disappear by 2100. That was based on models predicting widespread and substantial changes to the animals' snowy habitat due to climate change.

Bush said those models turned out to be too uncertain to justify using them as a basis for whether lynx are recovered.

A similar conclusion was reached by the agency in 2014 for another snow-loving creature — the North American wolverine. In that case, a federal judge overruled rejected the government's decision not to give wolverines protections, saying the animal was "squarely in the path of climate change."

Wildlife advocates said Thursday's announcement was similarly flawed.

"The earlier finding was that lynx remain in danger and are likely to be exterminated by the end of the century. Since that's the best science, then we need to follow that," said Matthew Bishop with the Western Environmental Law Center.

Two Republican lawmakers from Montana — U.S. Rep. Greg Gianforte and Sen. Steve Daines — said they welcomed the move toward lifting protections. Daines said the recovery would result in better management of public forests and reflected years of collaboration between states, tribes, conservation groups, hunters and others.

No timeline has been set for when lynx protections could be lifted, said Fish and Wildlife Service spokeswoman Jennifer Strickland.

## Liquid Wrench



### Seeing is Believing

Liquid Wrench features a built-in LED light located directly above the spray nozzle, enabling users to see where they spray, improving accuracy in low light areas. The innovative penetrating oil is able to cut through the toughest rust, grease and corrosion with a long-lasting lubricant that reduces friction and wear.

### Features

- Locking on-and-off collar for convenient no-mess storage
- 2 spray options – with or without a straw
- Pro-grade anti-seize formula
- Safe on metal, painted surfaces, plastic and rubber
- Breaks down built-up rust and cuts through tough grease
- Corrosion protection on all metals including copper, brass and bronze

For more information – [www.liquidwrench.com](http://www.liquidwrench.com)

## Portable Power Anywhere

### Multifunctional Jump Starter

BOOSTR offers multifunctional jump starters, portable solar panels and other power accessories while you're on the go, no matter where you are. Now you can go on excursions without ever worrying about running out of power. Not only can BOOSTR products quickly charge any electronic devices but they can also jumpstart your sled and even your truck. Compact, easy to transport and quality built. For more information contact [www.kimpex.com](http://www.kimpex.com)



**Editor's note:** I have a unit like this, but a different brand, and it really works. It fits in your pocket and can jump start your truck. It is a great item.

## SAFE RIDERS!

### Snowmobile Safety Awareness Program

#### Personal Items

Create a kit of personal items, such as driver's license, snowmobile safety certification card (if required by your jurisdiction), money, medications, insurance forms for vehicle, cell or satellite phone, litter bag, water, high energy food, and/or any other items you deem important. This kit should be with you at all times.

## Snowmobiling is Not a Crime

**sledfilm.com**



## Wet Gear Grows Mold

One lesson many snowmobilers learn the hard way is that you have to completely dry out riding gear before storing it anywhere there is little or no airflow. Leather gloves, boots and jackets are especially prone to growing mold if put away into the closet or gear bag before being completely dry.

Sometimes you have to put your gear into the bag after a ride, and this is when you need to remember to dig at back out as soon as possible to get it dry. The trapped moisture allows mold to flourish, so it can even happen if put on a hanger but packed so tight that air can't circulate around it.

Wet gear also tends to smell, so if it doesn't get moldy it's still, a good idea to dry out all riding gear before any form of storage. We dry our riding gear on a daily basis to make sure it is most effective. Many times, one doesn't realize there is still some moisture in the gloves or boots, but the next day when you put them back on they don't seem to keep you warm and dry for as long of a period of time.

That's because they often have more moisture in them that you thought.

When you get back from riding, don't lay your gear down. Hang it up. Put

gloves and boots where they'll get the most airflow. Remember the face mask and helmet. A little heat usually isn't too bad, but too much heat can shrink the garment or dry out oils from leather. We've found the PEET brand of boot and glove dryers to be super-effective at having your gear dry and ready to go the next morning. After you start using the PEET dryers, you realize how wet your gear had been! Your hands stay warmer longer and the boots are where you really notice the difference.

If you do notice mold or growth on any of your gear, you need to clean it before use. Especially the face mask! Fabrics can be thrown in the wash (a whole different subject; wash your riding gear more often and you'll find it works better as well since the insulation regains some of its 'loft'). Leather needs to be cleaned with the appropriate cleaning products.

That's why you need to go and unpack your gear bag right now. Don't wait until the week before the first ride, or worse yet right when you suit up for the first time this winter. Do it now so you can take inventory and see what gear needs to be cleaned, what needs to be replaced, and what doesn't fit anymore!

## AVALANCHE RESCUE CAUGHT ON VIDEO

This video was produced by some Utah snowmobilers along with the Utah Avalanche Center. There's a lot to learn from watching it but many folks are probably going to find it easy to criticize some of the choices and actions from this day. If you watch the entire video, you'll see that the group was aware of some of the key mistakes they made. So let's look at the positive aspects of the video and not harsh on them.

We know what the moral of the story is here (don't travel in avalanche terrain on high danger days, don't forget your beacon). Below is a list of what I find positive about this video. If you have anything to add, please feel free:

1. They only had one person on the slope.
2. People started yelling when the avalanche released.
3. As the avalanche moved down the slope there were voice attempts to find a "last seen point."
4. The searcher was able to get to the debris pile quickly and efficiently with his snowmobile.
5. The searcher naturally became the "group leader," which is an important aspect of avalanche rescue, especially when there are multiple people at the incident.

6. The searcher knew how to use his beacon. This is critical: we see dozens of folks every year who have forgotten how their beacons work.
7. The searcher gave firm commands for others to pull out their probes and shovels.

A local snowmobiler and his wife set out for an afternoon of low angle riding on March 4th 2012. Planning to stick to mellow terrain they left their avalanche rescue gear in the rig. As they pulled up to Hoyt Peak they met another group they knew and started climbing a steep east facing slope. Tyson was the sixth track on the slope when it broke above him. He tried to throttle off the slab but got thrown from his machine and held onto the bumper, getting completely buried in a slight terrain feature at the toe of the slide.

Please enjoy this remarkable story.

Thanks to all who helped make this video possible.

You can find the complete accident report by the Utah Avalanche Center here: [http://utahavalanchecenter.org/avalanche\\_hoyt\\_peak\\_342012](http://utahavalanchecenter.org/avalanche_hoyt_peak_342012)

## Idaho State Parks Avalanche Schedule for 2018

### **Date & Time:**

#### **NORTH IDAHO:**

Feb 17th - 9am  
Feb 23rd - 6pm  
Feb 24th - 9am

#### **SOUTHEAST IDAHO:**

Feb 23rd at 6PM  
Feb 24th at 9AM

#### **SOUTHWEST IDAHO:**

Feb 16th at 6PM  
Feb 17th at 9AM

### **Location:**

#### **Ian Byrne or Nate Sparks - (208) 769-1511**

Coeur d'Alene, 4th of July Snowmobile Parking Lot  
Grangeville, Idaho County SAR Building  
Grangeville, Fish Creek Parking Lot

Idaho Falls - East Region Office  
Irwin - Palisades Groomer Shed Parking lot

#### **Mike Robinson - (208) 514-2413 or Rich Gummersall - (208) 514-2414**

Twin Falls - Action Cycles N Sleds  
Twin Falls - Diamond Field Jack Parking Lot

### **Course Type:**

Companion Rescue  
Snowmobile Operator's Presentation (2 hours)  
Snowmobile Operator's Field Class (6 hours)  
Rich Gummersall - (208) 514-2414

Avalanche Awareness PowerPoint  
Companion Rescue

Avalanche Awareness PowerPoint  
Companion Rescue



# SNOWMOBILING DO'S & DON'TS

## SNOWMOBILING DO'S

- ◆ Know the local hazards and forecasted weather conditions.
- ◆ Understand the importance of protective equipment and proper clothing while riding a snowmobile.
- ◆ Be alert and constantly scan the trail or riding area for other snowmobiles, trail users, and hazards.
- ◆ Ride defensively, be courteous, and use common sense.
- ◆ Follow the rules of the road and abide by all trail signs.
- ◆ Steer clear of restricted areas and respect environmentally sensitive areas.
- ◆ Know the operational characteristics of the snowmobile, along with its capacities and limitations: vehicle's range based upon normal fuel capacity and consumption, stopping ability/distance, maneuverability/steering capability, ability in deep snow, ability on steep side slopes, etc.
- ◆ Respect the rights of all other winter recreationists.
- ◆ Obey posted speed limits.
- ◆ Know the assumed risks and potential consequences of careless or reckless behavior while riding a snowmobile, including the potential for fines or injury.

## SNOWMOBILING DON'TS

- ◆ Do not operate at high speeds, especially when near houses, buildings, livestock, wildlife, trailheads, or other recreationists.
- ◆ Do not use alcohol or drugs.
- ◆ Do not engage in reckless, careless, or inappropriate behavior.
- ◆ Do not overload a snowmobile or ride double unless the snowmobile is designed for 2 passengers.
- ◆ Do not get too close to other snowmobiles or other recreationists.
- ◆ Do not operate the snowmobile in areas with limited snow cover or on bare ground.
- ◆ Do not disturb wildlife or livestock.
- ◆ Do not ignore sudden changes in weather conditions.
- ◆ Do not disobey local, state/provincial, or federal snowmobile rules, regulations, and policies.
- ◆ Do not allow the snowmobile rental unit to be operated by anyone who has not completed the required rental orientation, training, and rental agreement documentation.
- ◆ Do not disobey rental company guidelines, instructions, or policies.



# Blood Clots/Stroke

## They Now Have a Fourth Indicator, the Tongue

### **STROKE: Remember the 1st Three Letters....S.T.R.**

#### **STROKE IDENTIFICATION**

*It only takes a minute to read this...*

A neurologist says that if he can get to a stroke victim within 3 hours he can totally reverse the effects of a stroke...totally. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within 3 hours, which is tough.

#### **RECOGNIZING A STROKE**

Thank God for the sense to remember the **'3' steps, STR.** Read and Learn!

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now doctors say a bystander can recognize a stroke by asking three simple questions:

**S** \* Ask the individual to SMILE.

**T** \* Ask the person to TALK and SPEAK A SIMPLE SENTENCE (Coherently)  
(i.e. It is sunny out today.)

**R** \* Ask him or her to RAISE BOTH ARMS.

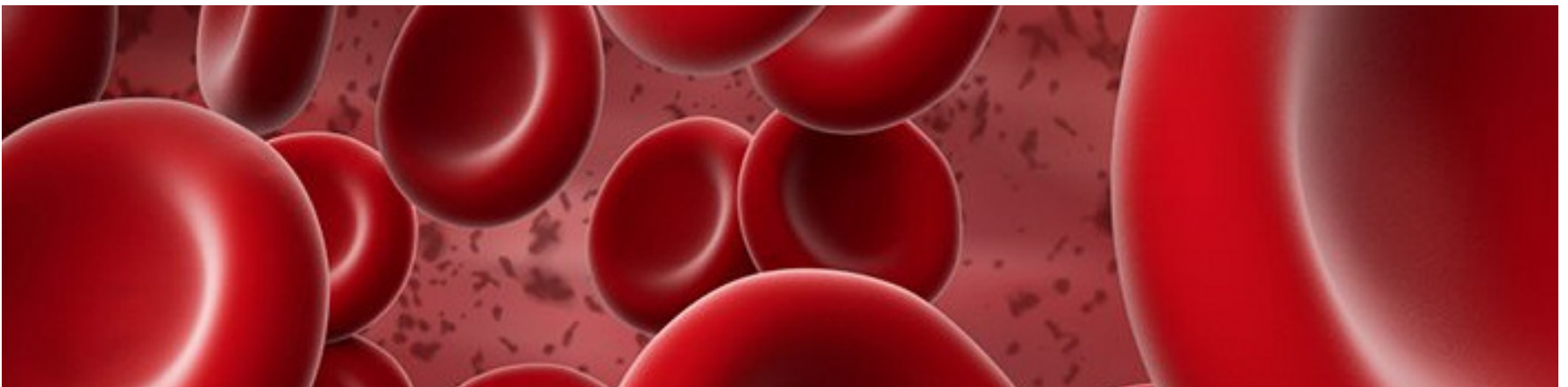
If he or she has trouble with ANY ONE of these tasks,  
call emergency number immediately and describe the symptoms to the dispatcher.

### **New Sign of a Stroke ..... Stick out Your Tongue**

**NOTE:** Another 'sign' of a stroke is this:

Ask the person to **'stick' out their tongue.**

If the tongue is **'crooked'**, if it goes to one side or the other, that is also an indication of a stroke.





There's No Business Like SNOW Biz-ness!

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

## Idaho State Snowmobile Association Business Members

These Business Members Support ISSA, Please Support Them.

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

**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

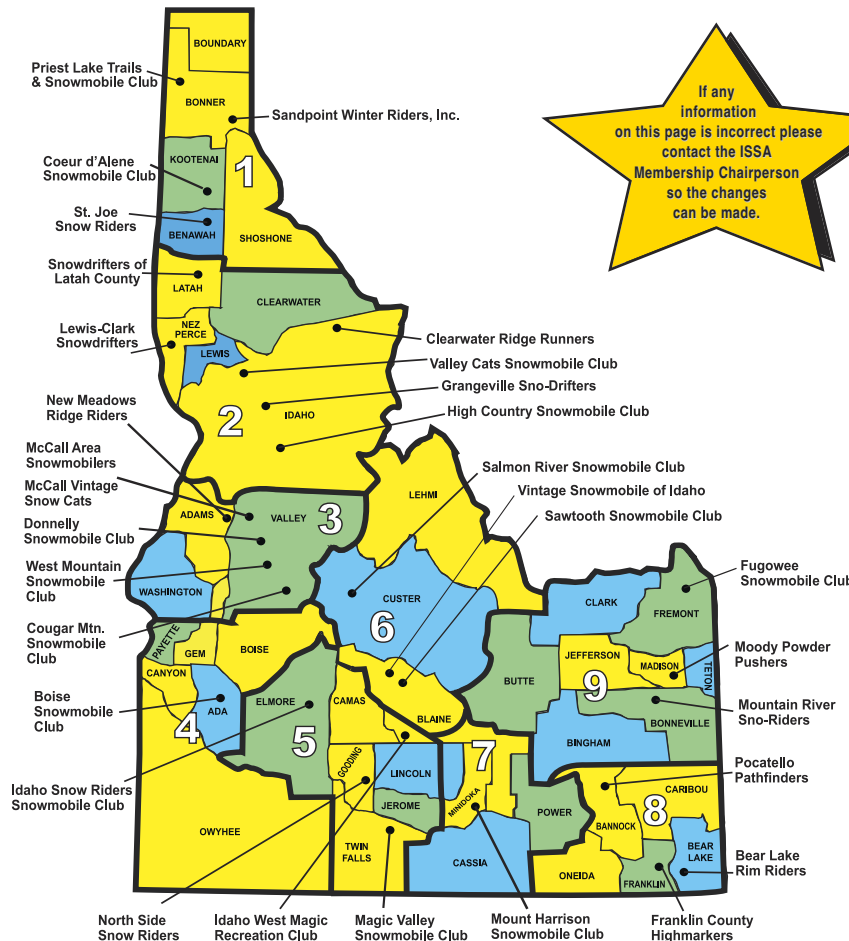
**Valley Creek Lodge**  
Stanley, ID 83276  
208-774-3606

**Valley Store**  
112 W. Market  
Cascade, ID 83611  
208-362-4319

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



# ISSA Club Directory



## West Mountain Snowmobile Club

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208-634-8096  
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*Club Address:*  
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## REGION 7

### Mount Harrison Snowmobile Club

President - Bart Webster  
222 South 2800 East  
Paul, ID 83347  
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Burley, ID 83318  
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## REGION 4

### Boise Snowmobile Club

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12229 W. Freedom Dr.  
Boise, ID 83713  
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208-378-1456  
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*Club Address*  
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Boise, ID 83707

## REGION 8

### Franklin County Highmarkers

Kory Argyle - President  
506 West 800 North  
Preston, ID 83263  
208-540-0529  
satellitesolutions@live.com

### Pocatello Pathfinders, Inc

Rosie Rosenberger - President  
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Pocatello, ID 83202  
208-232-1843  
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### Bear Lake Rim Riders

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

## Idaho Snow Riders

### Snowmobile Club, Inc.

John Miller - President  
1021 N. Pine-Featherville Road  
Pine, ID 83647  
208-653-2532  
dogmtpine@aol.com

## REGION 5

### Idaho West Magic Lake Rec Club "The Dam Fools"

Gordon Greenfield - President  
2083 E. 2950 S.  
Wendell, ID 83388  
208-697-3644  
info@damfools.com  
www.damfools.com

## REGION 9

### Fugowee Snowmobile Club

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3188 Tall Pine Circle  
Island Park, ID 83429  
watts3188@gmail.com  
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### Moody Powder Pushers

Tom Ryan - President  
1143 E. Butte Road  
Menan, ID 83434  
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Rexburg, ID 83440

## Magic Valley Snowmobile Club

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## Northside Snow Riders

Eric Renner - President  
1299 S. 1800 E.  
Gooding, ID 83330  
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## REGION 6

### Salmon River Snowmobile Club

Burton Stanley  
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Stanley, ID 83278  
208-539-6689  
burtonstanley@hotmail.com

### Sawtooth Snowmobile Club

Chad Sluder - President  
P.O. Box 332  
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208-788-2771  
sluderconst@aol.com

### Vintage Snowmobiles of Idaho

Don Bernaiche - President  
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New Meadows, ID 83654  
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dbernaiche9@msn.com

## REGION 1

### Coeur d'Alene Snowmobile Club

Orin Moses - President  
P.O. Box 845  
Spirit Lake, ID 83869  
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orin.moses@yahoo.com

### Priest Lake Trails & Snowmobile Club

Dave Spencer - President  
1918 W. Toni Rae Dr.  
Spokane, WA 99218  
(509) 466-3331  
dsloan40@comcast.com

### Sandpoint Winter Riders, INC.

Clayton Meserve, President  
P. O. Box 1999  
Sandpoint, ID  
208-610-5366  
claytonmeserve@yahoo.com

### St. Joe Snowmobile Club

Ken Schiermeister - President  
St. Maries, ID 83861  
208-245-4455

## REGION 2

### Clearwater Ridge Runners

Ted Peterson - President  
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tap1@valint.net

### Grangeville Sno-Drifters

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### High Country Snowmobile Club

Pat West - President  
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### Lewis-Clark Snowdrifters

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### Valley Cats Snowmobile Club @ ATV

Merle Barnett - President  
P.O. Box 494  
Kamiah, ID 83536  
208-935-0570

### Snodrfters of Latah County

Vernon Gregg - President  
1389 Chaney Road  
Viola, ID 83872  
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## REGION 3

### Cougar Mtn. Country Association

Robert Workman - President  
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### Club Address:

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Boise ID 83707

### Donnelly Snowmobile Club

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(541) 823-2192  
branch@safelink.net  
*Club address:*  
P.O. Box 951  
Donnelly, ID 83615

### McCall Vintage Snow Cats

Steve Karlstedt  
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McCall, ID 83638  
(916) 798-3390

### McCall Area Snowmobilers

Mark Wood - President  
P.O. Box 1857  
McCall, ID 83638  
208-315-5829 cell  
208-634-1897 home  
m\_wood@frontiernet.net  
*Club Address:*  
P.O. Box 354  
McCall, ID 83638

### New Meadows Valley Ridge Riders Snowmobile Club

Terry Jones - President  
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tljones@aol.com