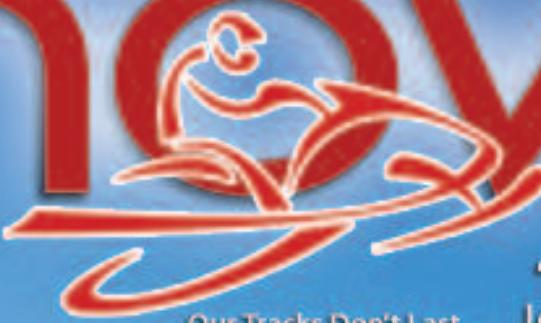


# Idaho Snow BIZ

Snowmobiling is a Priviledge ...  
Not A Right

Spring 2019



Our Tracks Don't Last

"United We Ride, Divided We Fail"  
Idaho State Snowmobile Association



See You Next Year!

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## Idaho State Snowmobile Association

P.O. 10400 Overland Road, #384  
Boise, ID 83709



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Call Kathy at 208-782-0000  
or email [SnowBiz@cableone.net](mailto:SnowBiz@cableone.net)

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# ISSA Leadership Directory

## Officers

**President:**  
**Pat Minnegar**  
 Meridian, ID 83611  
 208-890-1688  
[pat@A1heating.com](mailto:pat@A1heating.com)

**President-Elect:**  
**Larry Laxson**  
 674 Joes Road  
 Cascade, ID 83611  
 208-405-3148  
[westmountainjl@gmail.com](mailto:westmountainjl@gmail.com)  
[llaxson@co.valley.id.us](mailto:llaxson@co.valley.id.us)

**Secretary/Treasurer:**  
**Terri Klanderud**  
 300 Palmer Drive  
 Nampa, ID 83686  
 208-880-2353 Cell  
[terril\\_klanderud@yahoo.com](mailto:terril_klanderud@yahoo.com)

**Past President:**  
**Gary Cvecich**  
 P.O. Box 72  
 Stanley, ID 83278  
 208-859-2667  
[cvecich@ruralnetwork.net](mailto:cvecich@ruralnetwork.net)

**Region 5**  
**Jason Fisher**  
 3161 Longbow Dr.  
 Twin Falls, ID 83301  
 208-420-8328  
[ridefastridehard28@yahoo.com](mailto:ridefastridehard28@yahoo.com)

**Region 6**  
**Bryan Baird**  
 P.O. Box 3266  
 Hailey, ID 83333  
 208-720-4489  
[bairdbryan@hotmail.com](mailto:bairdbryan@hotmail.com)

**Region 7**  
**Jason Fisher**  
 3161 Longbow Dr.  
 Twin Falls, ID 83301  
 208-420-8328  
[ridefastridehard28@yahoo.com](mailto:ridefastridehard28@yahoo.com)

**Region 8**  
**Lin McKay**  
 4888 East Bear Creek Road  
 Preston, ID 83263  
 208-852-3987  
 Cell: 208-251-5276  
[linmckay61@gmail.com](mailto:linmckay61@gmail.com)

**Region 9**  
**Bob Stantus**  
 4038 S Salt Lick Loop  
 Island Park, ID 83429  
 208-351-4466  
[rsstantus@msn.com](mailto:rsstantus@msn.com)

**Directors at Large**

**Region 1**  
**Joe Wuest**  
 PO Box 3263  
 Hayden, ID 83835  
 208-819-6997  
 509-330-1446  
[joehwuest@gmail.com](mailto:joehwuest@gmail.com)

**Region 2**  
**Gene Riggs**  
 3620 10th Street  
 Lewiston, ID 83501  
 208-835-5951  
[criggs@tds.net](mailto:criggs@tds.net)

**Region 3**  
**Terri Klanderud**  
 300 Palmer Drive  
 Nampa, ID 83686  
 208-880-2353 Cell  
[terril\\_klanderud@yahoo.com](mailto:terril_klanderud@yahoo.com)

**Region 4**  
**Justin Harrison**  
 3612 E Rolling  
 Nampa, ID 83687  
 208-695-4471  
[justin@idahowatersports.com](mailto:justin@idahowatersports.com)

**Standing Committee Chairs**

**DIRECTOR OF PUBLIC LANDS:**  
**Sandra Mitchell**  
 501 Babybrook Court  
 Boise, ID 83706  
 cell: 208-869-3318  
[smitchel@alscott.com](mailto:smitchel@alscott.com)

**FUNDRAISING:**  
**Clint L. Hansen**  
 948 North 4000 West  
 Rexburg, ID 83440  
 208-709-6350  
[clintlhansen@yahoo.com](mailto:clintlhansen@yahoo.com)

**PUBLIC LAND CHAIRMAN:**  
**Vacant**

**CHARITY:**  
**Carolyn Riggs**  
 3620 10th Street  
 Lewiston, ID 83501  
 208-835-5951 home  
 509-330-1446 cell  
[criggs@tds.net](mailto:criggs@tds.net)

**SAFETY and SEARCH & RESCUE:**  
**Warren Wilde**  
 6869 No. Capitol Hill Rd.  
 Preston, ID 83263  
 208-852-2767  
 208-221-1408  
 208-269-2030 Office  
[wwilde@diginet.net](mailto:wwilde@diginet.net)  
[wilde803@gmail.com](mailto:wilde803@gmail.com)

**CONVENTION:**  
**Gary Cvecich**  
 P.O. Box 72  
 Stanley, ID 83278  
 208-859-2667  
[cvecich@ruralnetwork.net](mailto:cvecich@ruralnetwork.net)

**MEMBERSHIP:**  
**River McKay**  
 4888 E Bear Creek Road  
 Preston, ID 83263  
 208-851-2545  
[river.tiona@gmail.com](mailto:river.tiona@gmail.com)

**AWARDS:**  
**Clint L. Hansen**  
 948 North 4000 West  
 Rexburg, ID 83440  
 208-709-6350  
[clintlhansen@yahoo.com](mailto:clintlhansen@yahoo.com)

**SCHOLARSHIP:**  
**Sharla McKay**  
 4888 East Bear Creek Road  
 Preston, ID 83263  
 208-251-5885 cell  
[sharlamckay@gmail.com](mailto:sharlamckay@gmail.com)

**SNOW BIZ EDITOR/HISTORIAN:**  
**Warren Wilde**  
 6869 No. Capitol Hill Rd.  
 Preston, ID 83263  
 208-852-2767  
 208-221-1408  
 208-269-2030 Office  
[wwilde@diginet.net](mailto:wwilde@diginet.net)  
[wilde803@gmail.com](mailto:wilde803@gmail.com)

**SOCIAL MEDIA:**  
**Jeanine Harrop Hansen**  
 948 North 4000 West  
 Rexburg, ID 83440  
 208-709-1979  
[jeanineharrophansen@gmail.com](mailto:jeanineharrophansen@gmail.com)

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## **Snow Bizness from the ISSA Officers**



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

The fun is over and its time to roll up the sleeves and get back to work. By now, the club meetings are winding down and the snow is melting off the mountains. For those of us on the Idaho State Snowmobile Association Board, we will be gathering in Boise on Saturday, June 1st for our annual summer board meeting, followed by fall meetings leading up to the November convention in McCall, Idaho.

At present, organized snowmobile associations are at a critical turning point. Determining the best way to interact with our membership, collect funds and frankly stay focused has become a bit of a moving target. Members want more than what they are getting from our association and we need to figure out what that is, and how to provide it to them. Our task seems so easy until we get to the part about doing it on a flat dues rate of \$20.00 per family with a 100% volunteer organization.

We live in a society that gives us most everything at our fingertips; not only can you purchase most anything over the internet, you can learn most anything too. Information can come at us so fast, it's almost frightening! Those of us who are a little longer in the tooth can't absorb the information as fast as the younger generations can. Truthfully, I am ok with it coming at me slower. Pat, contact me by e-mail. I have a question.

WarrenWhen I go out into the shop to do some work; I prefer to use a hand tool rather than an air tool. I like things to work at my pace! But enough about me; because the truth is, I am no longer the demographic we are looking for.

One of several tasks we have during this off-season is finding a better way to communicate with our membership and driving our message to the generations we are missing. We have to reinvent ourselves again! We should not fear it or shy away from it; we should embrace it and be thankful that we have been around long enough to help the younger generations benefit from our knowledge and experience. But in turn, we also have to be willing to learn from them. Ask them questions; find out what is important to them, what do they look for when choosing an association to join. What would it take to gain their support? Though there may be an age gap, it is by no means insurmountable. Whether you are a twenty-something or a mid-lifer, we all share a passion for this sport. That alone unites us in our goal to keep this organization going.



### **President-Elect ... Larry Laxson**

Spring time riding is a time for family and friends to explore new terrain and learn new skills. It is also a time for clubs to start planning for parking lot and trail cleaning. It always amazes me the depth of love that snowmobilers have for the land and the critters that live on it. Spring is also time to mentor new volunteers and educate on the importance of maintaining our equipment and warming huts.Larry, contact me by e-mail for a question I have. Warren

Spring also means it is time to prepare for our board meeting; to challenge each other on how we can give back and take a leadership role in the I.S.S.A. It is only with our great



### **Region 2 Director ... Gene Riggs**

Well another snowmobile season has come to an end. The Farmer's Almanac reported that this would be a low snow year in the northwest. Boy was it wrong. In northern Idaho we weren't getting a lot of snow until mid-February when all hell broke loose and it seemed it wouldn't stop. Parts of Idaho got more snow than they had in many years. Records were broken throughout the state. We live in Lewiston where the annual snowfall is 2 inches. It was recorded that we received 30.7 inches in February alone. My mistake was listening to the almanac and scheduling a knee replacement in mid-December so I have been out of commission this entire season. Every time I heard reports from friends about their amazing rides I just cringed. I especially missed participating in the Veterans Ride this year but hopefully next year will also be a good snow year and life goes on.

A lot of work has been done to the ISSA website and it's getting there. Please check it out. We have tried to link your area Facebook pages to the groomer report link so when you update your Facebook, anyone looking for information would be directed there. Please check it out and report if changes need to be made. Also be sure to check out the club information to make sure your information is complete and current. Make sure you let us know who your new club president is and make sure we have an e-mail address for your club. We are trying to contact clubs with updates throughout the year and if we don't have a good email you aren't hearing from us. In addition to the website, ISSA Facebook page is a resource for clubs to get the word out about club news. Be sure to "Like" the Facebook page and submit your flyers to advertise your fun runs and other club events.

Have a good summer and be safe out there.



### **Past President ... Gary Cvecich Dean's List**

As the snowmobile season winds down, there are some rideable areas at the time I'm writing this, we look towards the off season activities that need attention. Land issues remain at the forefront and require our constant attention. Summer is the time for trail projects, clearing, clean up and bridge repairs. It's also the time to perform maintenance on our groomers, fixing what's needed and preparing them to be in top condition for next season.

We must also remember to continue to promote the Idaho State Snowmobile Association and the good work it does. There have been numerous times over the years that I have been out working on a trail project with my local club and have been approached by other recreationists. They are usually surprised to find out that the local snowmobile club is out working on projects that benefit everyone. Awareness of the good things our association does has earned us respect in the community and will continue to benefit our cause.



### **Region 3 Director ... Terri Klanderud**

Here I am at the last hour, writing my article at the deadline. I spent the weekend playing in the fresh snow instead of doing my paperwork and getting caught up. Can't say that I regret it! How often do we get fresh snow at the end of the season? Not surprising, given the great winter riding and the record setting snow dumps in February! I may not be done yet! Terri, contact me via e-mail. I have a question. Warren

I want to take this opportunity to thank the Clubs in Region 3 for all the volunteer work that they do to benefit our great sport. In our current world, where we have to fight for every inch of land that we can recreate on, it is refreshing to know that there are people out there with the experience, level of engagement, and enough passion for our sport, that they dedicate hundreds of hours every year attending meetings, researching, testifying, and fighting for public access. I want to specifically thank a few of these people - Mark Wood, President of the McCall Area Snowmobilers not only attends public lands issue meetings, but he also can be found on the mountain fixing trail issues, access issues, funding issues, assists in Search & Rescue, heads up the Disabled Veteran's Ride, the McCall Fun Run, and assisting in any capacity for the Valley County Grooming Program. The McCall Club also hosted the ISSA Convention two years ago and is preparing to host again for 2019. All the Clubs in Region 3 have hosted either an ISSA Convention or a State Ride, or both, and they are all 100% ISSA! Mark Sabin, also from the McCall area, is quick to assist in groomer repairs and emergencies, is also Search & Rescue, and volunteers hundreds of hours grooming with his partner in crime, Dan Krahn. John Hicks is always readily available to help with budget issues, deciphering and tracking the separate areas funding, and is the only person I know that fully understands the budgeting process for the County! Larry Laxson, Valley County Parks and Rec Director, can always be found going the extra mile to make the grooming program and snowmobiling a Class A experience. He dedicates hours around the clock to make sure that everything is functioning properly and orchestrating employees and volunteers to make the program in our area one of the best in the State. He also works tirelessly with Sandra Mitchell to protect and preserve our access to public lands; he has been the past President of the McCall Winter Rec meetings, Steering Committee of Payette Forest Coalition, co-lead of the Payette Land Use Committee, and participates in the Boise Forest Coalition as well as testifying to the Legislature and representing the snowmobile community to private land owners. Valley County Groomer Advisory Board Chairman, Ron Platt, not only dedicates hours to the grooming program, including running a groomer for the Donnelly Area, but also donates his time in scoring grant applications for the Idaho Department of Parks & Recreation, and always ready to assist in the complicated and tedious process of proper protocol. Heading further south is Larry Meredith, of the West Mountain Club, who is always willing to volunteer and pitches in and assists where ever he is needed. He attends meetings and is always available to represent winter sport recreationalists. Ula Carr, Rob Workman, and Rick Dolphus from the Cougar Mountain Club have assisted with ISSA history, fund raising, and the By-laws. Dave Boynton volunteers to clean snow from the parking lot at Wellington Snow Park; he also assists in grooming and watches over the facilities there. When you add all of these volunteer hours together, they add up to a staggering amount. The Clubs in Region 3 all pull together to make the grooming program and experience in Valley County one of the best in the State! Without them, there simply is not enough funding to make the program viable. I know there are many more Club members that assist in all the projects it takes to keep things running smoothly and I want to thank each and every one of you for the many hours of volunteering that you put in; the numbers each year are in the THOUSANDS! That, my friends, is staggering!

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



### Region 4 Director ... Justin Harrison

As I reflect on the season ending, I realize how lucky we are to live in such a beautiful place, with many amazing opportunities.

The snowmobile season has been a great one. Ample snow and many bluebird days allowed us to go on approximately 20 rides. Only a couple of major break downs among our groups for the season.

We are trying a do over on our newsletter. Just never seemed to get it done. Construction and permitting of mobile warming huts will be on our summer to-do list. We will be meeting bi-monthly throughout the summer.

It appears we will be able to sponsor a section of highway for clean-up. ITD will create roadside signs for us between Mores creek summit and Lowman. Parking lot and trail clean-up in area 8A will commence soon. Whoop'em Up, Mores Creek and Granite Creek are on the list.

The President's ride at Banner Summit was picture perfect, except for one little snag. The road avalanched and shut behind us. A long trip home through Sun Valley culminated the last ride of the season.

On a somber note, one of our members broke his leg and shattered his ankle dirt bike riding. Along with a broken arm and wrist he is going to have a long road to recovery. Remember to think safety all the time. I hope everyone has had a fun winter.

Catch ya later



### Region 5 & 7 Director ... Jason Fisher

As the season comes to an end and the snow starts to melt we reflect the memories made from yet another awesome snow year.

The groomers in Region 5 had their work cut out for them this year. At times they received feet instead of inches of snow, followed by high winds and extreme avalanche danger. Hats off to all the groomer operators in Region 5.

The Magic Valley Club and the Northside Club held their annual Fun Runs which both events brought in a big number of riders. Both groups stated that, "they couldn't have done it without the awesome local business support."

As spring is upon us and the grass begins to grow this region doesn't stop thinking about snowmobiles they just started planning for the Annual Snowmobile Grass Drags. This event is held at the Twin Falls County Fairground in Filer Idaho in late October by MVSC but couldn't run without the support and help of the Northside Club Members. Please follow them on Facebook for event info.

Have a Safe and Enjoyable Summer!



### Region 6 Director ... Bryan Baird

Region 6 ended up having a great season! We had a late start, but with record snowfall in February the season turned out great. As of the middle of April we are still riding and enjoying the snow. Temperatures have been too high to groom so the programs are shut down for summer. Count down begins for next winter! Bryan, contact me by e-mail. I have a question. Warren



### Region 8 Director ... Lin McKay

Here we are at the end of another awesome riding season that included some perfect spring riding for those who enjoy riding late in the season. It doesn't get much better than it was this year.

Thanks to the groomer operators and coordinator for the area. They had a busy year and did a great job keeping the trails good, considering our main groomer had been down for most of the winter. Working through the obstacles we benefited from their efforts to keep trails maintained.

Also give a shout out to Parks and Recreation employees who put on avalanche training classes that we all benefit from. Our area had good participation and it's nice to know those who ride, where I ride, are getting the training one of us may need some day.

Last but not least THANK YOU to The Franklin County High Markers and Bear Lake Rim Riders snowmobile clubs for putting on amazing socials and rides for local riders to enjoy. I look forward to the next social which will kick off the next season.



### Region 9 Director ... Bob Stantus

Well it's almost time to put the snow machines up for the summer.

I say almost because eastern Idaho still has a lot of snow up high. With the spring riding comes a couple of cautions. First, watch the temperature of your sled. Warmer daytime temperatures make it harder for your sled to keep cool. Second, be mindful of spring storms. They come up fast and can dump a lot of wet heavy snow. And lastly, be sure to clean your sled before you put it away to keep the corrosion down and keep it looking good for next season. Your local machine dealer can give you recommendations.

Keep an ear to the ground and let ISSA know if you hear of any activity in your area that could impact public access to government lands. Remember that many new proposals sound good when they say it fast. There is a lot of folks out there, however well intentioned, who work hard for causes that impact our access the public lands.



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

This is the last issue of Snow Biz for the snow season of 2018-2019. I want to thank all of you Board members for your support submitting your required reports (required as per an ISSA SOP). Without your help there would be no Snow Biz.

One of the things about Snow Biz being only a digital publication is that I can have as few or as many pages as I want. We need to review how Snow Biz is illustrated on our website. It is getting better but I believe it could be better.

I would like feed-back from you readers of Snow Biz as to what you would like to see in it for next season. Right now I am putting what I think is appropriate in it. Remember it is your paper so unload on me as to what you want.

I guess if our President wants, I will still be your editor for next year. President Pat, let me know if you want me to continue as Editor of Snow Biz for next year! It is a job I really enjoy, even though it takes many hours of research and time to produce an issue of Snow Biz. At this writing I have spent 54 hours, with more needed by the time I get the final proof before printing. I need the support of each of you officers and members of ISSA. For some reason our Membership Chairmen has never sent me an article of her activities since she was put in that position.

I try to diversify the material I put in Snow Biz so, hopefully it will please a wide spectrum of our readers. Hopefully most of our membership reads Snow Biz so send me information/articles that you would like to see published, Terri, Bryan, Carolyn, Larry.

ISSA is undergoing a difficult time as I write this editorial. Our leadership needs to stand back and take a good long look as to what needs to be done to bring the organization up to its old position. I know for sure that ISSA leaders need to recognize our members much more and let them know they are a member of an organization that cares for its members. In other words they need to give more attention to the individual member instead of putting all of its attention to public land issues. There has to be a careful balance between land issues and membership. We are losing our younger generation!

Let's hope we have as good a snow year next year, as we have had this year. It was awesome. It was a long season with an abundance of snow state wide. I spent many hours in parking lots and in the mountains checking snowmobiles for Certificate of Number. It was a productfull year for me and for the Tri-County grooming program.

The good Lord be willing I hope to see you next year as your Snow Biz Editor, Safety, History and Search & Rescue reporter.

**The Wilde one sez:** So long for now. I hope you all will have a great summer and the good Lord be willing I will be seein' ya all in October.

**Remember:** You are confined only by the walls you build yourself!

Always remember that there is someone who is smarter and more intelligent than you are, so don't make rash statements or decisions without checking possible

## ISSA Board Members Not Reporting

Region 1 Director - Joe Wuest

Membership — River McKay



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

Here are some interesting history facts:

1. Between 1990 and 2015, measles deaths declined by 71%. 1,000,000 lives are saved every year by the measles vaccine.
2. On the internet, there is 1.27 Zettabytes (1.3 trillion gigabytes) of data. That amounts to 75 billion fully-loaded 16GB iPads. If you stacked them, they'd reach 339 miles into the sky. That amount grew 62 percent in 2016 alone.
3. No human has won a chess tournament against a high-spec computer since 2005.
4. Idaho is home to the largest hops farm in the world, Elk Mountain Farms (found 10 miles south of the Canadian border), which grows hops for parent company Anheuser-Busch on 1,800 acres of land.
5. Aaron Paul might be known for 'Breaking Bad' in New Mexico, but he was born and raised in Emmett, Idaho.
6. Silver City, the Burke and Custer are just a few of Idaho's many ghost mining towns.
7. Napoleon Dynamite lives in the 'flippin' sweet town of Preston, Idaho. Gosh.

### SOME HISTORY INFO

They used to use urine to tan animal skins, so families used to all pee in a pot. Once



a day it was taken and sold to the tannery. If you had to do this to survive, you were 'piss poor'. But worse than that were the really poor folks who couldn't even afford to buy a pot. They 'didn't have a pot to piss in' and were considered the lowest of the low.

Houses had thatched roofs with thick straw-piled high and no wood underneath. It was the only place for animals to get warm, so all the cats and other small animals (mice, bugs) lived in the roof.



When it rained, it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying, 'It's raining cats and dogs.'

There was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could mess up your nice clean bed.



Hence, a bed with big posts and a sheet hung over the top afforded some protection. That's how canopy beds came into existence.

The floor was dirt. Only the wealthy had something other than dirt. Hence the term, 'dirt poor'.

The wealthy had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on the floor to help keep their footing. As the winter wore on, they added more thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entrance-way. Hence, 'a thresh hold.'

In those old days, they cooked in the kitchen with a big kettle that always hung over the fire. Every day, they lit the fire and added things to the pot.

They ate mostly vegetables and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight and then start over the next day.

Sometimes stew had food in it that had been there for quite a while. Hence the rhyme, 'Peas porridge hot, peas porridge cold, peas porridge in the pot nine days old.'

Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could 'bring home the bacon.' They would cut off a little to share with guests, and would all sit around and 'chew the fat.'

Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach onto the food, causing lead poisoning death.

This happened most often with tomatoes, so for the next 400 years or so, tomatoes were considered poisonous.

Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or the 'upper crust.'

Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days.

Someone walking along the road would take them for dead and prepare them for burial.

They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up.

Hence the custom of holding a 'wake.'

In old, small villages, local folks started running out of places to bury people.

So they would dig up coffins and would take the bones to a bone-house, and reuse the grave.

When reopening these coffins, 1 out of 25 coffins were found to have scratch marks on the inside, and they realized they had been burying people alive.

So they would tie a string on the wrist of the corpse, lead it through the coffin and up through the ground and tie it to a bell.

Someone would have to sit out in the graveyard all night ('the graveyard shift') to listen for the bell.

Thus, someone could be 'saved by the bell,' or was considered a 'dead ringer.'

Now, whoever said history was boring?

This incredible piece about 'the way things were' is a great reminder to respect our rich history.

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

### HISTORY: FAMILY OF THE YEAR

|      |                           |                              |               |
|------|---------------------------|------------------------------|---------------|
| 1998 | Doyle & Terri Barney      | Moody Powder Pushers         | Rexburg       |
| 1999 | Rob & Kim Osman           | Coeur d'Alene                | Coeur d'Alene |
| 2000 | Rob & Lyla Workman        | Cougar Mountain              | Boise         |
| 2001 | Bob & Narlene Miller      | Pocatello Path Finders       | Pocatello     |
| 2002 | Wayne & Becky Wagner      | Region 3 Clubs               | Boise         |
| 2003 | Rob & Georgia Kirsh       | McCall                       | McCall        |
| 2004 | David & Kay Plew          | Magic Valley Snowmobilers    | Buhl          |
| 2005 | Steve & Bev Powers        | Coeur d'Alene                | Coeur d'Alene |
| 2006 | Wendell & Jean Platt      | Donnelly                     | Caldwell      |
| 2007 | Chuck & Becky Larson      | Mt Harrison                  | Burley        |
| 2008 | Dan & Twila Bieker        | Lewis Clark Snowdrifters     | Lewiston      |
| 2009 | Don & Peggy Stanley       | Magic Valley Snowmobilers    | Twin Falls    |
| 2010 | Mark & Julie Schmahl      | Magic Valley Snowmobilers    | Twin Falls    |
| 2011 | Lonnie & Mickey Sutton    | Cougar Mountain & Donnelly   | Nampa         |
| 2012 | Chuck & Terry Sharp       | Magic Valley Snowmobilers    | Twin Falls    |
| 2013 | Lin and Sharla McKay      | Franklin County High Markers | Preston       |
| 2014 | No Recorded Winner        |                              |               |
| 2015 | Thad & Kendra Hull        | Magic Valley Sno-mobile      | Twin Falls    |
| 2016 | Toby & Jan Ashley         | Boise Snowmobile Club        | Boise         |
| 2017 | No Applicants             |                              |               |
| 2018 | Justin & Randi Abramowski | Magic Valley Snowmobile Club | Twin Falls    |



### Social Media ... Jeanine Harrop Hansen

What a great way it has been to end another season that has adorned us with enough snow as only a snow lover could love, and of course, creating those new memories that will be forever embedded deep in the gallery of our hearts and minds.

I want to thank everyone who sent their club activities, rides, events and grooming reports to get posted on Facebook. Wow! I was so impressed and so very grateful for the teamwork this has become! This past season we've had more response than we've ever had, and I'm looking forward to next year being even better!

As a reminder, if you personally, or your club have any ATV rides, activities or events this summer, please let me know so that we can get them posted as well!

The most important thought I want to leave is that Snowmobilers are a unified group of people. We are a brotherhood/sisterhood across the globe. We all have the same common goals in protecting our sport, only to name one of many important things. In numbers we create strength. In strength we can move mountains. Let's utilize this amazing gift called social media. Let's continue to become more unified through Facebook.

Until next snowmobiling season...

Have a Fantastic, Fun & Safe Summer!!!



### Charity ... Carolyn Riggs

Well the 2018-19 season is coming to a close. It's been quite a year and I hope all clubs were able to host lots of community activities. I have sent the survey monkey to each club so they can report their community service activities for the year. Hopefully you have completed it. The last day is May 1st. If you haven't, please know that it's very quick—5 questions. You need to report how many dollars your club donated and how many volunteer hours; then summarize who you donated to and what volunteer hours were for. Quick and easy. I think this is the quickest and least painful way to get this information collected throughout the state. I have my fingers crossed that more than 11 of our 30 clubs will report this year.

I have resigned from my position on the board so I will no longer be contacting you to encourage you to collect and report your club's charity hours and dollars. I do hope you will continue to report your information at the end of each season. Carlyn, please contact me by e-mail, Warren.

Although I will no longer be working with ISSA, I hope your club has learned to recognize the importance of collecting and reporting this information during my tenure. Best wishes to each of you.



### FundRaising ... Clint L. Hansen

I'm sure everyone has had an awesome riding season.

As we move towards a SNOWLESS summer season, most of our clubs work on projects and events that are enjoyed by all of us WINTER FANATICS throughout the summer and fall.

Always remember our opposition is fighting us every minute of every day. Do it right. Obey the rules. Be that responsible example of what being a member of the Idaho State Snowmobile Association is all about. Having made that statement, let's keep raising money for our legal defense fund, throughout the whole year.

Thanks to all of you for supporting this great cause!

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



### Scholarship ... Sharla McKay

I hope you all have had a fabulous snowmobile season. Our snow was so good my family, friends and I were able to ride right from my yard. We went on rides we haven't been on due to lack of snow in the past few years. We have had so much fun, this will go down as one of the longest riding seasons we have had in a while.

My heartfelt condolences go out to all the friends and families that were affected by unfortunate snowmobile accidents this season that took their loved ones too soon.

Thank you so much to all those who applied for the 2019 ISSA scholarship. It's so fun to read about what the young people are doing in their school, community and snowmobiling activities. The activities are so diverse depending on where they live as there are varied options in the different parts of the state. This scholarship will be announced at the fall Convention.

For those of you reading this, I urge you to start compiling information now for the scholarship application next year. It will make things so much easier and quicker. You won't be cramming the days before it's due.

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



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

The McCall Area Snowmobilers will be hosting the Idaho State Snowmobile convention 2019 on November 8th and 9th at the Shore Lodge in McCall. The lodge is currently taking reservations and there are special room rates for ISSA members, be sure to mention that you're attending convention to get the reduced rate. Special convention packages for raffle tickets and meals will be determined and advertised soon. There will be a Friday Meet and Greet with games and prizes and of course the Saturday night banquet. The club is busy lining up vendors and planning breakout sessions. The club is still working on ticket packages for members and I will share that information as it becomes available.

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



### Awards ... Clint L. Hansen

Greetings everyone. As this awesome season is winding down, there is still unbelievable spring riding here in east Idaho's back country.

There must be some incredible people that have went way above and beyond the ordinary in all the award categories. Let's get some fellow groomers, clubs, snowmobilers, and families that have exceeded the ordinary and deserve to be nominated to receive our best of the best awards for their commitment, service and spirit to represent ISSA with honor.

Let's get some more nominees added that have earned these most prestigious honors.

Feel free to call or e-mail me with any questions that you may have.

208-709-6350

ClintLHansen@yahoo.com

first!!! Always with Family".



### Search & Rescue ... Warren Wilde

I have requested a final season Search & Rescue Report from ISP, but I have not received it yet. Idaho State Police (ISP) is the keeper of the Snowmobile Search & Rescue funds.

I do know that Idaho had many snowmobile related Search & Rescue missions this year that the Oversight Committee (Sheriff Bolen of Valley County, Troy Elmore of Idaho Parks and Recreation and myself representing ISSA) reviewed. I will guess approximately 20-25. Also avalanches were a major problem this year. If I have the information by Board meeting time, I will report then.

### Idaho Chuckles

We all get heavier as we get older, because there's a lot more information in our heads.  
That's my story and I'm sticking to it.



## Safety Chair ... Warren Wilde **Dean's List**



### SAFE SNOWMOBILING MEANS

1. Never consume alcohol or drugs before or during snowmobiling.
2. Become familiar with the snowmobile you ride.
3. Always carry Avalanche equipment – beacon, probe, shovel and know how to use them.
4. Operate at Safe and reasonable speeds.
5. Stay on trails and areas where snowmobiling is permitted.
6. Avoid travel on unfamiliar frozen bodies of water.
7. Use extra caution at night.
8. Keep your snowmobile properly maintained.
9. Become familiar with the terrain you will travel on.
10. Listen to the weather forecast before you leave.
11. Always wear a helmet and proper clothing.
12. Never ride alone.
13. Let someone know where you are going and when you plan to return.
14. Carry emergency supplies.
15. Learn survival skills.

### CAN YOU SURVIVE THE NIGHT?

#### **Do you have with you the following?**

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

**ALCOHOL OR DRUG USE IS NEVER SAFE WHEN SNOWMOBILING.**

**DON'T RIDE IMPAIRED SO YOU COME HOME SAFE TO YOUR FAMILY.**

Visit [snowmobileinfo.org](http://snowmobileinfo.org) for safe riding information.

### THE IDAHO STATE SNOWMOBILE ASSOCIATION IS ASKING ALL SNOWMOBILERS TO DO THE FOLLOWING

#### **Think Before You Ride!**

1. Let someone know where you are going and the approximate time you will be back.
2. Let someone know which parking lot you are going to leave from.
3. Think Before You Ride
  - a. What are the anticipated weather conditions for the day?
  - b. What are the current trail conditions for that day?
  - c. What is the avalanche condition?
  - d. Will my sled handle as well as the sled in front of me or behind me on this ride?
  - e. Do I have the ability to ride the same way as the riders I am going with?
  - f. Do I have the eye-sight to see the changes in the trail at the speed we will be riding at?
  - g. Do I have the strength to handle the sled in sudden changes in riding conditions?
  - h. Do I have the hand-eye coordination to make changes fast enough when needed?
  - i. Will my sled handle the changes of the trail as well as the sleds in front of me or behind me?
  - j. Am I riding with riders with more or less experience than myself?
  - k. Is there an understanding among the group that they will stop occasionally to make sure everyone is still with the group and in good condition?
  - l. Does your group know that each rider needs to be responsible for the rider behind them (called 'shoulder check'). If you don't see him/her you slow down until you see them.
  - m. Never ride alone!
  - n. Ride safe!
  - o. Ride sober!
  - p. Make it home safe so you will be able to ride another day!

### **ISMA: Snowmobile Safety Certification Committee Background**

Haslett, MI, The snowmobile manufacturing industry first organized itself in 1965 when it formed the International Snowmobile Industry Association (ISIA). Over the years the structure has been altered and in 1995 the International Snowmobile Manufacturers Association (ISMA) was formed to represent the manufacturers of snowmobiles throughout the world.

The snowmobile industry grew rapidly and it became apparent that there existed a need for safety and production standards for the snowmobile industry. Individual snowmobile manufacturers in 1970 worked closely with the Society of Automotive Engineers (SAE) who helped form a subcommittee to develop recommended practices to guide manufacturers in the production of snowmobiles. In 1971-72, these recommended practices, developed through the SAE and other sources, were assembled by the safety engineering committee into a single usable document. This document was published in May 1973 as the Manual of Recommended Standards and Engineering practices for snowmobiles.

The Snowmobile Safety and Certification Committee (SSCC) was then formed and was presented at the International Snowmobile Congress (ISC) in June, 1973. In June of 1973 the manual was submitted to the Canadian Federal Department of Transportation, to the United States Consumer Product Safety Commission, and the United States Bureau of Outdoor Recreation for their review and input.

The SSCC was recognized internationally in 1974 and continues now in its continual use and updated of the SSCC-11 Standards, which have been updated in August 2017. The Snowmobile Safety and Certification Committee is a non-profit organization which is concerned with the snowmobile machine and related product safety.

**Continued page 9**

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

The standards within the SCCC requirements contains many specifications which are required to be met. They are all inspected and certified by a third-party Testing Laboratory. The standards are as follows:

SAE J-33: Snowmobile definition  
SAE J-1161: Operational Sound Level for Snowmobiles  
SAE J-192: Maximum Exterior Sound Level for Snowmobiles  
SAE J-89: Dynamic Cushioning Performance Criteria for Snowmobiles  
SAE J-92: Throttle Control Systems  
SAE J-68: Switching Devices and Components  
SAE J-1222: Speed Assurance Controls  
SAE J44: Brake System Performance Requirements  
SAE J-45: Brake System Test Procedures  
SAE J-1282: Snowmobile Brake Control Systems  
SAE J-288: Snowmobile Fuel Tanks  
SAE J-2826: Test for Power-driven Parts  
SAE J-1279: Snowmobile Drive Mechanism Requirements  
SAE J-68: Tests for Snowmobile Switching Devices and Components  
SAE J-292: Reflective Devices and Lamps  
SAE J-277: Design of Voltage System  
SAE J-278: Snowmobile Stop Lamps  
SAE J-280: Snowmobile Headlamps  
SAE J-576: Requirements for Plastic Materials Used on Lenses and Reflectors  
SAE J-578: Color Specifications for Lighting and Markers  
SAE J-592 and 594: Additional Standards for Side Marker Lamps, etc.  
SAE J-1062: Snowmobile Passenger Handgrips  
SAE J-1038: Recommendations for Children's Snowmobiles  
SAE J-62: Children's lighting  
SAE J-280: Snowmobile Headlamps  
SAE J-292: Cutter Lamps  
SSCC-53: Snowmobile Identification Numbers  
SSCC-63: Requirements of Exhaust Systems be made to a Certified Snowmobile have the proper identification stamped on the exhaust system

A snowmobile shall comply with all of the above requirements set forth in the appropriate lists and their approved tests.

The SCCC Engineering Group and the SAE Snowmobile Committee are two of the more active committees working within the SCCC and the ISMA. They meet on a monthly basis to continually update and review snowmobile safety standards and technology. The manufacturers Engineering Committees meet throughout the year with regulatory bodies from North America and Europe and beyond. Technology in all engineering fields moves at a rapid pace and we can all attest to the amazing products available to us from the manufacturers. These products represent the best of technological breakthroughs and amazing quality, performance and long-lasting life expectancy. The amount of time, work, energy, and knowledge that goes into every snowmobile produced is truly amazing and the vehicles are absolute artwork for engineering students worldwide.

## SPEED KILLS!



**SLOW DOWN AND COME BACK ALIVE.**

Visit [snowmobileinfo.org](http://snowmobileinfo.org) for responsible snowmobiling.

**Hey! We're all Motor Heads! We all have the need for our batteries to be ready when we're ready! We all have snowmobiles, and we also have boats, atvs, side by sides, you know — all the toys in your garage!**

**Be prepared and have this Jump Starter when you need it!!**

POWERCASES versatile **SPORTSMAN JUMP STARTER** won't leave you stranded with a dead battery. **Don't go snowmobiling without it!**

Visit your store at [acs.a.powercases.com](http://acs.a.powercases.com)

**powercases**  
Portable Power Solutions

## Safety Tech Tip

*EDITOR'S NOTE: Here is something you can do to your snowmobile as you put it away for the summer.*

**Sealing Your Exhaust:** Starting Line Products recommends sealing your exhaust joints with Permatex brand Ultra Black silicone (SLP part number 090-24). The most important areas are the pipe to silencer connection point and the silencer to bellypan outlet. If your exhaust system is already installed, the silencer to bellypan outlet can be sealed from the outside. Simply roll the snowmobile onto its side and apply a bead of Ultra Black silicone to the joint between the bellypan rubber grommet and the silencer outlet.

The reason this is so important is because when you dive into deep powder snow, the pressure on the silencer outlet will increase. The exhaust gasses will exit wherever they can and often tomes if there is not a positive seal between the silencer outlet and the belly pan, the exhaust gasses will follow the silencer outlet back under the hood. In this condition, the air intake is normally somewhat restricted and is drawing air through the vent holes and seams in the airbox. If exhaust gasses enter the under hood area, they will be sucked back into the intake and the engine will bog from oxygen starvation.



# Public Land Update ...

By Sandra Mitchell **Dean's List**

Another winter season has come and gone! While the memories of snowmobiling are still fresh in your mind, commit to doing everything possible to protect that opportunity for you and the generations to come. Everyone doesn't have to do everything, but everyone must do something!

I was invited by the US Senate Energy and Natural Resource Committee to testify at a hearing dealing with recreation on March 14th. I was asked to address snowmobiling; economic impacts, challenges, etc. Below is part of my statement:

My name is Sandra Mitchell and I come before you today with the envious task of "explaining" the state of snowmobiling. Snowmobiling is woven into the fabric of Idaho and of every snow state. Snowmobiling facilitates a sense of solitude in an ever-crowded landscape. Snowmobiling reveals the awe-inspiring beauty of this incredible country dressed in white at a time of year when most are at home on a couch in front of a fireplace. Most importantly, snowmobiling unites families and friends in play. After all, life's best memories are seldom created from one's couch.

Snowmobiling in America is big business. It generates about 26 billion dollars annually. In Idaho, snowmobiling's total economic impact is \$197.5 million and over 100,000 full-time jobs are generated by the snowmobile industry. Snowmobiling is not only important to the quality of life of Americans but it is critical to the economic stability of many rural communities. Recreation may well be the deciding factor in whether or not many rural communities survive.

Snowmobilers are proud of the fact that they pay their own way. They do so by taxing themselves through a snowmobile sticker program, often with a portion of state and federal gas tax. These funds are pooled and used to build the expensive infrastructure needed, which includes grooming trails, building and maintaining parking lots, education, law enforcement and signage. Every trail, every facility built is used year-around by non-motorized and summer motorized users as well. We gladly share all that we build, including our groomed trails.

All recreationists use the public lands for the same reason...every visitor study shows that. Regardless of the mode of transportation, all go to experience the backcountry because of its beauty, the wildlife--for the adventure and the challenge.

That does not mean that a snowmobile belongs on every acre. There are places where there should be no use, places where motors belong and places that should be shared. I think it important to note, that as far as I know, there is no such thing as an 'exclusive snowmobile area', there are shared use areas where motors are allowed and non-motorized areas.

So snowmobiling is good for the economy, quality of life, our tracks don't last because we ride on a cushion of snow, critters go down, we go up--so life must be good for the snowmobile community, right? Well, we do have challenges:

Using 'conflict' as a reason to justify a snowmobile access closure: We understand that there will be restrictions but they should be established on good scientific data, not on perceptions or assumptions. Decisions driven by real and substantive resource problems or by congressional designations are not at question. However, social issues, such as conflict, drive many allocation decisions. All users of the public lands must be treated equitably. We suspect that when motorized recreation is granted its first exclusive use area, and it becomes evident that raising issues of conflict can hurt one side as much as the other, most of the shouts of conflict will abate.

## THE MANAGEMENT OF RECOMMENDED WILDERNESS:

In the Northern Region, Region One, which includes 12 national forests, recommended Wilderness is managed as Designated Wilderness. This policy was adopted around 2006. The assumption behind the policy statement seems to be that motorized and mechanized recreation is automatically incompatible with RWA's. The proper test is whether the specific motorized/mechanized activity somehow compromises the area's future potential for designation as wilderness. That remains the official policy of the Forest Service today but not the policy of Region 1.

A consistent nationwide policy is needed. We believe that can be accomplished with a Secretarial Order or legislation.

## WINTER TRAVEL PLANNING:

I have yet to see a Forest Plan or a Travel Plan increase motorized recreational opportunities. In fact, in every process in which I have been involved, snowmobilers loose areas and summer motorized users loose trails. The solution would be to start every Forest Planning process with a clean slate. Remove all the lines except for the designated areas and reevaluate the uses and the needs. Landscapes change and so do uses.

I was then asked by Senator Risch to answer three questions for the Record. I have included 2; the 3rd one was on the RWA issue in Region 1.

**Question 1:** As you know, the Selkirk Mountains in the Idaho Panhandle National Forest, nearly a quarter-million acres, have been closed to over-snow motorized travel for over a decade waiting for the Forest Service to restart the winter travel planning process. Burdensome regulation has already diminished timber and other industry on these public lands. Can you speak to the further economic detriment this kind of stalling has on rural communities?

When the caribou were initially listed as an Endangered Species in 1984, the resulting management changes on national forest lands caused severe timber impacts, but initially had little recreational impact. Snowmobiling was not regulated as it was presumed to have little impact on ungulates in deep snow-bound higher elevation terrain. Caribou winter range is concentrated on south facing steeper slopes at lower elevations around 4000 feet. Initial Forest Service management seasonally closed some temporary logging roads during calving, fawning, and hunting seasons, but these trails were kept open to snowmobiling, however, a 2005 law suit changed everything. The suit focused on the alleged failure of the Forest to analyze the effects of snowmobiling on caribou. On February 26, 2007, the court issued a modified injunction order to remain in effect until completion of consultation and release of a "winter recreation strategy" by the Forest. The clarifying injunction was dated March 20, 2007 and resulted in snowmobile closures for about 239,588 acres of public lands.

The failure of the Idaho Panhandle National Forests to be able to complete a relatively simple over-snow motorized vehicle plan for over a decade shows how elevating "regulation" or "implementation" has failed in the multiple-use management of public lands. The Forest Service is stymied by regulations and the extreme financial impact on its budgets that over-regulation causes. The Forest Service cannot accomplish on the ground reasonable decision making and implementation time and time again. This leads to well-founded public disenfranchisement and distrust of both the process and any decision, when finally made. This leads to such uncertainty, that the communities that live in and work in the forest, are significantly economically impacted. The injunction entered regarding the Selkirk Mountains in the winter travel planning situation was in the Court's word overly broad, and it was expected to be short lived. No one would have thought that it would remain in place this long and because the Service is too tied down in analysis that it cannot take any action.

The winter season economy has declined significantly since 2005 when an injunction started limiting snowmobile activity in the Selkirk Mountains. In the winter months, snowmobiling kept most gas stations, convenience stores, and eating and drinking establishments open. More importantly, snowmobiling kept resorts open that had provided most winter jobs. Any more winter trade loss could close a number of these businesses during the winter. This would significantly impact the livability and lifestyle of permanent residents who also rely on these winter services. Residents would have to commute over thirty miles for many basic community services. This also affects the essential social functions of the permanent resident community.

*The caribou are now gone from the Selkirk Mountains. The two remaining females were exported to Canada. "Predation is obviously the No. 1 factor," Bart George, a wildlife biologist for the Kalispell Tribe, said; "That was kind of the straw that broke the camel's back at this point. All those other issues are concerns, but we don't really understand how snowmobiling would affect the animals in the long term, other than we know it disrupts animals in the winter." The Spokesman-Review, March 25, 2018*

We do know how the lack of snowmobiling impacts local economies. It is time the Forest Service acted. Without caribou, there is no excuse for the closure to continue. Using adaptive management, if there is reason to limit snowmobiling in the future based on sound science, they can modify their management plan. Until that time, citizen owners of the public lands should be allowed to use the public lands whenever possible. The quality of life of our citizens and the survival of our rural communities demand this response.

**Continued page 11**

**Question 2:** There have been further access restrictions on motorized recreation in the Fairfield Ranger District in the Sawtooth National Forest as well. Can you tell me more about those circumstances and the effect on the recreation industry?

The decision made by the Fairfield Ranger District in the Sawtooth National Forest opens 13.1 miles of a groomed snowmobile trail and closes 85,266 acres of land that is currently open to winter motorized use in the Forest Plan. The stated justification for this enormous closure is potential impacts on certain animal species: Mt. goat, wolverine, and lynx. There is no quantifiable data/science to support their decision.

The trail was closed because of a recommendation from the Idaho Department of Fish and Game (IDFG) because of its proximity to an elk feeding station. The wolf population changed the feeding habits of the elk so the closure was no longer necessary. IDFG recommended it be opened. Instead of simply opening this trail, they tag on a huge unnecessary and unjustifiable closure.

The Forest Plan requires dispersed and diverse recreation opportunities throughout the District. This is no longer the case for snowmobilers. We would appreciate the Committee's investigation and inquiries to the Forest Service regarding this situation. Recreation closures, contrary to the goals of the Forest Plan and without any statutory or legal driver for the closures to be put in place, should not be the standard.

### **Idaho Gems**

If you are depressed, you are living in the past. If you are anxious, you are living in the future. If you are at peace, you are living in the present. — Lao Tzu

# **SNOWMOBILERS WILL STORM THE HILL FOR THE 20TH TIME!**

**Snowmobilers will storm Capitol Hill for their 20th Annual DC Fly-In April 27-30**

Snowmobile meetings will be held on Sunday, Agency and Capitol Hill Updates will be held on Monday. On Tuesday the representatives from their State Snowmobile Associations will meet with each and every Congressman and Senator from their State. They will discuss issues impacting snowmobiling in their state as well as issues that impact snowmobiling on a national level.

## **ELECTRIC CARS - A REAL EYE OPENER!**

### **Interesting Take on Electric Cars This is an Editorial from the Pinehurst Press**

It is going to be very difficult and expensive to switch over to electric cars. Certainly it can't happen all at once. It no doubt will have to be very gradual over many years as it will be very difficult (and expensive) for the Electricity Companies to beef up the entire electrical grid to support everybody charging their cars overnight. Read this article carefully and you will understand the problem.

As an engineer I love the electric vehicle technology. However, I have been troubled for a longtime by the fact that the electrical energy to keep the batteries charged has to come from the grid and that means more power generation and a huge increase in the distribution infrastructure. Whether generated from coal, gas, oil, wind or sun, installed generation capacity is limited. A friend sent me the following that says it very well. You should all take a look at this short article.

IF ELECTRIC CARS DO NOT USE GASOLINE, THEY WILL NOT PARTICIPATE IN PAYING A **GASOLINE TAX** ON EVERY GALLON THAT IS SOLD FOR AUTOMOBILES, WHICH WAS ENACTED SOME YEARS AGO TO HELP TO MAINTAIN OUR ROADS AND BRIDGES. **THEY WILL USE THE ROADS, BUT WILL NOT PAY FOR THEIR MAINTENANCE!**

In case you were thinking of buying hybrid or an electric car:

Ever since the advent of electric cars, the **REAL cost per mile of those things has never been discussed**. All you ever heard was the mpg in terms of gasoline, with nary a mention of the cost of electricity to run it. This is the first article I've ever seen and tells the story pretty much as I expected it to.

Electricity has to be one of the least efficient ways to power

things yet they're being shoved down our throats. Glad somebody finally put engineering and math to paper.

At a neighborhood BBQ I was talking to a neighbor, a BC Hydro Executive. I asked him how that renewable thing was doing. He laughed, then got serious.

If you really intend to adopt electric vehicles, he pointed out, you had to face certain realities. For example, a home charging system for a Tesla requires 75 amp service. The average house is equipped with 100 amp service. On our small street (approximately 25 homes), the electrical infrastructure would be unable to carry more than three houses with a single Tesla, each. For even half the homes to have electric vehicles, the system would be wildly over-loaded.

This is the elephant in the room with electric vehicles. Our residential infrastructure cannot bear the load. So as our genius elected officials promote this nonsense, not only are we being urged to buy these things and replace our reliable, cheap generating systems with expensive, new windmills and solar cells, but we will also have to renovate our entire delivery system! This latter "investment" will not be revealed until we're so far down this dead end road that it will be presented with an 'OOPS...!' and a shrug.

If you want to argue with a green person over cars that are eco-friendly, just read the following. Note: If you ARE a green person, read it anyway. It's enlightening.

Eric test drove the Chevy Volt at the invitation of General Motors and he writes, "For four days in a row, the fully charged battery lasted only 25 miles before the Volt switched to the reserve gasoline engine." Eric calculated the car got 30 mpg including the 25 miles it ran on the battery. So, the range including the 9-gallon gas tank and the 16 kwh battery is approximately 270 miles.



It will take you 4.5 hours to drive 270 miles at 60 mph. Then add 10 hours to charge the battery and you have a total trip time of 14.5 hours. In a typical road trip your average speed (including charging Time) would be 20 mph. According to General Motors, the Volt battery holds 16 kwh of electricity. It takes a full 10 hours to charge a drained battery. The cost for the electricity to charge the Volt is never mentioned, so I looked up what I pay for electricity.

I pay approximately (it varies with amount used and the seasons) \$1.16 per kwh. 16 kwh x \$1.16 per kwh = \$18.56 to charge the battery. \$18.56 per charge divided by 25 miles = **\$0.74 per mile to operate the Volt using the battery**. Compare this to a similar size car with a gasoline engine that gets only 32 mpg. \$3.19 per gallon divided by 32 **Mpg = \$0.10 per mile**.

The gasoline powered car costs about \$30,000 while the Volt costs \$46,000 plus. So the Government wants citizens not to do the math, but simply pay almost twice as much for a car, that costs more than seven times as much to run, and takes three times longer to drive across the country.

## **ENDANGERED SPECIES**

# **Green Groups to Sue FWS Over Loss of Caribou Herd**

Information from Sandra Mitchell

Environmental groups said they plan to sue the Fish and Wildlife Service for failing to prevent the recent loss of the last herd of mountain caribou in the Lower 48. The handful of remaining animals in the herd were relocated to Canada.

The handful of remaining animals were relocated into Canada last November (2018), ending decades of efforts to save the southern Selkirk Mountains herd, which was located in a remote part of northern Idaho and Washington state.

Remember snowmobiles haven't been in that area for around 12 years and it is still our fault! We may want to intervene in this suit but only after we review it carefully.

The lawsuit would seek to blame the Fish and Wildlife Service for failing to designate protected habitat for the animals.

"Fish and Wildlife Service officials sat on their hands for decades while the last wild caribou in the Lower 48 states went extinct," said Andrea Santarsiere, an attorney at the Center for Biological Diversity, which filed a 60-day notice of intent to sue along with Defenders of Wildlife and the Lands Council.

The environmental groups want to establish protected caribou habitat as part of an effort to return the animals in the United States. "With the right protections in place, we can bring them back," said Jason Rylander, an attorney for Defenders of Wildlife.

Mountain caribou, also known as reindeer, are sometimes called "gray ghosts" because of how rarely they are seen. They once roamed a broad area of the Lower 48, including the northern Rockies, the Upper Midwest and the Northeast.

Mountain caribou have hoofs the size of dinner plates that act like snowshoes. The animals can survive all winter eating lichens found on the branches of old-growth trees.

But their habitat was increasingly fragmented by roads and other development over the decades. Plus, the increased popularity of snowmobiles meant more people infringed on the caribou's alpine habitat.

## **UNITED SNOWMOBILE ALLIANCE FORMED**

The formation of a new national organization was announced, whose members will focus their efforts and resources on the needs of the snowmobile community at the local, state and national levels.

Called the United Snowmobile Alliance (USA), the organization announced that its goals will be accomplished through strong communication and experienced leadership coming from the states involved. Modern business and financial practices, along with transparent accountability, will be the backbone of the group, which is built on a ground-up foundation. The member states are committed to the success of this organization by their commitment to transparent and professional management.

With well over 100,000 state association members, the United Snowmobile Alliance represents the majority of state association member snowmobilers in the United States.

Their purpose will be to utilize a proactive and collaborative approach to support and grow snowmobiling throughout the US and to be a resource to each other and those in a position to further snowmobiling initiatives throughout the world.

The Alliance's strength will be based on a reciprocity of vast knowledge, depth of leadership, internal and external networking, legislative grass roots skills, and building a national alliance that represents all aspects of the snowmobile community.

State snowmobile associations are invited to partner with the USA and actively participate in building a national organization.



COURTESY IDAHO FISH AND GAME WEBSITE

By 1983, when they were first protected under the Endangered Species Act, caribou were limited to just the northern Rockies and declining fast.

In the 1990s, the Fish and Wildlife Service expanded the Selkirk herd by bringing caribou down from Canada, which helped the population grow to more than 100 animals. But the effort was eventually abandoned, and the Selkirk herd went into decline. The movement of wolves into their habitat in 2009 sped the decline.

In 2011, FWS proposed designating more than 375,000 acres of critical habitat for caribou in Idaho and Washington. But the next year, the agency approved a designation that included only about 30,000 acres of habitat.

## **DID YOU KNOW**

### **Snowmobilers are Charitable People**

Snowmobilers raise tens of thousands of dollars each year for charities. Snowmobilers are among the most generous when it comes to supporting a variety of charities -- including supporting individual, local and regional charities. Snowmobilers are well known for raising money -- but not seeking any recognition for their efforts. So please submit your charity activity and times to the ISSA Charity Chairman – Carolyn Riggs (See Officers page for contact information)



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

**38th Annual  
Idaho State Snowobile Association  
Convention  
November 8 and 9, 2019**

**Shore Lodge**  
McCALL, IDAHO  
501 W. Lake Street  
800.657.6464  
info@shorelodge.com

Hello Snowmobilers!

It is time to start thinking about the ISSA 2019 Convention. The McCall Area Snowmobilers will be hosting this year's convention in McCall at the Shore Lodge on Payette Lake November 8th and 9th.

Shore Lodge has a block of rooms available for ISSA members. Get yours early by calling 800-657-6464!

Conventions are so much fun! Especially if we have a good turnout of members. We have exciting activities in store for the convention, such as raffle prizes, snow games, silent auction, speakers, breakout sessions, as well as vendor shopping.

The Friday Meet and Greet will be from 5-9pm with light hors d'oeuvres and a no host bar, along with games and prizes. The Saturday Banquet begins with a 5pm social hour, dinner beginning at 6pm, followed by more raffle prizes and silent auction baskets donated by each snowmobile club throughout Idaho. The event packages below are not just for families but can be purchased between friends or couples. Friday Meet and Greet Tickets and Saturday dinner tickets must be pre-purchased, none will be available the day of the event. Purchase your package today, because after October 15th, 2019 only the SIDE HILL package will be available. Rooms can be booked directly with Shore Lodge. Let them know it's for ISSA Convention.

**EVENT PACKAGES**

| <b>EXTREME PACKAGE</b><br>PACKAGE COST ... \$450   |       | <b>BOONDOCK PACKAGE</b><br>PACKAGE COST ... \$200  |       |
|--|-------|--|-------|
| VALUE ... \$800 ... YOU SAVE ... \$350             |       | VALUE ... \$390 ... YOU SAVE ... \$190             |       |
| • 4 Meet and Greet Tickets                         | \$80  | • 2 Meet and Greet Tickets                         | \$40  |
| • 4 Banquet Dinner Tickets                         | \$260 | • 2 Banquet Dinner Tickets                         | \$130 |
| • 12 Friday Only Drawing Tickets                   | \$60  | • 4 Friday Only Drawing Tickets                    | \$20  |
| • 200 Banquet Raffle Tickets                       | \$400 | • 100 Banquet Raffle Tickets                       | \$200 |
| <b>HIGH MARK PACKAGE</b><br>PACKAGE COST ... \$260 |       | <b>SIDE HILL PACKAGE</b><br>PACKAGE COST ... \$120 |       |
| VALUE ... \$500 ... YOU SAVE ... \$240             |       | VALUE ... \$195 ... YOU SAVE ... \$75              |       |
| • 2 Meet and Greet Tickets                         | \$40  | • 1 Meet and Greet Tickets                         | \$20  |
| • 2 Banquet Dinner Tickets                         | \$130 | • 1 Banquet Dinner Tickets                         | \$65  |
| • 6 Friday Only Drawing Tickets                    | \$30  | • 2 Friday Only Drawing Tickets                    | \$10  |
| • 150 Banquet Raffle Tickets                       | \$300 | • 50 Banquet Raffle Tickets                        | \$100 |

**INDIVIDUAL PRICES**

|                               |      |
|-------------------------------|------|
| Meet and Greet Ticket         | \$25 |
| Saturday Banquet Ticket       | \$75 |
| Meet and Greet Raffle Tickets | \$5  |
| Saturday Raffle Tickets       | \$2  |

**ISSA CONVENTION 2019 ... MCCALL, IDAHO ... NOVEMBER 8th AND 9th REGISTRATION**

Attendee #1 \_\_\_\_\_ Attendee #2 \_\_\_\_\_

Attendee #3 \_\_\_\_\_ Attendee #4 \_\_\_\_\_

Contact Name \_\_\_\_\_ Phone# \_\_\_\_\_ E-Mail \_\_\_\_\_

**EVENT PACKAGES:**

EXTREME ... \$450       SIDE HILL ... \$120       HIGH MARK ... \$260       BOON DOCK ... \$200  
 MEET AND GREET ... \$25       SATURDAY BANQUET ... \$75  
**TOTAL ENCLOSED \$** \_\_\_\_\_ (*make checks payable to McCall Area Snowmobilers*)

**MAIL TO:**

McCall Area Snowmobilers  
PO Box 354  
McCall, ID 83638

**FOR MORE INFORMATION CONTACT:**

Mark Wood (208) 315-5829  
Kristi Kesler (208) 271-6401  
Patti Pfost (208) 630-3068

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



## Disabled Veterans Ride 2019

**By Terri Klanderud**

On Saturday, March 9th, the 7th Annual Disabled Veteran's Ride took place out of the Francis Wallace parking lot, above McCall. There were 44 Veterans, and approximately 100 volunteers, that participated together to make this great event take place!

The McCall Snowmobile Club, with help from the Idaho State Snowmobile Association, the Veteran's Administration, the Donnelly Snowmobile Club, Search and Rescue, Cook in the Wild, and many other local merchants and volunteers, put together this awesome ride. The veterans are treated to a fun day riding sleds and finishing with a BBQ, honoring them and their sacrifice! If you haven't had the pleasure of attending this event, you are definitely missing out! Volunteers and Cheap Thrills Rental donate sleds and gear to insure the veteran's have the equipment they need to enjoy a great day riding!

Four years ago, I was paired with "my" disabled vet, Kary, and we have had the pleasure of getting to ride with her each year since then. During the off season, we meet for breakfast or lunch to catch up with each other and have had the pleasure of forming a great friendship. It is so exciting to watch them all have a great day, and many of them come back year after year.

If you haven't had the chance to attend, be sure to watch for the date and mark your calendar for next year! It is definitely an event to remember!!!!



# POSTING ON SOCIAL MEDIA

The International Association of Snowmobile Administrators (IASA) and the International Snowmobile Media Council (ISMC) would like to remind snowmobilers to think about rider responsibility when posting to social media. As lead organizations in promoting snowmobiling and the management of organized recreational snowmobiling, they want to remind riders of the importance to rider's actions; so together as a team let's change the perception of how snowmobiling is viewed. It's important to remember individual snowmobilers are responsible for their actions as they affect personal safety, land access for trails and the overall image of the sport.

Before posting to social media, consider the following factors:

1. **Actions:** Your actions can and will impact the whole snowmobile industry; so choose your message to be positive.
2. **Gear:** Make sure riders in the picture or video are wearing the proper riding gear; remember your helmet!
3. **Ride Responsibly:** Make sure the content reflects riding responsibly; posting should reflect responsible behavior.
4. **Laws:** Ride in authorized areas only and obey the local snowmobile laws and requirements.

As you head out this season we wish you an awesome adventure but please keep these factors in mind to ensure a successful snowmobiling future.

## ABOUT IASA

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

## ABOUT ISMC

The International Snowmobile Media Council's ((SMC) 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 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.

## U.S. National Forest Trail Systems Are in Trouble

Only one-quarter of the U.S. National Forest systems 157,000 miles of trails are up to Forest Service standards, and the agency has a \$314 million backlog of maintenance. The National Forest System Trails Stewardship Act recently passed congress with bipartisan support, requiring the Forest Service to develop a strategy within five years to dramatically increase the use of volunteers to maintain the trails. The agency will also be required to prioritize regions with the most severe trail maintenance needs, where access is jeopardized by the backlogs.

## Information from American Council of Snowmobiles Association (ACSA)

### GREY WOLF

The Fish and Wildlife Service will propose a regulation shortly to declare the gray wolf as recovered under the Endangered Species Act. The management of the Wolf will then be deferred to the states.

The wolf was previously delisted in all states except Michigan, Minnesota and Wisconsin.

According to the FWS, the gray wolf has gone from near extinction to exceeding population targets by as much as 300%. A recent count showed nearly 6,000 gray wolves in the lower 48 states.

### E-15 FUEL

The Consumer Protection and Fuel Transparency Act of 2019 (H.R. 1024) is bipartisan legislation that would require the EPA to revise the labeling requirements for pumps that dispense E15. It would also include a consumer education campaign to inform the public about the risks of improper use of E15 and the vehicles and equipment that are prohibited from using E15.

The new label would call out snowmobiles, motorcycles, ATVs, boats, lawnmowers, and chainsaws with pictograms of these vehicles and equipment specifically prohibited from using E15.

Also included in this legislation are provisions specific to blender pumps that would require warnings about residual high-ethanol-content blends left in the fueling hose from the previous customer. U.S. Representatives, Austin Scott (R-Ga.) and Lois Frankel (D-Fla.) reintroduced the bill.

## Western Chapter of ACSA Report

The Western Chapter of the American Council of Snowmobile Associations held their annual winter meeting in Montana on February 22-23 2019.

Issues that are facing the snowmobile industry were discussed, and making snowmobiling stronger as it faces adversity and challenges. Some of those challenges include access to our public lands, trespassing issues on both private and public lands, and increasing the engagement and involvement of snowmobilers in organized snowmobiling.

### Idaho Gems

Your mind is a garden,  
your thoughts are the seeds.  
You can grow flowers or you can grow weeds.

# **State of the Sport – Update on Snowmobiles in North America**

**From ISMA**

HASLETT, MI, February 2, 2019: Snowmobiling is a catalyst for winter economies in the snowbelt of North America that generates over \$26 billion in annual spending by participants and providing jobs, taxes and recreation when many hibernate. Over 2 million recreationists enjoy snowmobiling in the US and another 700,000 in Canada each year.

The players are many and diverse, but they are all integral in moving the sport forward. They include:

- Individual Riders
- Clubs
- State and Provincial Associations
- American Council of Snowmobile Associations (ACSA) and Canadian Council of Snowmobile Organizations (CCSO)
- International Snowmobile Manufacturers Association (ISMA)

ISMA's role is one of leadership from the four Original Equipment Manufacturers (OEM's) on issues that affect the sport, especially in the areas of laws and policy with governmental units on the manufacturer of products, and also with access and protection. Below are some of the ways the four OEM's are involved on a daily basis through ISMA:

- The manufacturers collectively helped establish and are significant supporters and contributors to the American Council of Snowmobile Associations and the Canadian Council of Snowmobile Organizations. These are the true activation arms for organization, political, and funding issues in their respective countries.
- ISMA's members, along with ACSA and CCSO, support clubs and associations in efforts to expand and protect trails, riding areas and other organized club activities. Financial support through grant programs and industry expertise and knowledge is available to support staff and volunteers.
- The ISMA Safe Riders program, sponsored by the manufacturers, began in 1995 and continues today. The program support materials are available free of charge to clubs, dealers, associations and safety trainers. The campaign includes, posters, brochures, safety videos and other materials.
- ISMA's Avalanche safety education and outreach support began ten years ago. Three years ago, ISMA partnered with Ascender 360 to make education access even easier through an online program. ISMA supports and communicates on a regular basis with the American Avalanche Association, Avalanche Canada and the US Forest Service Avalanche safety training teams.
- ISMA announced a new Safe Riders video series featuring 13 chapters covering key issues on snowmobile safety September 6, 2018. The series will be available soon to support safety education and market expansion. Clubs and associations will be encouraged to use the new videos to promote membership as well as safety.
- The manufacturers, in cooperation with ACSA and the CCSO, work closely with land managers regarding trail management, maintenance, mountain riding designation, and proper postings.
- ISMA and ACSA have jointly intervened on behalf of states, clubs, riders and even the US Forest Service over 12 times on land access issues, protecting riders when unnecessarily attacked. Especially in the Western U.S. The most recent example being: Our intervention in the Over Snow Vehicle Plan in the Lassen Forest in California within the past year.
- ISMA and ACSA have been involved since 1999 in numerous lawsuits preserving the right to ride in the oldest national park, Yellowstone – to assure the precedent set there is one of inclusion.
- ISMA has sponsored scientific studies that have proven no detrimental effects of snowmobiling on soil, vegetation, or wildlife.
- ISMA continually sponsors economic impact studies to show the importance of winter recreation to towns, counties, and states in the snow-belt region.

• The manufacturers continue to develop snowmobile engines that are clean. New snowmobiles have EPA certified engines, which insure clean air and water and healthy recreation.

• Sound levels and emission levels continue to decline in snowmobiles with new state-of-the-art exhaust and related sound systems. All snowmobiles pass a rigorous set of safety tests - including sound and emission testing. The tests are conducted by a recognized independent third-party testing laboratory.

• ACSA and CCSO, with support from ISMA, organize a Fly-In every year to Washington DC and numerous receptions in Ottawa to personally visit the law makers and Ministers from snowmobiling states and provinces – reminding them of the importance of snowmobiling and giving them updates on snowmobiling activities in their states and provinces.

While the manufacturers play an important role, our sport is dependent on volunteers to make it work. ISMA encourages all snowmobilers to support the sport in some small way whenever possible – no matter if you live in Alberta, Colorado, New Brunswick or New York, there are many other snowmobilers volunteering on your behalf. Make your voice heard too by joining a local snowmobile club, a State or Provincial Association, and ACSA or CCSO – even if you can only contribute with your dollars. It all truly helps.

## **Top 10 Trip Tips**

**Courtesy of American Snowmobiler**

1. **Make a List!** Include all the essentials, like your selfie stick, Red Bull, etc. Seriously though when you get up to the cabin and realize you forgot your bots you'll be wishing you had made a list of important items and checked it twice.
2. **Check your trailer at least one day before you leave.** Nobody likes having to make last-second electrical repairs, change a tire or lube bearings while everyone else heckles you from the truck.
3. **Bring your phone charger.** Your significant other has already stopped believing that you forgot it again and your phone was dead the entire trip.
4. **Fire up the sleds before you leave.** Get them warmed up and do a quick 'once over' on all the usual maintenance items. But definitely make sure they are at least running BEFORE you try to put them on the trailer.
5. **Someone else will forget stuff, so bring spare belts, tires, plugs, goggles and any other must-haves.** Feel free to charge your buddies (or at least razz them continuously when they have to borrow stuff from you!)
6. **Zip ties and Ziplocs!** Zip ties and Ziploc bags can save you from many horrible situations on the trail, in the truck or in the trailer.
7. **Go Monday through Friday, if you can.** Trails and riding areas are pretty empty during the week, and hotel rates are often cheaper in vacation areas.
8. **Bring an extra set of truck keys.** This is self-explanatory. Also, keep your keys in the same safe place every time, like the inside pocket of your jacket or a designated area in your bag. You won't forget them this way.
9. **Be flexible, but be prepared.** Stuff is going to go wrong ... on a snowmobile trip, something always does! But that is part of the fun.
10. **Always have a first-aid and safety kit with you.** Whether you are on the road in the truck, or riding down the trail on your sled, it's a good idea to make sure someone in the group has a first-aid kit and some level of emergency training, just in case.

## **THE ENEMY WITHIN**

*By Kevin Beilke – Editor of SnowTech Magazine*

**EDITOR'S NOTE:** There are several snowmobile magazines out there for our reading pleasure. SnowTech Magazine is one that has been around since 1968. This Editorial addresses 'hot' topics, whether they are popular or not. In the most recent edition, Editor Kevin Beilke, talks about many of the challenges we face. I thought this would be a great article to read. Kevin is a rider – a rider that sees the problems. Kevin is a rider that does not want to lose the privilege of riding.

Having been involved in the sport for over 50 years now, we've seen the growth and rapid rise to fame of snowmobiling and are now witness to what could very well be our demise. Over the years we've fought and conquered many battles, from government emissions regulations to rising fuel prices to restrictive land use polices, but these could very well be pale in comparison to our current number one enemy – and all we have to do to find it is look in the mirror.

That's right snowmobilers, take a look in the mirror to find the current cause of fear and demise of having places to ride our beloved snowmobiles. We are truly our own worst enemy. We could very well be the main cause of the decline of our sport.

For the past several years we've been warning you and talking about a couple of subjects that are having a negative impact on our sport, both in terms of riding areas, but also in the eyes of the general public and our image as a user group in general. Perhaps you know where we're going with this, because we'd like to think those of you reading this are not the problem and that we're preaching to the choir, so to speak.

There are several elephants in the room. Loud exhaust pipes and trespassing on private land are two of them. All one has to do is read some of the colorful commentary on social media to see how so many snowmobilers do not understand the importance of these two subjects to get a glimpse of why it has become such a problem. Many snowmobilers evidently think it is their right to make as much noise as they damn well please, and they think they are doing no harm by cutting across open fields and riding outside the groomed portion of a trail when it suits them.

Of course, these riders will use all kinds of logical arguments to support and bolster their positions, claiming riders drinking alcohol is a bigger problem or that riders going too fast kills, but loud pipes and trespassing kills nobody. Sounds pretty convincing on the surface. If we're going to moan and complain, why not moan and complain about behavior that gets riders killed?

We could easily spend our entire efforts in this column talking about the problems so many areas are having with drinking alcohol and riders going too fast. In a single day there were five riders killed in Michigan, and in single weekend, five more died in Wisconsin. Yes, these areas had some really good snow and there were a huge number of riders out putting on miles, so the exposure was much greater, thus the argument to educate riders to not drink and ride and to slow down is very important. Too many people are going way too fast for the conditions and distance they can see, losing control of their machine and hitting things or going off a corner and crashing. One day saw three riders getting a medivac helicopter ride in a single county in the U.P. of Michigan, not good!

Clearly common sense wasn't handed out in equal amounts as we continue to have riders crash into each other, with head-on collisions killing both riders. It happens, more often than we would like to admit. Again, going too fast, riding on the WRONG side of the trail, being intoxicated, these are usually the factors in such incidents. Slow down, stay sober and ride right. Pretty simple.

So yes, these kinds of behavior need to be addressed. We feel like we're talking about these safety items and subjects quite often, to the point our readers should be well-educated as to the hazards and risks. Out west the more common cause of death is avalanche, and while we have made great strides in rider education and carrying the right gear the past several years we continue to hear of multiple deaths each year involving experienced riders, those who did take the training. Those who were carrying the right gear. While many slides are being avoided, sometimes riders are in the wrong place at the wrong time, or make poor decisions. And sometimes it just gets the best of their judgment and they get caught.

Sometimes referred to as the victimless offenses, we come back to the subjects of loud pipes and trespassing on private land. These two are closing trails and causing snowmobile clubs major headaches in having to re-route trails to less suitable locations – roadsides, road ditches, railroad grades, or worse yet – all out closure. All it takes is one landowner who has been disrespected one too many times to revoke their permission and that trail could forever be closed. Sometimes it takes years to secure a new route, clear the path, sign it and make it a viable option. Sometimes it never does reopen.

Areas where the groomed trail network relies on large amounts of private land are most vulnerable. The land owners do not want to hear the stupid-loud sleds all day long, or all night long. They don't want their horses or cattle exposed to the non-stop barrage. Often times it amounts to knowing when to keep quiet. Like, if you're in a residential area keep your noise down, don't be a damn hot rodder. But no, some snowmobilers want to be the tough guy and show off how much noise they can make.

Or, when the trail gets bumpy they ride outside of the groomed trail and onto the fresh snow with no tracks, smooth and virgin. There are often multiple signs indicating this is PRIVATE LAND and to STAY ON THE TRAIL, but snowmobilers seemingly are not capable of reading English. Really? You know what we mean. They all see and read the signs-and they ignore them. Snowmobilers ignore the signs put up by the hard-working club members, disrespecting the clubs, the trails, the land owners and the sport. Quite frankly, they do not care if that trail is open or closed next year. Idiots? Clearly.

As they say, united we stand-divided we fall. If we, as a user group, don't clean up our act then others will step in and clean it up for us, and it won't be in a good way. Be it the private land owners, increased enforcement, government regulators passing new laws, speed limits, or increased public pressure to get our act together to stop the killing, it will happen. Again, the choice is ours. Speak up and shut down those you ride with who are offenders – drinking, crazy

speeding in the wrong place, stupid loud pipes, trespassing. We're being watched and our future depends on how or if we can handle this on our own, or not.

## **SOMETHING TO THINK ABOUT**

*By Your Editor*

Here are some 'THOUGHTS' to ponder from your Editor. They don't relate to snowmobiling but they really affect our daily lives.

1. Eleven teens die each day because of texting while driving. Maybe it's time to raise the age of Smartphone ownership to 21.
2. If gun control laws actually worked, Chicago would be Mayberry, because they have the strictest gun laws in the US.
3. The Second Amendment makes more women equal than the entire feminist movement.
4. Legal gun owners have 300 million guns and probably a trillion rounds of ammo. Seriously, if we were the problem, you'd know it.
5. When JFK was killed, nobody blamed the rifle.
6. The NRA murders 0 people and receives \$0 in government funds. Planned Parenthood kills 350,000 babies every year and receives \$500,000,000 in tax dollars annually.
7. I have no problem with vigorous background checks when it comes to firearms. While we're at it, let's do the same when it comes to immigration and voter I.D.
8. You don't need a smoke detector; that's what the fire department is for. Now...If you think that sounds stupid, you know how I feel when you say I don't need a gun.
9. Folks keep talking about another Civil War. One side knows how to shoot and has a trillion bullets. The other side has crying closets and is confused about which bathroom to use. How do you think that's going to end?

## **Changing Faces - Changing Places**

David Bernhardt was confirmed as the new Secretary of the Department of Interior

Bernhardt was confirmed Thursday afternoon in a 56-41 vote with three Democrats and one Independent breaking ranks to vote for him.

Bernhardt has been serving as the Interim Secretary since January. In this role, he will oversee about 500 million acres of publicly owned land, including the National Park Service, BLM and Fish and Wildlife Services, as well as the energy production on that land and offshore.

## **SOMETHING INTERESTING**

### **Himalayan Glaciers Growing Despite Global Warming**

**U.S. Forest Service**

**Did You Know:**

"In one year, one acre of healthy trees can store 6 tons of CO<sub>2</sub> and release 4 tons of O<sub>2</sub>."

**U.S. Forest Service**

**Did You Know:**

"In one year, one mature tree can absorb 10LBS of air pollutants."



Glaciers in parts of the greater Himalayas are growing despite the worldwide trend of ice melting due to warmer temperatures, a study and recently found.

The impact of global warming in the region has been controversial since an Intergovernmental Panel on Climate Change report wrongly claimed in 2007 that glaciers in most of the greater Himalayan range could vanish by 2035.

The research, published in the Nature Geoscience journal, comes a month after a study which suggested the rate of ice loss in the Himalayas was being overestimated due to inadequate monitoring methods.

### **SNOWEST TO THE RESCUE**

The photo shoot for the 2020 sleds was recently held in West Yellowstone -- perfectly timed with a huge winter storm. The writers from SnoWest were staying in Island Park and driving to the photo shoot. No problem -- until Highway 20 across the flats in Island Park was closed due to snow and blowing snow. Luckily they had sleds so they decided to snowmobile over Tuesday morning. As they were riding down parts of Highway 20 approaching the junction and the highway to Ennis, MT, they could see several stranded semis and passenger vehicles.

They stopped and talked to a few of them. Remember, this was Tuesday morning. One couple from Canada and another guy in his pickup with his dog had been there since Sunday. Other people exited their vehicles when they showed up told similar stories.

Obviously passing "Highway Closed" signs is not recommended -- for passenger cars or semi-trucks. Those that made bad choices were lucky that Ryan Harris, Lane Lindstrom, Rhett Clark and Dave McClure saw them on their way to the photo shoot. Lane Lindstrom, SnoWest Editor, said, "We didn't have much but we gave them the water and snacks that we had. Once we got to West Yellowstone, Ryan Harris reported the stranded motorists to the authorities".

Between Sunday and Wednesday it had snowed 36 inches. Then add in the wind and the drifts on the highway were at least 10 feet high in some spots, less in others. "A couple of us had ridden over on the Monday before that Tuesday because of the closed highway and we rode over again on Wednesday because the highway was still closed. Thursday the IDOT had one lane open by morning and both lanes open by Thursday afternoon. The state had to bring in a lot of heavy snow removal equipment to bust through the drifts, said Lindstrom".

SnoWest to the Rescue! Not the least bit surprised!! Thanks SnoWest -- for making us all proud to be snowmobilers!

### **PistenBully's Product Manager Goes Snowmobiling For the 1st Time!**

Johannes Linder, the PistenBully product manager, recently experienced snowmobiling for the 1st time in Wisconsin. Thanks to the SnoEagles Snowmobile Club and Three Lakes-Brule River Trails, Johannes saw first-hand how the clubs groom the trails and the benefits of grooming - from the seat of groomers and snowmobiles.

All PistenBullys are produced in Germany. This was Mr. Linder's second visit to the U.S., but this was his first time to experience snowmobiling and gather knowledge of the snowmobile market.

Mr. Linder was impressed and surprised with the number of volunteers, clubs and how many units are needed to keep up with the many miles of trails.

For the entire story from the SnoEagles, click here: [https://snoeagles.org/germany-to-eagle-river-pistenbullys-product-manager-snowmobiles-for-the-first-time/?fbclid=IwAR2cmAyl6fUFGbvgFewkUID9HXZhXh6j5MpI2hLy8H0i4s5e\\_-VKTdaM00](https://snoeagles.org/germany-to-eagle-river-pistenbullys-product-manager-snowmobiles-for-the-first-time/?fbclid=IwAR2cmAyl6fUFGbvgFewkUID9HXZhXh6j5MpI2hLy8H0i4s5e_-VKTdaM00)

### **Idaho Gems**

Life isn't about how you survived the storm,  
it's about how you danced in the rain.

## **SNOWMOBILERS = CHARITABLE**

Each year at the International Snowmobile Congress, charitable contributions are compiled and shared. Unfortunately, too often there are many unreported events and contributions that do not get included.

State Associations, Clubs, and other snowmobile groups see a need and find a way to support it. If you are among those, please take a couple of minutes to complete this short survey.

Snowmobilers are among the most charitable people around. Snowmobilers do not support charitable events and causes for the recognition -- they simply dig in and do whatever they can to help.

These numbers are often used to promote snowmobiling in the positive light. To remind others that snowmobilers are top-notch to have in their communities and as allies.

Here is the link to this very quick survey: ISC Charity Report Survey. It is <https://www.surveymonkey.com/r/PPSM3S3>.

We appreciate you sharing your information with us!

## **FACTS, RUMORS & PEOPLE**

*Courtesy of American Snowmobiler*

In 2018, there were 124,786 snowmobiles sold worldwide; 53,179 were sold in the US and 47,024 were sold in Canada. There are over 1.2 million registered snowmobiles in the United States and 600,000 registered in Canada. Wisconsin has the most registered snowmobiles in the US, with 230,630 permits issued, followed by Michigan with 188,354 registered sleds.

The average snowmobiler is 45 years old and rides 1,250 miles per year in North America. The average snowmobiler spends \$2,000 each year on snowmobile-related recreation.

Did you know that 49% of snowmobilers trailer their snowmobiles and travel to ride, but 51% have sleds stored and can ride at their primary residence or vacation home?

## **SNOWMOBILES AS TRANSPORTATION TO SCHOOL**

School parking lot in Minnesota during the heavy snow storms that hit and closed roads, but school was held anyway. Students improvised their travel problems. What better way to get to school?

Students in Milaca High School in Minnesota that were arriving at school on their snowmobiles have recently been told to turn around. Riding snowmobiles to school violates a city ordinance and the district policy prohibits snowmobiles on school grounds.

Thankfully it appears a solution is in the works which will allow the students to ride to and from school. What better way to get to school??!?!? Our future snowmobile leaders!



### **Idaho Snow Biz Tidbits of Information**

My philosophy is: I used to eat a lot of natural foods until I learned that most people die of natural causes.

Economic impact of snowmobiling: In the U.S., snowmobiling accounts for \$26 billion annually. In Canada, \$8 billion. Europe and Russia account for about \$5 billion.

DID YOU KNOW: Parking is truly the root stressor for snowmobiling and winter recreation?

Fact: Researchers have concluded that 'the debate regarding the effects of motorized recreation on wildlife is largely a social issue as opposed to a wildlife management issue.'

Fact: The lead Lynx biologist for the U.S. Fish and Wildlife Service says, "The agency doesn't consider snowmobiling to be a problem in Lynx habitat."

DID YOU KNOW: Numerous studies have concluded that wildlife species are disturbed more by cross-country skiers and people on foot than by snowmobiles.

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.



**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

**Boondock Nation**  
4801 Hayes Road  
Madison, WI 58704  
608-442-5973

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

**Brundage Mountain Ski Resort & Snowmobile**  
Brundage Mountain  
McCall, ID  
208-634-4151

**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

**Cobalt Trailer Sales**  
4620 E Trent Avenue  
Spokane, WA 99212  
509-535-2154

**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 Vacation Rentals**  
P.O. Box 566  
McCall, ID 83638  
(877) 996-6100

**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  
tszybniski@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 Ockunzi  
Donnelly, ID  
541-944-2288

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

**Lodge at Lolo Hot Springs**  
38600 Highway 12 West  
Lolo, MT 59847  
406-273-2201

**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

**Redline Recreational Toys**  
411 W Miles Avenue  
Hayden, ID 83835  
208-772-4386

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

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

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

**Rod-N-Gun Saloon**  
P.O. Box 111  
Stanley, ID  
208-774-2922

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

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

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

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

**Sawtell Mountain Resort**  
Island Park, ID

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

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

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

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

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

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

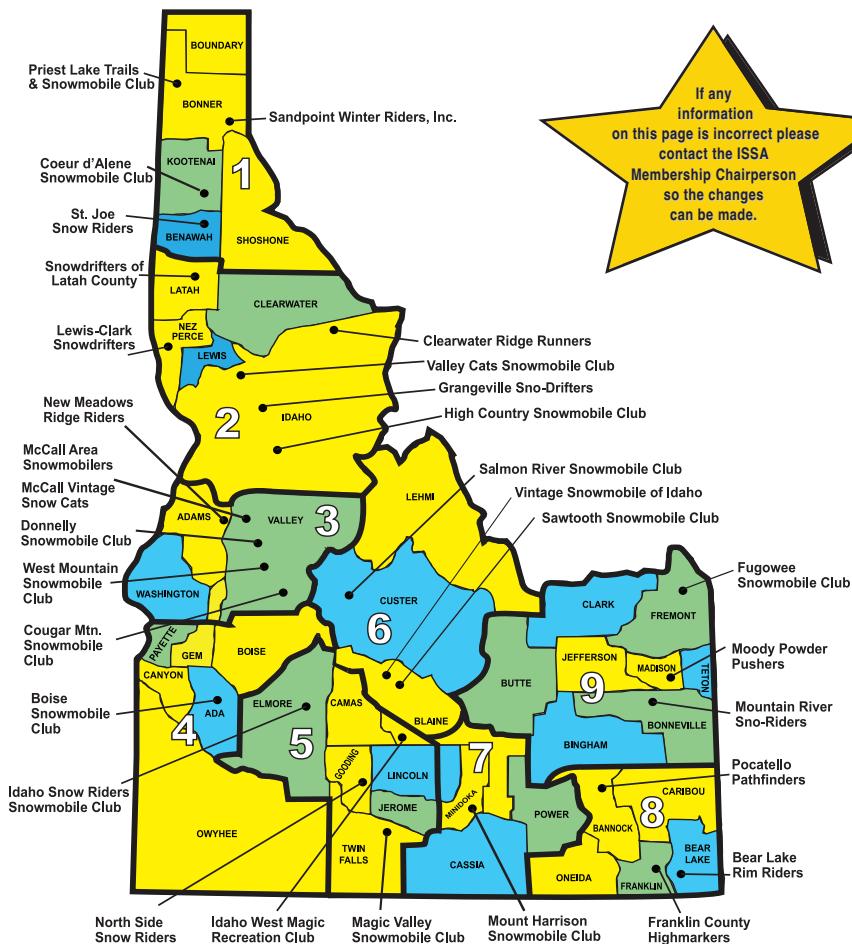
**Tucker Sno-Cat Corporation**  
2872 Pacific Hiway  
Medford, OR  
541-779-3731

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

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

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

# ISSA Club Directory



## REGION 1

### Coeur d'Alene Snowmobile Club

Orin Moses, President  
211 Ellie's Lane  
Spirit Lake, ID 83869  
orin.moses@yahoo.com  
208-623-5806

### Priest Lake Trails & Snowmobile Club

Dave Spencer, President  
1918 West Toni Rae Drive  
Spokane, WA 99218  
dsloan40@comcast.net  
509-435-2376

### Sandpoint Winter Riders, INC.

Shawn Slinkard, President  
Club Address P.O. Box 593  
Sandpoint, ID 83864  
shawn.slinkard@avastacorp.com  
208-0449-3688

### St. Joe Snowmobile Club

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



## REGION 2

### Clearwater Ridge Runners

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

### Grangeville Sno-Drifters

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

### High Country Snowmobile Club

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

### Lewis-Clark Snowdrifters

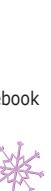
Eric Frei - President  
2620 Blue Mountain Court  
Clarkston, WA 99403  
208-790-7475  
ericfrei@cableone.net

### Valley Cats Snowmobile Club @ ATV

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

### Snowdrifters of Latah County

Vernon Gregg - President  
1389 Chaney Road  
Viola, ID 83872  
208-883-8476  
vlgregg@moscow.com



## REGION 3

### Cougar Mtn. Country Association

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

### Donnelly Snowmobile Club

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

### McCall Vintage Snow Cats

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

### McCall Area Snowmobilers

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

### New Meadows Valley Ridge Riders Snowmobile Club

Terry Jones - President  
P.O. Box 164  
New Meadows, ID 83654  
tjones@aol.com

### West Mountain Snowmobile Club

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

## REGION 4

### Boise Snowmobile Club

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

### Idaho Snow Riders

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

## REGION 5

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

Jack Frates - President  
960 West Magic Road #14  
West Magic, ID 83352  
info@damfools.com  
www.damfools.com

### Magic Valley Sno-Mobile Club

Kraig Rehni - President  
Club Address:  
P.O. Box 1009  
Twin Falls, ID 83301  
facebook.com/MVSC.now  
ridemvc@gmail.com

### Northside Snow Riders

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

## REGION 7

### Mount Harrison Snowmobile Club

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

## REGION 8

### Franklin County Highmarkers

Drew Bassett  
4600 South 3200 West  
Weston, ID 83286  
prormk155@hotmail.com  
208-220-0865

### Pocatello Pathfinders, Inc

Rosie Rosenberger - President  
14578 W. Targee Rd.  
Pocatello, ID 83202  
208-232-1843  
prormk155@hotmail.com

### Bear Lake Rim Riders

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

## REGION 9

### Fugowee Snowmobile Club

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

### Moody Powder Pushers

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

### Mountain River Sno-Riders

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

