



We are a family organization and welcome social interactions among all our members. Riders of all ages are welcome to join us. We are a growing, vibrant organization of almost 400 members.

MAGIC VALLEY ATV RIDERS, INC. QUAD MONTHLY NEWSLETTER

OCTOBER CLUB NEWSLETTER

OCTOBER 1, 2014

OCTOBER CLUB MEETING

WEDNESDAY, OCTOBER 8, 2014

IDAHO PIZZA, 1859 KIMBERLY ROAD

DINNER @ 6:00 pm / MEETING @ 7:00 pm

We are excited to see everyone at the meeting on October 8! Please come join us for dinner. This will be a great opportunity to reunite with old friends and meet a few new ones. Y'all come on down and see us!



**EVERYONE IS WELCOME!
BRING A FRIEND!**

NEW MEMBERS SECTION:

We currently do not have any new members for the month of October. Go out and invite your friends to join MVATVR. Have them come to the next meeting!

More inside!

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MVATVR CLUB INFORMATION

MVATVR BOARD OF DIRECTORS

■ Stan Mai	President/Public Lands	733-5981
■ Dave Burgess	Vice President	733-9183
■ Pat Mai	Secretary	733-5981
■ Dixie Best	Event Chairman	308-6418
■ Jessica Minor	Newsletter Editor	490-0626
■ Linda Stimpson	Treasurer/Membership	308-5350
■ Linda Burgess	Sergeant at Arms	733-9183
■ Kent Oliver	Ride Coordinator	733-1960
■ Gary Aufderheide	Ride Committee	731-4109
■ Brad Stimpson	Ride Committee	308-8526
■ Robert Leitch	Ride Committee	539-6066

MVATVR DISCLAIMER

All members and guests please read:

I / we fully understand that ATV activities involve risks and dangers of serious injury up to and including death. I fully accept and assume all such risks and all responsibility for losses, costs and damages I may incur as a result of my participation in the activity. Rides are open to current MVATVR members and invited guests.

MVATVR CLUB RULES & GUIDELINES

The Magic Valley ATV Riders (MVATVR), Inc. would appreciate you being considerate of others and observing the following rules/guidelines while participating in club activities. Obviously, any actions that are unlawful or unsafe are prohibited.

1. Pets should be kept on a leash of no longer than 6 feet during any rides, campouts or other MVATVR events. Please be a responsible pet owner and respect the rights of others.
2. Idaho State Law states that being under the influence and/or consuming alcohol or illegal drugs while operating an OHV is illegal and therefore will not be tolerated by MVATVR, Inc.
3. Generator use should be with consideration for others in camp and a recommended quiet time from 10:00 PM to 6:00 AM needs to be observed.
4. By operating your machine in a safe responsible manner, waiting at intersections and corners, you can insure that fellow riders will not be left behind and everyone will have an enjoyable ride.
5. Being a responsible member means, abiding by state motorized laws and obeying regulations for the area you are riding in, not disturbing wildlife, respecting the land and any private property that is crossed and closing any gates you open.
6. Please conduct yourself in a proper manner and strive not to be offensive to anyone, and respect the rights of others.

PAST RIDES AND ACTIVITES

NATIONAL PUBLIC LANDS DAY
SEPT. 27 SOUTH HILLS, IDAHO

Saturday morning was not looking good, gray skies, threat of rain, cool temps, not the best conditions for a work day in the forest. All this did not deter the members of the MVATVR, other groups and Forest Service employees from showing up early for NPLD. Dixie, Brad, Linda, Dave and Christie were the heroes of the day as folks arrived at the designated meeting place to find hot coffee, hot chocolate and mini cinnamon rolls awaiting them. After a greeting by district ranger Loren Poppert and a safety meeting by David Ashby the folks in attendance broke up into various groups to work on their projects. The big project was the removal of an old corral near Deadline Ridge. We also fixed a place on Pike Mountain Trail where folks had been cutting the switch backs. Some folks stayed close by and worked on the camp, some worked on Nordic ski trails, and some did sign installation and repaired a damaged section of Trout Creek Trail.

All together about 60 folks were in attendance, with the majority of those being members of MVATVR. Around noon some wet, muddy tired folks started returning to camp after working all morning, and once again hot, tasty and much needed food was waiting for them.

While most of us had been out working Dixie Best, Brad and Linda Stimpson, Dave and Christi Burgoyne had been hard at work preparing lunch for everyone. There was virtually a feast waiting for everyone, including baked potatoes with all the toppings, chili, home made bread, home made cookies and more. Robert Leitch donated the potatoes and furnished the generator for the lunch. Thank you Robert. A huge thanks go out to our cooks and all those members of MVATVR that took the time to help out with this project. Without this club National Public Lands Day would not be enjoying the success it does. Thanks to all of you.

Just so you don't think it was all work and no play. We had some great rides this weekend highlighted by Vonda Thomas taking us on a 45 mile jaunt through some beautiful country full of fall colors on Sunday. Evenings were highlighted by good times around the campfire.

Ron and Lisa Mothershead hosted a camp out and ride the weekend of September 5th through the 7th in the Murphy Hot Springs area. We camped on the rim just above Murphy in a large open area, which proved to be a good choice considering the turnout. We had 15 campers in 3 trailers, 3 toyhaulers, 2 fifthwheels pulling atv trailers and 1 motorhome with trailer in tow. Everyone had plenty of room to park without being crowded, Friday morning, the early arrivals, Don and Kathy Loveland and Vonda Thomas followed Ron to the Altitude Mine. Beautiful ride with a very interesting bridge crossing. Saturday we were joined by members that drove up for the day. The ride started at 9:00 am sharp with Ron and Lisa leading 17 machines toward Robinson Hole. Thanks to Jerry Kreigh for riding sweep and keeping track of everyone. The ride took us down into Robinson Hole then up a challenging and steep trail to a ridge. After a few more miles we dropped into Dave Creek. Took a break next to some old cabins, then continued across the Island arriving at Jarbridge in time for lunch at the park. We then rode south of town up to Bear Creek Summit taking a turn to the north starting the ridge portion of the ride. Steep climbs and descents kept us focused as we traveled across the backbone between the Bruneau and Jarbridge drainages. After descending one final long, steep, rutted hill we were back on nice, flat smooth roads all the way back to camp. Ron apologized for miscalculating the distance; we only rode 68 miles instead of the promised 80. No one seemed too upset that they were shorted 12 miles. Several riders commented that the ride lived up to the description. After returning to camp we lit a fire and enjoyed a wiener roast with sides of salads, desserts, chips, fruits and veggies. Now I've got a story to tell. Just before dark after most had gone back to their campers, a glider landed at the Murphy Airport just a few hundred yards from our camp. A short time later the pilot walks up to our camp fire and informs us that he is in a distance competition called the Dust Devil Dash that started in Tehachapi, California earlier that day. He rode the wind for a little over 7 hrs. before landing at the Murphy strip. He had noticed the buildings down in Murphy on his approach and was asking about possible accommodations there. Seems his retrieval crew was travelling through Reno at the time he landed and it was going to be a while before they would find him. We told him there were none, then Larry (I'm sorry Larry, I can't remember your last name) offered the pilot a bunk in his toyhauler. I loaned him a sleeping bag and Dana Ford fed him a plate of taco salad. He spent some time with us around the fire answering our questions and telling us about his soaring adventures. The next morning as we emerged from our campers, his crew was parked out by the main road. The plane is equipped with a satellite spotter, so they had his co-ordinates, but were unable to see the airport sock in the dark. When they saw us they came running up asking if we had seen a pilot or the airport. We pointed them towards Larry's toyhauler where they were reunited. Some of us followed Eric (that's the pilot's name) over to the airport where he showed us his plane and explained the controls and navigation equipment. After many pictures, handshakes and thank you's, we parted ways and prepared to go on another ride. I have since found out, our visitor, Eric Rupp, took 2nd place with a straight out distance of 505.9 miles. The winner made it to Burley with a distance of 571.2 miles. For Sunday's ride, we decided to take a shorter, less stressful ride. We asked Jerry to lead our 8 machines along the edge of the wilderness to the animal trap. The animal trap is a large fence built in a rock ravine made of small dead trees woven together to form a high fence. It's believed that way back when, either horses or game animals were caught here. I think we ended up travelling about 30 miles, maybe a little more. All arrived back in camp safely with plenty of time to pack up and end a very successful weekend.

UPCOMING RIDES

2014 YEAR END 100 MILE RIDE

SOUTH HILLS

OCTOBER 4

RIDE LEADER: KENT OLIVER



Are you ready for a ride of a lifetime? Do you like steep hill climbs and downgrades? Do you like riding over rocks and testing your abilities? Do you like to see new sights and refreshing scenery? If so, this is a ride for you!!!!

What Is It?

The YE 100 Ride is an approximate 100-mile ride in the South Hills. The ride traverses existing trails and roads. It will test those skills you have honed all summer. It will test your endurance and ability to re-act to changing route conditions. The ride is rated as a 4-Plus (4+) due to the various terrain and fast pace. This ride is not for the beginner or the slow-paced rider.

Where Will We Ride?

The ride will start after a mandatory safety briefing at the Porcupine Springs Loop C Group parking area and wonder the trails departing the campground to the east. After a short mid-morning break, our trip will start along steep hill climbs, steep downgrades, and rocky terrain.

After lunch, we will continue our ride along the same type of terrain. Some the area will be familiar and some not seen by most of the participants. After a break near mid-afternoon, we will face our biggest challenge, a hill climb. This hill climb is approximately 2/10ths of a mile long. It is a steep ATV trail with loose rock and rocky section. The rider will have to maneuver over and around rocks while climbing up the trail.

After this challenging hill climb, we will ride back to the Rock Creek Canyon area. We will traverse some canyon trails along the Rock Creek drainages, over more rocks, and end up back at Porcupine Springs Campground.

So, if you plan to attend have a good breakfast, and be prepared for some rocky steep terrain. I will see you at the safety briefing.

Agenda:

Location: Porcupine Springs Campground Loop C day parking area

Safety Briefing: 8:30 AM Porcupine Springs Campground Loop 'C' day parking area → **MANDATORY**

Ride Start: 9:00 AM Porcupine Springs Campground Loop 'C' day parking

Required Items:

4-Wheel Drive	Extra Fuel
Shovel	Water/Juice
Inclement Weather Clothing	Lunch and Snacks

Recommended Helpful Items:

Skid Plate	Winch
Two-Way Radio	Tire Patch Kit
Dust Mask	

Restrictions:

Some portions of the route are restricted by the USFS to 50 inches or less
 Please, NO beginners or slow paced riders
 No Alcohol

Next Generation



cont.

The reason women don't play football is because 11 of them would never wear the same outfit in public.

Safety Topic – Article 5

Kent Oliver

MVATVR Ride Coordinator

It is hard to believe autumn is here and soon snow will replace the beautiful colors in the mountains. As we continue our outings, we need to be very diligent in doing our part of being good stewards of the land. The hills and mountains are still dry causing the grass to become potentially susceptible to burn. So please follow these simple rules.

- 1) Stay on trails and roads. With the dry grasses abundant in many areas, riding off trail/roads could cause dry volatile material to build up around hot spots on your machine. This could lead to a fire.
- 2) Inspect and clean your machine, if needed, after each ride. I have practiced this all summer and have been amazed at the amount of grass and weeds build up under my machine.
- 3) Service and Maintain your machine. A machine that is serviced and maintained regularly will be less susceptible to mechanical failures that could cause overheating and a fire. Inspect fuel lines and replace if needed. A cracked fuel line can leak, causing volatile fluids onto the ground or hot spots on your machine that could easily ignite.
- 4) Let us, the MVATV Riders, set the example for others to follow. By practicing these few steps and encouraging others to as well, we can be a positive partner with the many government agencies in reducing wildfires.

As the weather begins to get colder, cattle will start to move from the high country to the lower elevation. Be aware of their presence as you open and close gates. I have had cattle run for an open gate as I drove my ATV through. So be careful.

Also with autumn comes big game hunting seasons. Know what is going on in the area you plan to ride. I would suggest that you consider wearing some sort of high visibility clothing in the field. I am sure if you were to ask Idaho Fish and Game they would suggest the hunter orange color. In any event, please make yourself easily seen during the hunting seasons. A hunter with a high-powered scope on a rifle may be watching the same big game animal you are watching, but not see YOU.

Have a great autumn.

From the President:

I started enjoying our public land via motorized vehicle about 45 years ago (give or take a few, my memory is not too accurate anymore). At that time it was on two wheels following some man made trails but for the most part it was cow and game trails.

A lot has changed in the last 50 years, my body isn't as tough as it once was. Changes and advancements in equipment have made travel easier. More folks are using the land and of course there are more restrictions on where on your public land you can travel.

One thing that has not changed is some folks thinking that whatever form of public land usage they are involved in is more important and should take priority over other uses.

You have hikers that think that motorcycles should stay off their trails, Motorcyclists' that think that ATV'S should stay off their trails, ATVers that think that 50" side by sides should stay off their trails, 50" side by side riders who think that wider side by sides should stay off their trails, hunters that think motorized use should be banned during hunting season, folks that think that hunting should be banned from public land, Wildlife folks that think that motorized use should be banned from public land, folks that think that live stock should be banned from public land.

This list could go on forever, but the thing we must always remember is that it is public land owned by the taxpayers of this country. In my personal opinion as much of our public land should be open to as many folks as possible. Our public land managers have a duty and a responsibility to provide access to our land.

If you are going to utilize public land you must be willing to share. Wanting a piece of the pie for yourself hurts everyone in the long run. Segregation of use on public lands results in a pie with a whole bunch of little pieces with nobody having a good experience.

Integrated use of public land gives everyone a chance to visit and experience all of the great public land this country has to offer.

I have always been a firm believer in multiple use of our public and still believe that as much of our land as possible should be open to everyone.

I would encourage all of you to be tolerant and respectful of all users of our public land.

From our Website:

"Sometimes we may not always be happy to share our public land with other users, but cooperation, respect and tolerance are the foundations that make it possible for all users to coexist in a harmonious shared environment."

Stan Mai, President
MVATVR

**WE NEED IDEAS FOR NEW CLUB RIDES IN
2015. PLEASE CONTACT KENT OLIVER WITH
YOUR SUGGESTIONS. 733-1960**

**PLEASE LET STAN MAI KNOW
IF YOU ARE INTERESTED IN
RUNNING FOR A POSITION
ON THE BOARD OF
DIRECTORS.**

STAN MAI 733-5981



We now have another above ground ATV cattle guard installed thanks to efforts of Ron Mothershed. Ron made the contact to get the material donated by a local business, had it all fabricated, coordinated with the Forest Service on where would be the best place to install it, and talked some of his buddies in the MVATVR into helping transport and install the cattle guard. This is a very well designed and built cattle guard. It is located in the south hills, in the fence on trail 224 near the top of trail 861.



The Last Page

MAGIC VALLEY ATV RIDERS, INC.
"Promote, Enjoy, Protect"



Some pictures from last months activities
View all the pictures on the MVATVR Website



Application For Membership
Magic Valley ATV Riders, Inc.
P.O. Box 0767, Twin Falls, Id. 83303-0767

Name (Please Print) _____

Spouse (Print) _____

Mailing Address (Please Print) _____

City / State / Zip (Please Print) _____

Home Phone _____ **Work Phone** _____ **Cell Phone** _____

E-Mail Address _____

Would you like to receive your newsletter by E-Mail? Yes No (email saves postage costs)

What type of riding and other activities do you enjoy? _____

Would you be interested in committee or board member positions? _____

Type of Membership: (Circle One) New Yearly Renewal

(Membership Year is January to January. New memberships received after July 31st will be half rate. If received after November 1st it will be credited toward the next year.)

(Circle One) Individual: \$20.00 per year Spouse/Family: \$25.00 per year
Make checks payable to: Magic Valley ATV Riders

READ CAREFULLY BEFORE SIGNING: I/we fully understand that ATV activities involve risks and dangers of serious injury up to and including death. I fully accept and assume all such risks and all responsibility for losses, costs and damages I may incur as a result of my participation in the Activity. I/we (to include all family members and guests) hereby release, discharge, and covenant not to sue Magic Valley ATV Riders, Inc. its directors, agents, officers, members, volunteers, other participants, any sponsors, advisors, and if applicable owners and lessors of premises on which the activity takes place, (each considered one of the "releasees" herein) from all liability claims, demands, losses or damages on my account caused or alleged to be caused in whole or in part by the negligence of "releasees". I will indemnify, save, and hold harmless each of the releasees from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim. I am 18 years of age or older, have read and understand the terms of this agreement, understand that I am giving up substantial rights, have signed it voluntarily and without any inducement or assurance of any nature and intend it to be a complete and unconditional release of all liability to the greatest extent allowed by law.

By signing this agreement I/we agree to abide by all club bylaws and rules

Signature _____ **Spouse** _____ **Date** _____

TRAIL DIFFICULTY GUIDE

Level 1, Beginner:

Gravel or dirt surfaces that are relatively flat and wide. Generally wide enough for an ATV to pass a full-sized vehicle. May be dusty but are relatively smooth with no rocks or roots protruding more than three inches above the surface. Ride distance will be short, speeds very slow.

Level 2, Advanced Beginner:

Mild ups and downs, some narrow, mild rock, mostly roads and jeep trails, minor off camber. Two-wheel drive ok.

Level 3, Intermediate:

Loose gravel, sandy, rocky or rutty surface. May have short sections that are narrow. Can have blind turns, switchbacks, steep or roller coaster grades, some off-camber side hills, minor drop-offs, ruts and frequent changes in riding surfaces. Occasional obstacles may strike the frame. Four-wheel drive may be needed depending on conditions. Pace of ride will be a little faster, distances and length of ride will be longer.

Level 4, Advanced Intermediate:

Rocky surfaces, sharp turns, switchbacks, steep grades, narrow passages, low overhangs, ledges and large rocks. Can be slippery and muddy when wet. May have tree stumps, limbs or other debris. Machines with low ground clearance may strike or high center on obstacles. Four-wheel drive highly recommended.

Level 5, Expert:

Very rocky, steep, off camber, high water crossings, large ruts. Large obstacles in trails, narrow with big drop offs. Four-wheel drive required, may need winch.



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TWIN FALLS, IDAHO 83303

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