

# Magic Valley ATV Riders

May 2020



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, active organization of almost 400 members! – Photo: June 29, 2019 Work Weekend participant group photo.

## First Lady's Message

Hi All, how's everyone doing? Cabin Fever? Boredom? A 'lil stir-crazy? I can understand. Things in our life and in our home have been a bit different. We have had to change schedules and cancel events we had planned. I am working from home every other day and I am having to learn patience with my work computer. Some days the network is running great, other days I can't access it. Kent has been furloughed for a couple weeks and he returned to work April 23rd. He has managed to get some projects around the house done during this leave. (The dreaded 'Honey-Do' list) We have also had to get used to having our spouse around more than we are used to. I bet quite a few can relate to these changes we are all going through.

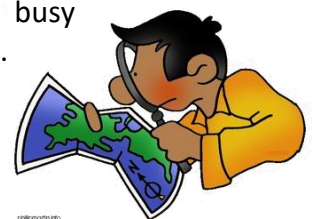


Springtime weather has been tickling our desires to get out and ride, however the state of Idaho won't allow that. People are asking if they have to stay home and inside, or can I go outside for recreation. Outdoor activity near your home is OK, but you should remember to keep a distance of 6-feet from people outside your household and limit the number of people. Please be aware that some campgrounds and boat ramps are closed, so do your research before you plan to go anywhere. Now's a

good time to update yourself with the seasonal closures that are still in effect. Know before you go! Springtime is a tender time for the ground as it is awakening from the winter. It is soft and can be easily rutted by motorized vehicles. Don't be one to damage the areas that we all love to enjoy. Let's not leave our mark on the land by tearing it up. There is still snow in the higher elevations and it will be melting causing streams to flow higher and areas to be muddy. Be considerate as you are out and about and leave the area as you found it so others may enjoy it too.

So with all this COVID-19 and Shelter In, what is going on with our MVATVR group? Our board members are still conversing with each other and looking at what we can do as a group. Kent has been writing letters to the Forest Service regarding public input on closures. He is planning and preparing for work projects that we had in place before all of this COVID-19 came about. Right now, it's a sit and wait to see what April 30th brings when Governor Little addresses the situation.

We want to have plans for projects so when the state does open up, we can be ready to move forward. Aaron has been busy plotting rides and camps. He has some really good rides mapped out and will be ready to lead them. He is still taking volunteer ride



leaders if anyone is interested. We all miss our monthly meetings and visiting with each other, but please know the board is still working behind the scenes, talking, and planning for our members. They held their first virtual, Zoom board of directors meeting last week. If you have any questions or concerns, please contact a board member.

So until we can all get out and ride with each other again, please stay healthy and safe. We want to see all your smiling faces on the trails again. We are a strong group of amazing members and we are tough. Let's keep showing the public we care about and respect the land we ride. Until we meet on the trail...

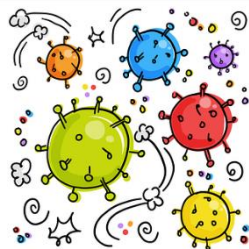
Lorrie Oliver - First Lady, MVATVR



## MVATVR and COVID-19/CORONAVIRUS Update

At the time you read this Governor Brad Little announced changes to the COVID-19 restrictions. On April 22 the board of directors participated in a virtual meeting. Yup, no face to face dinner meeting, but computer live streaming. We were unaware of the change to these restrictions. Since our meeting, the Governor announced the 4-Stage Plan for Opening Up Idaho.

So, what will we be doing about club events? Good question, as the board discussed this very topic. We are planning for a soft return to normality that will be in line with the directives by Governor Little, the Department of Health and Welfare, and CDC. As the state transitions through the various stages our club rides could be limited in the number of riders with



mandatory social distancing. Other considerations we look at where local restrictions. Blaine County is currently under a more local restriction mandate. We, MVATVR, determined it would be prudent to postpone the Throne Creek Ride to a later date. We recognized and respected the wishes of the Blaine County Communities.

Governor Little is recommending we minimize non-essential travel. Recreation is okay and to stay as close to home as practical. Please take in some fresh air and sun light, which are great for the mind and soul. When out please practice social distancing and remember to wear a facemask. If the state moves into Stage-Two, keep your group limited to 10 persons. Remember, what you do reflects upon how the public views the MVATVR Club and OHV Community.

So, in a nutshell, we will get back to full club events and activities as COVID-19 restrictions are lifted. Our concern is the safety and well-being of our club members and our communities we live in. Please be safe and have some fun enjoying this great weather.

Kent Oliver, President

## Upcoming Rides

As of now, the Thorne Creek ride is canceled as it would take place in part of Blaine County.

**We will still have Jerry's campout on May 7 to 10<sup>th</sup> at Pagari, but there will be some precautions that will be put in place for everyone's safety. Watch your e-mail for more information about this.**

Please remember, we welcome and encourage [spontaneous rides](#) if you decide to go riding. Please give us three days' notice though, if you want it on the calendar. We can't guarantee that it will get on the calendar or e-mailed to the club any sooner, as we may be in the mountains and unable to get to it.

Aaron Larson – Ride Coordinator

"It is never easy being a mother. If it were easy, fathers would do it." Anonymous

## PUBLIC LANDS

In my 50 years of visiting my public land and being involved with public land management issues, one thing has remained consistent: The continual loss of opportunities for the motorized public to recreate on public lands. I have witnessed a tremendous reduction in available areas for the motorized public to visit and recreate on. For some reason someone decreed that motorized recreation was not to be considered on the same plane as other users.

If anyone is to give up opportunity, it will be the motorized recreation folks. To see this up close and personal one must look no further than our own back yard. The area I am speaking of is the Minidoka Ranger District otherwise know to the locals as the South Hills. The first time I recreated in this area on my dirt bike was about 45 years ago. What an awesome place to ride dirt bikes.

Since that time, I have seen a steady and gradual reduction in riding opportunities, the exception being when the current Motorized Travel Plan was adopted. The results of this plan cost the motorized user somewhere between 250 and 400 miles of usable and open roads and trails. At the same time other users saw no reduction in their opportunities to visit their local forest. Part of this massive closure was a 100 mile closure of most spur roads in the area.

Of course, we were assured by the Forest Service that these roads would not be physically closed only signed so in the future they could be reopened. We all know how that turned out. Every summer the Forest Service has had their equipment on site destroying motorized routes to make sure no one ever uses them again. We have done our best to accept these closures and have continued to do volunteer work on trails and encourage the Forest Service to expand motorized opportunities.

What kind of thanks did the motorized community get for their troubles? Yep, another round of proposed closures. (Closures can be permanent, temporary or seasonal, but they are still closures.) Last fall the Minidoka Ranger District



announced a proposal to decrease the amount of opportunities we would have in the district during the beautiful October riding season. Now it appears that they are also wanting to add closures in September. So, what is driving this new round of closures? For answers we must look at the history of the area.

Many of the motorized closures we have are a result of the Idaho Fish and Game trying to restrict access to public land. It is no secret that the IF&G are not big fans of OHV use. The only time they are in favor of motorized vehicles on public land is when they are using them. They have made it noticeably clear in the past how they feel about OHV use. If you look back at comments the IDF&G have submitted on previous land management decisions in the Minidoka Ranger District you will see how biased, they can be. On two different occasions I have had IF&G employees express their feelings on the subject. One employee flat out told me that if he had his way there would be no OHV use on public land.

The other occasion I was having a conversation with an IF&G employee about working together and reaching some mutual ground. He looked at me and said, "Stan you need to understand, the IF&G does not want partners, our purpose is wildlife propagation and enforcement of the law, we do not work with other groups." At one point the IF&G even tried to get the legislature to pass a law requiring the Idaho Parks and Recreation to get approval for any motorized grants from IF&G before they could be implemented.

It would seem that the IF&G honestly believes that wildlife is more important than any other users. They seem to have no concern for other user groups. They are constantly trying to influence landowners and land managers to curtail or reduce activities that they do not agree with. This is the exact opposite of our thinking. We feel that we do not have the right, or the need, to endorse restrictions, reductions or elimination of other planned uses as long as they are not reducing our access.

Many times the excuse the IF&G uses for closures is big game security and a more natural experience for the hunter. If the natural experience

means no motorized traffic, then there are already several million acres in Idaho that have no motorized traffic. Let us look in more detail at big game security in the south hills. Under the guidelines of the current Motor vehicle Use Plan in the Sawtooth Forest motorized use is restricted to about 1.5 linear mile of motorized route for one square mile of land.

If you have 1.5 mile long motorized route that is 30 feet wide (most are narrower than this because this includes ATV and single track trails) you have about 5.5 acres of land per square mile that is actually open to motorized traffic. This mean there are 634 acres of land per square mile that is closed to motorized traffic. Over 90 percent of the land in the Minidoka Ranger District is closed to motorized traffic. I believe that most wildlife can feel secure in this amount of land. Even though the IF&G states that hunters want less motorized access, many hunters want more access as they do not have the physical ability to travel long distances on foot. Under the current management guidelines, you can have more than a mile between motorized routes. A mile can be a long way in the mountains.

This brings us back to why does the IF&G continue to ask for more restrictions and closures. The answer is amazingly simple, money! The IF&G is revenue dependent. They must generate income for themselves to have the funds to do what they want to do. So, how do you raise more money? Simple, you sell more licenses, permits and tags. But if you sell more licenses, permits and tags you may allow the public to kill more animals. How do stop folks from killing more animals? Simple, you make it harder for the public to find them. Answer: reduce access by implementing motorized seasonal closures.

So why now are they pushing the Forest Service to enact more motorized restrictions? Could it be that the current wildlife biologist feels as the Fish and Game does, that wildlife is more important than motorized user and its okay to eliminate motorized access? We have no way of answering that question, as we are not privy to private conversations between the Forest Service and the Fish and Game. The timing also coincided with the appointment of a new district ranger in the

Minidoka Ranger District, maybe being new to the area he put his name on the line without studying everything that has happened in the past and getting all the facts.

This we do know, a couple years ago we went to the then District Ranger to ask him to consider making some changes to current seasonal closures that we felt were not in the best interests of forest users.

We were told by the District they did not have the money, manpower or inclination to look into making any changes to seasonal closures. Wow, all the sudden now that they want to make more restrictive closures, they have money, time and inclination.

I am extremely disappointed by actions of the Minidoka Ranger District. I am hopeful that they will do the right thing and eliminate all new proposed seasonal motorized restrictions in the District. I will be pressuring our elected representatives to get involved with this and also asking the public to continue to pressure the Minidoka Ranger District to work with the motorized community to make OHV use in the district better instead of worse. I will continue to do trail work and do my part to make OHV travel safer and more enjoyable in the South Hills.

Stan Mai - Emeritus Public Lands Director

---

## Lateral Stability Rating

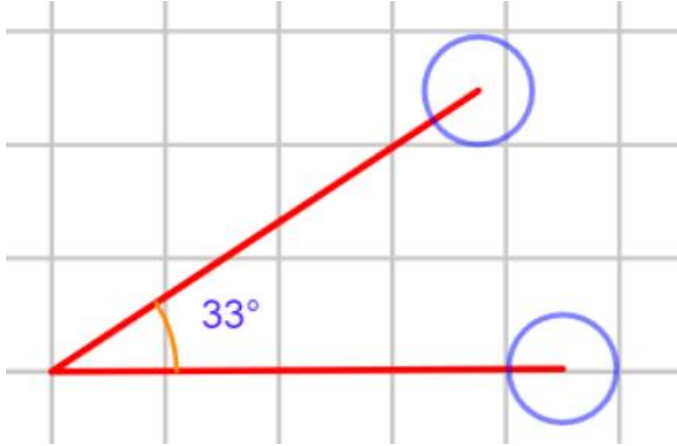
**W**hen I picked up my Maverick, it had an interesting thing hanging inside it. A "Lateral Stability Rating." It basically tells you how much of an angle your machine can be at before it, well, you know, tips over.

After some research, I found that all UTV's (not ATV's) must have one. I also found that every UTV made must meet at least a 33-degree tip angle in order to be sold. I tried to find out when these requirements were made, and it looks like it was around 2014 or so.

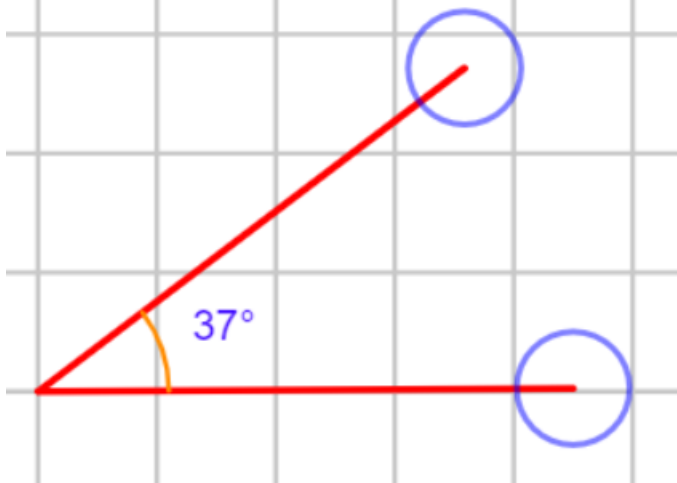
To find a machines LSR, they take a machine and put it on a tip table. They put a 215-pound test dummy in both the driver and passenger seats. They then slowly raise the tip table until two wheels

lift and then measure the angle at which the wheels came off the table (the UTV has a harness attached so it actually doesn't fall over all the way). This is the rating they put on the label.

What does a 33-degree angle look like? Well, just like this:

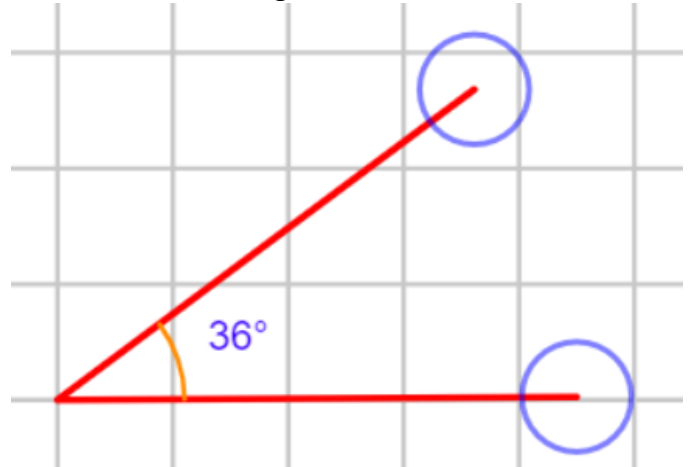


I grabbed the Title Table Test Result for my 2020 Maverick Trail and its rating is 37.2 degrees, so it exceeds the minimum rating. As you can see from the following diagram, it is a pretty steep angle to try and drive on sideways.

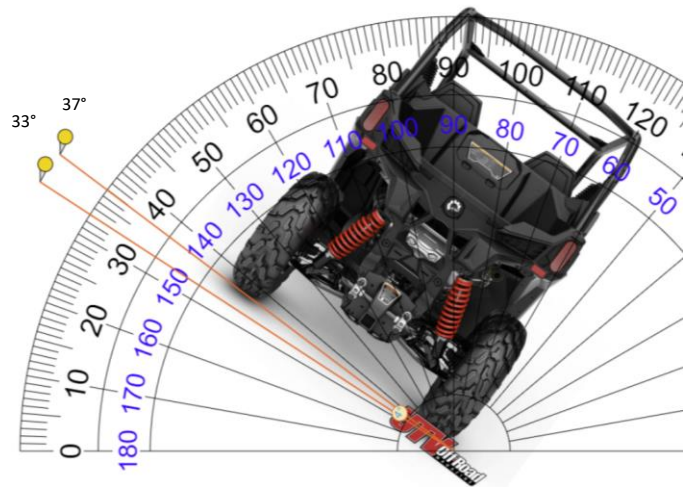


I called Young Powersports and asked them what a 2020 Polaris RZR 900 had for a rating and

Nelson Manning, the parts manager, reported that it is rated at 36.2-degrees which looks like this:



To help visualize this, here is my machine at a 37-degree angle! I don't know about you, but that is pretty steep, and I wouldn't dare try to ride sidehill anywhere close to that steep of a trail.



As you make changes to your machine, the tip angle will change. The more stuff you have placed higher in or on the machine, the easier it will be for the machine to tip over. If you do not have a passenger, you are also more inclined (lol) to tip over if you are on the leeward side of the angle.

Since most of us do NOT have bone stock machines, you need to look at your machine and see how much stuff you have in your machine that is heavy and placed high in the machine.

For my machine, I have a pretty heavy skid plate which will probably affect my tip rating for the better. But I also have a set of steel targets in the trunk, along with my safety kit that weighs a bit.

Along with that, the rating is only for a machine sitting still. There is no way to have a

dynamic rating because as you all know, as you are driving over rocks, over logs, and navigating ruts and things in the trail it can easily change your tip rating. Remember, gravity isn't just a suggestion, it is a law!

I can count at least five people in the club that have tipped their UTV's over (I was a passenger in one!) and they were all a result of hitting rocks or other such things that caused the machine to flip over.

If that happens, make sure you immediately shut the machine off and put it in Park! After all, you don't want it rolling down the trail or hill after you tip it back upright. Once upright, let it sit for 10 minutes or so for the oil to settle back in the oil pan. It might be a good idea to check your air filter to make sure it is not saturated with oil. Some articles suggested that you should also pull your spark plugs before you attempt to start it in case oil has seeped past your piston rings and you hydro lock your engine thus causing significant damage to your engine.

Along with this, we can't stress how important it is to buckle up AND wear a helmet even in a UTV. After all, if you tip, do you want your head smacking a rock?

Aaron Larson

## Aaron's Maverick Adventure

For those that read last month's newsletter, you will remember my lengthy article on my new Maverick Trail build. Well, let the adventure continue!

I had originally ordered a 42" light bar for it but couldn't get it to work because I couldn't find any way to mount it. So, I sent it back and got a 39" inch version. I thought I was getting a good deal on it because I got it on Amazon Warehouse (open box) for about \$25 less than regular price.

Well, when it showed up, the box was beat to crap, but the light bar was in good shape. It was, however, missing all the mounting hardware. So, off to order mounting hardware.... It showed up, and before I mounted it all, I rough wired it all up to test everything (see, I'm getting smarter) so I didn't have

to do everything twice... Well, the light bar didn't work. Great.

I grabbed my electrical testing equipment and sure enough, the switch had power, and when you flipped the switch, the leads had power. Dead light bar.

So, off it went back to Amazon, and a replacement was on the way to me. About a week later, the replacement showed up. Again, a quick rough in to test it, and it worked.

For the few of us that have Maverick's, this light bar combination works great. The mounting kit was attached to the roof via the front roof mounting bolts. The light bar is just slightly wider than the spacing for the mounting hardware, so it looks perfect.

I did have to drill a ¼ inch hole in the roof to run the wiring into the machine, down into the roll bar (it has access ports so the wiring goes inside the roll bar), and then down and into the dash board where the toggle switch goes.

All told the install went pretty smoothly once everything was working. The light bar, mounting kit, and wiring harness are all [Nilight](#) brand. The light bar is currently \$77 on Amazon, the mounting kit is about \$8, and the harness is \$16, so pretty cheap for the whole setup.



My next adventure had to do with figuring out how to mount some extra fuel to the machine for those extra-long trips that we all sometimes enjoy going on.

My only option came down to mounting my 4-gallon RotopaX to the back of the machine

somehow. Given that I had posted some ATV tires off my Grizzly on Facebook, and quickly sold them in a few hours, I had \$250 to spend.

I called [Let's Ride Powersports](#), and inquired about the Can-Am bumper I was looking at. They told me that not only did they have one in stock, they would give me a good deal on it. I quickly told them to pull it out of wherever it was and I'd be there in an hour to get it.

After getting it home and unpacking it, I grabbed the tools and had it mounted in about 15 minutes or so.



After the bumper was mounted, I got to work on mounting my Rotopax.

I started by mounting it horizontally, but after a test run down the road, I quickly determined that it was not a good idea. The exhaust was blowing directly on the fuel pack and heating it up pretty good. Scratch this idea.



The next idea was to mount it vertically. It needed to be high enough off the ground to not drag on anything, but not so high it interfered with opening and getting into the cargo box.

After using some zip ties to test things out, I started drilling holes in the bumper again. After getting it mounted, I did my test drive down the road a few miles at full speed. Upon my return, everything was fine. The temperature was ambient, and no more exhaust blowing directly on it, and the heat from the engine wasn't affecting it either.

About the only thing to really worry about is someone not paying attention and running into the back of me.

I've had it out for one ride as of the writing of this article and it rode well, and again the fuel was not even warming up.

I figure I'll still remove it for most rides, but if we might be approaching 90+ mile rides I'll carry it.



The next project involved rigging up a system to keep the mud from building up between the cab and rear drivers side wheel. Because of the way the clutch sits in the machine, there is a huge open area that FILLS with mud. At first, I rigged up some cheap mud flaps but they looked horrible so I looked around, and settled on a [2' x 4' x 1/8 inch](#) thick piece of plastic off Amazon for a whopping \$12.60 plus shipping.

After mocking up a test piece using cardboard, I started cutting. After a little experimenting, I had the final piece cut. I attached it to the machine with metric U clips and some metric bolts which can be easily removed.



A few days after the install, we took it out for our first test ride, and it worked great. No more mud in that area.

In the event I need to change the belt, or clean the clutch, it is a quick two-minute job to remove 5 bolts.

I'm not going to post any pictures of this, but also ordered the door seal kit to keep dust from

getting in the cab. It was \$30 and took about half an hour to install. I also ordered some permanent Gorilla tape and sealed up many of the holes between the cab and rear portion of the fire wall on the machine.

On the last ride it definitely helped keep the dust out. I still have some places that need sealed up on the front, and I'll do that sometime down the road.

Aaron Larson

## Maiden Voyage

On March 21<sup>st</sup>, Amy and I went on a ride together. She drove the Maverick on its maiden voyage, and I rode my Grizzly. In case you are wondering, given all the work I had done on the Maverick, we figured it would be best to take two machines. Even then, it is best to always go with another machine in case of a breakdown.

We started in Oakley on the 500 road, and when we came to 676-Old North we started up that road. The road was moist from the recent rains, and although we encountered a few patches of snow, we were able to get through them pretty easily, until we came to the top of the 217-Mackey Road junction on the west side. At this point we had to turn back due to snow blocking the trail. We turned back and tried to go down 217-Mackey Road, but again encountered another patch of snow.







We then headed back up the 500 road and cut down onto 197-Big Birch Spring. When we came to the 194-South Cottonwood Connector, we took a break and had lunch. As we were eating, it started to snow. Not ordinary snow, graupel snow! If you don't know what that is, it looks like small pellets of hail. Graupel is Amy's favorite meteorological term!



After we were done eating, we continued up the trail, encountering more patches of snow we could get through, until we met our next large obstacle. It was another patch of snow just before the 880-Upper Walker Hollow Cutoff. Aaron tried to bust through, but got stuck a little, and the snow was too far to really risk it with just the two of us, so we decided to turn back.



As we headed back, the clouds were turning dark, so we decided to call it a day and headed back to the truck instead of trying our luck on a few other roads in the area.

At the end of the day we covered 29.4 miles in a little over 3 ½ hours. I had fun playing in the snow, and Amy had a good time driving the new side by side. We encountered no mechanical issues, and the new machine was given a big YEHAUW as you can see.



Aaron Larson

---

## Oakley Ride Report

Amy and I decided to do a little social distancing on Saturday, April 11<sup>th</sup>.

We started at the Oakley dam, and headed out at ten minutes to nine up the Trapper Creek Road. Our goal was to see how far we could go before we hit the snow.



Well, we made it a really long ways! Just past Phantom Falls, we had to stop and cut out a tree and then at about 1.8 miles past the Phantom Falls parking area, we hit the first patch of snow we could not get through. It was too soft to try and ride on, so we turned back.

We headed down Trapper Creek, and then up 680-Flat Iron and made it 2.4 miles up the road before we again hit another patch of snow that was impassable.



We then turned around, and head back down the road back to Trapper Creek, and then up 535-Rodeo Beaverdam. We made it 50 yards from the 268-Trout Creek Mountain turnoff before we again, encountered snow we could not get through.

So, we turned around, and headed back to Trapper Creek, and then up 866-Birch Spring jeep trail where we had lunch.

After lunch, we continued up the trail and made it to the very top and across the cattle guard. Just across the cattle guard where the trail goes down the other side of the mountain, again, snow.



We headed back down, and back down Trapper Creek. We cruised around the reservoir for a bit, and then took Dog Trail up past the dam and along the eastern portion of the reservoir on the Goose Creek side.

We took a short break and looked down into the reservoir, and then headed to the southern

headwaters where Goose Creek empties in the reservoir. We saw lots of water and found that there was no way to cross to get access to the Lone Cedar Road that I took the club on a few years ago.



We then decided to go see what the creek crossing looked like on the Cave Canyon road. We found another group of riders that were taking a break and had just crossed. Although it was passable, we didn't cross. Instead, we headed back to the trucks.



We covered 71 miles in a bit over six hours. The temperature was in the mid to upper fifty's all day long, and the wind was fairly light considering the forecast for the day claimed a steady 25 mph wind with gusts to 45.

Upon arrival at the parking area, we counted 12 pickups with trailers. Apparently, this is a good place to enjoy some social distancing.

Aaron Larson

---

## Buckhorn Canyon

On Saturday, April 18<sup>th</sup> I parked at the gravel pit at the bottom of 529-Buckhorn along with a small group of folks who promised to stay away from each other.

When we got to the top where Buckhorn and Mike's Cabin intersect, there was a snow drift that was nearly impassable. Fortunately, we got past it and headed down Mike's Cabin, and then up Medley Creek where we found some patches of snow that were in the trail. They were solid and not very deep, so we were able to ride across them and continue on our way.

We headed up Buckhorn and found a few long stretches of solid snow and after testing each one to see if was soft or frozen, we continued on our way. We found that Stump Hollow was impassable at both places that it connects to Buckhorn. We could not go past the cattle guard at this junction because the snow was so deep you could not see the sage brush on both sides of the road. We decided not to push our luck any further as it was also starting to warm up and making the snow soft.



After a short lunch break here, we headed back North and rode down Mike's Cabin. We took several side roads and did some exploring down

some dead-end trails that I have never been down. One was pretty boring and not worth going down, but the other two will be on my Oakley Campout in June!



We then found that what we thought was a road that would save us some time back to the trucks was in fact on private property, and we had to back track and go an alternate route that added 7.5 miles to our trip.

In all, we covered 54 miles and had a good time.

Aaron Larson



2469 Kimberly Rd, Twin Falls, ID 83301  
- 208.733.5072

<http://www.adventuretf.com>

## Sharing Your COVID-19 Activities

**D**o you want to know what others are doing? Do you want to share with others what you have been up to during these troubling times? I have an opportunity for you. Upload no more than 5 pictures of each event you wish to share. You can submit pictures with participants or just scenic pictures. All pictures will be anonymous and randomly sorted.

If you do not know how to submit pictures go to the public page at [MVATVR.ORG](http://MVATVR.ORG) and click on "Image Gallery" and then click on "Upload Photos." Follow the instructions on uploading the pictures. I will then place them into a file called "MVATVR Members COVID-19 Activities." Let us have some fun and show off some.

Kent Oliver, President

## Strapping Down your Rig

**A**s many of you know, you have to strap your ATV or SxS down on your trailer, in your trailer, or the bed of your truck. Otherwise, you end up like one of our Sherriff deputies a few years back. I don't remember the details, and could not find the article on the internet, but some years back a couple deputies were headed back to town, and their ATV fell out of the truck, or off the trailer, and turned into a big pile of twisted pieces.

My favorite ratcheting straps are these ones are SmartStraps. The ones I get are the 14' commercial ones. You can find them at Wal-Mart, Amazon, or maybe your local ATV dealer (I have not seen them there though). The last ones I bought were off Amazon and the double pack was \$17.99.



I am sure that you all have experienced the situation where you ratchet your straps down nice and tight, but after driving down a nice bumpy road, have had your straps loosen?

I have a solution to problem. Some years ago, in Idaho Falls, I ran across some snap hooks. With these, even if your straps loosen, you don't risk having the hook come off and have your machine fall off your trailer. You put the snap ring through your hook as seen in the following photo, and then either hook the snap ring into the D ring on your trailer, or wrap your strap around the frame and then put the strap through the snap ring.



I have recently been trying to find some more since it is a long ways to Idaho Falls, and after some digging, I found some online at [PJ Tool and Supply](http://PJ Tool and Supply). They are \$1.75 each and have a 1,122 pound working load limit. They are 5 1/2" long and the metal is 1/2 inch thick. Shipping on 16 of them was pretty reasonable (around \$8) and they arrived quickly.



Now, even if the straps loosen, I don't have to worry about my ATV or SxS falling off the back of our car hauler trailer.

Aaron Larson

## Fairfield Ranger District

**W**e have a new District Ranger-help us welcome Marty Gmelin to the District and our Community.

Sawtooth National Forest Supervisor Jim DeMaagd, announced that Marty Gmelin was named the Fairfield District Ranger. Marty joins the Sawtooth National Forest from “throughout the Sierra Nevada Mountains of the Pacific Southwest Region of the Forest Service,” where he served as the forest Silviculturist.

Marty has served in the Forest Service for more than 27 years, mostly on the Stanislaus National Forest. His first position was in 1988 as a temporary counting seedlings. In 1995 he was hired as a temporary employee for the Sawtooth National Recreation Areas as a forestry technician. The following year he received his permanent appointment as a district reforestation forester on the Stanislaus National Forest. As the Stanislaus forest Silviculturist, his duties included planning and implementing restoration treatments after the 257,314-acre Rim Fire, the largest wildfire to occur in the Sierra Nevada, as well as other large-scale ecological restoration projects on the forest. He also was the forest’s snow survey coordinator, measuring the snowpack high in the Sierra Nevada Mountains. Prior to becoming the Forest Silviculturist, Marty was the Mi-Wok District Resource Management Program Leader.

During his career, Marty accepted many temporary assignments on national forests and in the regional office, which included deputy district ranger, forest wilderness manager assistant regional pesticide use coordinator, regional silviculturist, regional snow survey coordinator and a member of the FS’s Northern Regions’ Vegetation Mapping project on the Bitterroot and Lolo national forests.

Marty is a longtime resident of the communities in the central Sierra Nevada Mountains of California. He was born and raised in Penfield, New York, a suburb of Rochester. He attended Paul Smith’s College in the Adirondack Mountains of New York, where he received an Associate of Science Degree in Forestry in 1986. He

earned a Bachelor of Science Degree in Forest Management in 1989.

Marty is single and likes to spend his free time volunteering for local organizations such as the Meals on Wheels fundraising organizing committee, Society of American Foresters, along with the local volunteer fire department and elementary school fundraising events. Marty is an avid skier, hiker and can be found rowing around local lakes in his Adirondack Guideboat.

“I love the sense of community that small town living brings,” Marty said. “I feel truly blessed to serve as the Fairfield District Ranger and look forward to working with the dedicated employees of the district, and Sawtooth NF, as well as with members of the communities in the Fairfield and Camas Prairie areas, to manage the resources of such a special place.”

Marty will begin the position as Ranger on, April 27, 2020.

Forest Supervisor Jim DeMaagd said, “We look forward for Marty to begin his new assignment on the Sawtooth, he will be a great addition to the Fairfield Ranger District and Sawtooth National Forest.”




---

Homeschooling is going well. Two students suspended for fighting and one teacher fired for drinking on the job.

# May Club Meeting

# CANCELLED

Unfortunately, due to the current situation, we have had to cancel the May meeting that was to be hosted by Let's Ride Powersports.

We hope to reschedule our meeting at their dealership this fall, if that does not work out, we look forward to returning next May.

We greatly miss the social interaction with all of you, but in this case, it is probably for the best. We look forward to seeing everyone soon.

## For Sale

I have 2 brand new rims for sale. They have never been used. They're both "14 x 8" with a "+3 inch offset" & a "4/137" lug bolt pattern. Asking \$180.00 for the pair. Pictures attached. If interested contact me at dgwoods234@gmail.com.



## For Sale

I have a brand-new set of Carlisle ACT 26x10x12 and 26x9x12 radial tires that I took off my Maverick Trail for sale. \$250 for the set.

Contact Aaron Larson. 312-4867



We held our board meeting online the other night. One board member didn't realize it, but we could see their screen. Here is what they were shopping for! We will let you guess who it was...



The Bikini 2020

hardheads.com

Thought of the day: Every disaster movie starts with the government ignoring a scientist!

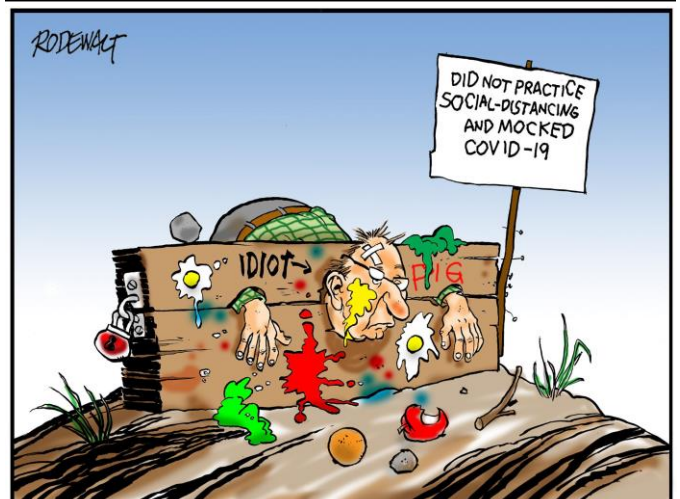
# ACTION

## CYCLES 'N SLEDS

Twin Falls, Idaho  
2540 Addison Avenue East, Twin Falls,  
ID 83301 - 208.736.8118

[www.actioncyclesnsleds.com](http://www.actioncyclesnsleds.com)



## Thinking of You

- Val Judd, 75, passed away on April 23<sup>rd</sup>.
- William "Bill" Wendt, 76, passed away on April 16<sup>th</sup>
- Gary Winn, 81, passed away on April 9<sup>th</sup>.
- Dalcyce Olds, passed away.
- Bruce Thomason has been ill.
- Bobby Duke had surgery.

## New Members

We did not have any new members join the club this month.

Linda Stimpson

## Membership Dues!

Dues are \$20 for a single person and \$25 for a family.

Please mail your payment to PO Box 0767, Twin Falls, ID 83303, bring your payment to the next meeting, or [pay online](#). Debit & credit cards accepted. [Click here](#) to download an application.

Linda Stimpson

## Flags

If you would like to buy a brand-new orange MVATVR flag for your ATV/UTV, there are still a few available. They are \$20 each.



We also have American flags printed on the same material the club flags are printed on. They are also \$20 each.

Call Brad Stimpson (208-308-8526) to purchase them or see him at the club meetings!

Brad Stimpson

## Club Logos

If anyone wants to have the club logo printed\embroidered on a t-shirt, jacket, etc., [Quick Draw Embroidery & Screen-printing](#) has our logo on file.

You can buy the shirt\jacket\hat from them, or, bring your own. The price is reasonable and depends on how large you want the logo to be.

They are located at 3790 N. 3386 E. in Kimberly. 208-735-8804.

## Pictures

If you want to see all of the pictures of past club rides and events, go to the club website and they under "Latest News" or "Image Gallery" Many of the photos this newsletter are hyperlinks to the image gallery the photo can be found in as well.

## Kent and Lorrie Photos



## The Fine Print

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

# 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.



## Club Rules

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.

---

## Board of Directors

- Kent Oliver ..... President & Special Projects  
208-731-0089..... [mvatvriders@outlook.com](mailto:mvatvriders@outlook.com)
  - Aaron Larson... VP, Newsletter, & Ride Coordinator  
208-312-4867 ..... [vp@mvatvr.org](mailto:vp@mvatvr.org)
  - Linda Laudert ..... Secretary  
208-316-1810..... [ls\\_laudert@msn.com](mailto:ls_laudert@msn.com)
  - Rob Hendrickson ..... Board Member  
420-9402 ..... [henry69@cableone.net](mailto:henry69@cableone.net)
  - Linda Stimpson..... Treasurer & Memberships  
208-308-5350..... [treasurer@mvatvr.org](mailto:treasurer@mvatvr.org)
  - Dixie Best..... Event Coordinator  
208-308-6418..... [dixiebest750@icloud.com](mailto:dixiebest750@icloud.com)
  - Gary Aufderheide..... Board Member  
208-731-4109..... [garya2adfnr@gmail.com](mailto:garya2adfnr@gmail.com)
  - Ron Mothershed ..... Board Member  
208-731-4404.. [ron.mothershead12@gmail.com](mailto:ron.mothershead12@gmail.com)
  - Brad Stimpson..... Board Member  
208-308-8526.....
  - Ted MacNeil ..... Board Member  
208-293-6349..... [tcmacneil@hotmail.com](mailto:tcmacneil@hotmail.com)
  - Randy Graham ..... Board Member  
208-308-6176..... [onthegorandy@gmail.com](mailto:onthegorandy@gmail.com)
  - Stan Mai ..... Public Lands Director, Emeritus  
208-733-5981..... [mvatvs@msn.com](mailto:mvatvs@msn.com)
-





**Magic Valley ATV Riders, INC. (MVATVR)**  
 PO Box 0767, Twin Falls, ID 83303-0767  
**Application for Membership**



**PLEASE PRINT ALL ENTRIES**

Spouse 1 Name: \_\_\_\_\_ Spouse 2 First Name (and last if different): \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_ City, State Zip Code: \_\_\_\_\_ Total Family Members: \_\_\_\_  
 Home Phone: \_\_\_\_\_ Spouse 1 Cell: \_\_\_\_\_ Spouse 2 Cell: \_\_\_\_\_  
 Spouse 1 Email: \_\_\_\_\_ Spouse 2 Email: \_\_\_\_\_

**If you have no email address your club newsletter will be mailed to you via USPS.**

Type of membership. Select One:       New       Yearly Renewal

**Membership year is January to December. New memberships received after July 31<sup>st</sup> will be half rate and after November 1<sup>st</sup> will be credited for next year. Your email address will be taken off the mailing list as February 1<sup>st</sup> of the new year if dues are not paid current.**

Please select one:       Individual \$20.00 per year       Spouse/Family @25.00 per year

**Photo Release: I / We understand MVATVR cannot control who takes pictures and of what on the rides. We also understand MVATVR cannot control what is placed on social media. We understand MVATVR receives photos and video from members which is posted on the web site. We understand it is our responsibility to tell anyone who is taking pictures or video on a ride or at a function we do not want to be photographed. We do give MVATVR consent to use our picture on the website with our name and limited demographic information in the "members only" section of the website.**

Please initial:      \_\_\_\_\_ Yes, I agree      \_\_\_\_\_ No, I don't agree

**READ CAREFULLY BEFORE SIGNING**  
**ACKNOWLEDGMENT OF RISK / HOLD HARMLESS AGREEMENT**

**I / We recognize that riding an ATV/UTV is a hazardous activity that can result in serious personal injury or death. I / We accept the risks inherent to riding with a group including, but not limited to, obstacles on and off the roads and trails, rapidly changing weather, limited visibility, variation of slope and steepness on and off the trails, surface or sub-surface conditions on and off the trails and roads, collisions with other ATVs/UTVs including other riders, and collisions with devices used to mark the boundary of trails or roads.**

**In consideration of my / our participation in the events and rides of the Magic Valley ATV Riders, Inc., and related club rides/events, I / we hereby release and agree to hold harmless the Magic Valley ATV Riders, Inc., its volunteers, officers, directors and agents, and all club members of the Magic Valley ATV Riders, Inc., and their volunteers, officers, directors and agents from all claims and demands related to my / our participation in rides and events organized, sponsored, supported and/or promoted by Magic Valley ATV Riders, Inc. and/or its club members.**

**I / We have carefully read this agreement and the release of liability and fully understand its contents. I / We are aware that this release of liability is a contract between Magic Valley ATV Riders, Inc. (and its club members) and myself / us and I / we sign it of my / our own free will. My / our signature signifies that I / we have read and agree with this release.**

**The above and foregoing shall also apply to any minor child of mine accompanying me or participating in the events and activities above-described.**

**By signing this agreement, we agree to abide by all club bylaws and rules.**

Signature: \_\_\_\_\_ Spouse: \_\_\_\_\_

Date: \_\_\_\_\_