

Magic Valley ATV Riders

November 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 20, 2020, Horsethief Canyon, Arco Campout.

Salute to our MVATVR Veterans.

Hello All,

Everyone, please welcome in the month of November! As I am writing this, it is a wintery, windy, weather kind of day. Did you all notice the white stuff falling from the sky this morning? I hope you got your sprinklers blown out and your trailers winterized. November is the transition month. It helps October celebrate fall with all the colors, but then it lays the path for December to usher in the Holiday season. November gives us leaves to rake into piles and then jump into them. We start thinking about Thanksgiving and what the menu will be for the big feast. It is a time to be thankful and count our blessings. November is also the month our veterans are recognized on the 11th. I want to recognize and thank each of you for your service so that I may have freedom.



Speaking of our veterans, this letter is dedicated to our veterans. Gary Aufderheide approached me and asked if I would write an article for the newsletter recognizing our members who are veterans. I told him I would give it my best. I have to say after visiting with many of you, I have

learned a lot. I did not know what half the duties were that you did, the parts of a helicopter, or places you served. I do know that each of you spoke with pride when you talked about your service. I appreciate the ones of you who responded and shared your information, but I also understand there are others who did not want to be recognized publicly. While I worked on this project, I kept hearing the song, "God Bless the USA." The words moved me to tears every time I hear it. And just like the words of the song, I do count my lucky stars to be living here and I will proudly stand with each of you and honor our flag and freedom. Following is a list of our veterans who submitted their information. I hope I have the information written correctly.



Larry Drexler

Branch: U.S. Army Specialist 5
Served: 1958 – 1960 active to 1964 Reserve
Duties: Industrial Engineer Red River Arsenal
Texarkana Texas

Rob Hendrickson

Branch: U.S. Army - Specialist 5
Served: 1970-1974 1971- 1972 Vietnam 1972-1973
Ghost Rides
Duties: Crew Chief Huey Helicopter, Maintenance,
Air Calvary Medivac.



Stan Mai

Branch: U.S. Air Force
Served: 1964-1968 Rank: Sgt at discharge
Duties: This time period was the height of the cold war. The United States was very nervous about the possibility of Nuclear war. The organization I was assigned to was under the direction of the Atomic Energy Commission. We had detachments worldwide electronically monitoring nuclear explosions, tests, etc. Some of these detachments were in some very interesting places. Very hush, hush at the time.

Stephen Osborne

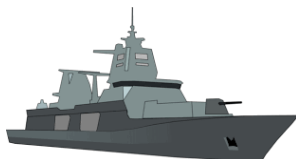
Branch: Army
Served: 2000-2009 Rank: Staff Sgt
Duties: Served in Kosovo (2001-2002) and Afghanistan (2002-2003) as an Airborne Infantryman (paratrooper). Served in Iraq (2004) as a combat medic, also airborne. Served in Germany (2005-2007) as a surgical assistant. Final two tours in Iraq (2008-2009) served as a Human Intelligence Collector (interrogator)

Gary Aufderheide

Branch: U.S. Army Specialist E-5
Served: 1965-1967
Duties: Served 1966-1967 Vietnam, Crew Chief on a Huey Helicopter

Barbra Fails (Bobby Duke)

Branch: Airman -Naval Air
Served: 1957-1959
Duties: Aviation Storekeeper



Jim Lanting

Branch: National Guard
Served: 1964-1970 5 ½ years and 6 months
Active. National Guard Headquarters and Headquarters Troop. 116th Armored Calvary, Twin Falls
Duties: Troop Armor, Troop Supply, and Troop Clerk

Stephen Soelberg

Branch: U.S. Air Force SSGT
Served: 1968-1972. Duty Stations Hakata Japan and Da Nang Vietnam
Duties: Morse intercept operator and Air Borne directional finder



Jens V Steffensen Jr.

Branch: Army Specialist E-5
Served: 1969 - 1971
Duties: Chaplains Assistant. Managed office for four Chaplains while assigned to 3rd Armored Cavalry, Ft. Lewis, WA

Glenn Fischer

Branch: Army LTC, Retired
Served: 1970-2000 4-year Active Duty, 26 Reserves. Not Deployed
Duties: EOD Detachment Commander, Reserves, Contract and Procurement Officer

Marvin Barnes

Branch: United States Air Force
Served: 20 years
Duties: Served and had the following jobs/assignments:
Aircraft Control and Warning (Radar Operations, Weapons Technician, Training, Command and Control, Battle Staff, Space Track, Ballistic Missile Early Warning, Weapons Testing, Tactical Deployment Team), Recruiter (Officer and Enlisted), Master Instructor (Recruiting, Public Relations, Officer Recruiting, Medical Corp Recruiting, Marketing), Photographer, First Sergeant, Remote Site Support (Annual Resupply of Alaska Remote Sites, Emergency Response Teams, Search and Rescue, Personnel Assignment, Health, Moral and Recreation for Remote Site Personnel

Conferences), Major Decorations/Awards (United States of America Meritorious Service Medal with two Pak Leaf Clusters, Air Force Commendation Medal, School of Applied Aerospace Sciences Instructor of the year, Non Commissioned Officer Academy, Outstanding Young Men of America 1977)

Jim Blakeslee

Branch: E-4

Served: 1971-1974 -18 months in Georgia and 18 months in Dahn, Germany.

Duties: Worked as an education clerk in Georgia and in communications in Germany. (Worked in a cave in the mountains in Germany. Beautiful duty)

Larrie Ragain

Branch: U.S. Air Force - Airman 1st Class

Served: 1962-1965 Vietnam: 1964-1965

Duties: Aircraft Mechanic. Blithville after tech school, before Vietnam

Dave Meyer

Branch: Army

Served: April 1966-April 1968

Duties: Motor Pool Dispatcher. I did daily, weekly, and monthly equipment reports, inventory of parts in and out going locations of equipment out in the field.

Ted MacNeil

Branch: Army E-6 Staff Sergeant

Served: Active 1966-1969. Army Reserves until 1976

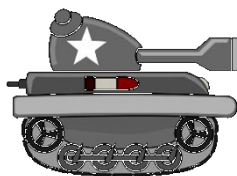
Duties: Crew Chief on helicopters. Platoon Sergeant, CBR NCO, Demolitions NCO

Kelly Moore

Branch: Army

Served: February 1969-December 1972 Stationed Fort Bragg NC

Duties: Turret Repairman



Richard Schlund

Branch: Army

Served: 1960-1961 National Guard- 1961-1964

Duties: Jeep Driver, Radar Operator (Sheerport, LA)

Darrell Dalrymple

Branch: National Guard

Served: 1972-1978

Duties: Rat Team Chief, Communications

Bruce Thomason

Branch: Army Reserve

Served: 1957-1965

Duties: Jeep Driver, Radio Operator for Capt.

Gregg Roessler

Branch: Army

Served: 1967-1969 Active Vietnam 1970-1973

Inactive-Twin Falls

Duties: Sgt Section Chief 105 Howitzer

Gerrit Peters

Branch: Army

Served: 1960-1963 - Served 27 months in Germany

Duties: Track Vehicle Mechanic

Kelly Lookingbill

Branch: Army E-4

Served: 1963-1966 - Vietnam 1963-1964, Fort Benning 1964-1964

Duties: Aircraft Mechanic, Vietnam crew Chief Helicopter Gunner, 400 hours of combat time

Robert Fletcher

Branch: Navy -Gunners Mate 1st Class E6

Served: 1956 -Boot Camp, 1957-1965 Hawaii (Fighter Ship, 4 Destroyer ships, 1 LST), 1965-1968 Naval Ordinance Facility Japan, 1968-1970 Philadelphia, Retired 1976

Duties: Gunner

Glen Duggan

Branch: Idaho Army National Guard

Served: 1972-1976 Basic at Fort Knox and Buhl/Gooding 116th Armed Calvary

Duties: Scout

Thank you all for the service you gave (and some are still serving) so that we all can enjoy freedom. I thank the families for their sacrifices too for keeping the homelife going while their loved one was away. I appreciate the stories each of you shared with me and to Gary Aufderheide for entrusting me to do this.

Lorrie Oliver

November Meeting & Voting

Dear club members

At the Board of Directors meeting in October the board discussed the November general club meeting as well as voting for the 2020 Board of Directors. The well being and safety of our club membership is a primary concern for the Board of Directors.

As we have seen the Covid-19 cases rise, the board discussed having or postponing the meeting in November. It was decided to postpone any decision until after Governor Little’s briefing the following week. Our second concern focused on how to handle the elections should the November meeting be cancelled.

After discussing the matter, the Board unanimously voted to modify the club bylaws to add a clause that allows the board of directors to approve an alternative form of voting which will take place as decided upon by the Board of Directors.

The board held a special meeting the last week of October after Governor Little rolled Idaho back to Stage 3 restrictions. The board voted to cancel the November meeting due to the large increase in Covid-19 positive cases in our communities, and the inability to find a location that could host a meeting while allowing social distancing in accordance with the state guidelines.

At the board meeting, a Google Form was set up to allow online voting. Everyone will receive an email that will allow you to vote. It will be sent to the primary email address for either your individual or family membership listed in the membership database.

If you have an individual membership, you will only vote as “Voting Member #1”. If you vote for “Voting Member #2”, that set of choices will be nullified and only the first set will be used.

If you have a family membership, the two people (typically husband and wife) will both need to be present to vote. One member in the household will make their selection from “Voting Member #1” and the second household member will use “Voting Member #2”. After which, someone will need to submit the form which will record your votes.



Due to some members sharing a single email address with the family membership we cannot send a voting form for those that have separate email addresses.

All online voting must be completed by midnight on Wednesday, November 11th,, 2020.

All members that do NOT have an email address will be sent a paper ballot that must be postmarked by midnight on Wednesday, November 11th, 2020 as well.

The next week, the board will meet and review the votes. Any votes submitted via the online form after midnight on Wednesday, November 11th will be removed from the Google Sheet the results are tabulated in. Any paper ballots that are postmarked after the aforementioned date will also be nullified.

If you do not receive an email to vote by November 5th, you will need to contact Aaron Larson at 208-312-4867.

If you do not receive a paper ballot by November 6th, 2020 you will need to contact Kent Oliver at 208-731-0089.

Board of Directors

Public Lands

On the recent club ride at Cedar Creek one of the places we visited was the ruins of Indian Jim’s cabin.

Several folks wondered about the history of the cabin and Indian Jim. Well, as they say, here is the rest of the story.

Indian Jim or Shoshone Jim was a chief with the Sho Pi. He tried to live the life of both white man and Indian. The ruins are the site of his third house. He built a house lower and moved his wife there. She died in childbirth so he tore it down and rebuilt it with a door in a different direction so evil spirits couldn't find their way back in. His second wife died similarly so he tore it down again and moved up on the hill with the door facing a different direction so the evil spirits could not find their way in. This time it worked, his third wife lived long and bore him many children.

His daughter was Maggie the Glovemaker. She was married to the medicine man's son. She was a teenager, and he was in his sixties. She did not like the arrangement, but divorce was not an option. So, she set up a shotgun while he was sleeping with a hair trigger tied to him. He rolled over in his sleep and the gun discharged. A sympathetic judge ruled the death a suicide.



I would not want to mislead you and let you all think I am this great historian. I called a friend. Gus Brackett longtime resident and history buff helped me out. The Brackett family has been in the area for close to 150 years. You will see the Brackett name all over this area, creeks, streams, hills etc. What many folks do not realize is that a lot of the land we ride on in Three Creek, Murphy area is owned by the Brackett family. We are so blessed to have such great landowners that allow us to enjoy their backyard. I have been visiting the area for close to 50 years and I do not remember ever seeing a locked gate or a no trespassing sign on their property. We must always do our part to thank them for doing this. Please, close the gates, do not cut fences, do not damage the land, and please take your trash with you. We only wish more landowners had this true multiple use philosophy.

Stan Mai

It's important to look closely at lawn signs during election campaigns. Last time I voted for a real estate agent.

Cedar Creek (Roseworth) Reservoir Camp and Ride

The Cedar Creek Reservoir campout and rides were held on October 2 through the 4, 2020. We camped at a very unlevel gravel area on the southwest shores of the reservoir. Six campers arrived at the campsite on Thursday to stake our claim to the area.

On Friday, three ATVs and three RZR's with nine members set out on an exploratory ride to look at other possible routes for the coming years. We headed south along the eastern side of Cedar Creek with our goal to reach the Elk Mountain area and return. The fall colors were starting to set in with the vibrant arrays of yellows and golds, with some reds mixed in. The trails/roads were a bit dusty, but the winds were mostly favorable, and we were able to stay in a tight group.



As we traversed the canyons, ridges, and valleys, we enjoyed lots of challenging conditions. The one down fall was several locked gates and dead-end routes. Private land ownership has changed over the years with the newer owners locking up their land. As sad as it may be, it is their right to do so if it does not block a dedicated access road. We did experience a route that we shall be looking into.

We arrived in the Wilson Creek area north east of Elk Mountain mid-afternoon. Because of the distance to camp the decision was made to bypass going to Elk Mountain. We rode down the western side of House Creek to the Three Creek Road. We then proceeded east on the Three Creek Road to 17-Mile Road (also referred to as House Creek Road). We headed east on 17-Mile Road a few miles then turned into the desert. Our goal was to find a crossing on House Creek that would get us back to the Three Creek Road and to camp. The routes were easy until we began our decent into House Creek. We encountered lots of rock and stair steps as we made our way into the canyon.

The day was filled with fun and adventure. We got to see lots of old homestead ruins. We rode approximately 66 miles over a seven-hour period.

On Saturday, we were joined by two more campers and two more day-riders. This brought our group to three more side-by-sides and one ATV. In total, fifteen members took off from camp following the south shore of the reservoir to the east. We then headed south towards the area commonly called Browns Bench located west of Salmon Falls Reservoir. Our goal was to reach the arch and take in the views of the south hills and Northern Nevada. The Badger Fire and fires in California interfered with the views for the day. Our climb up from the reservoir took us along the east side of Monument Canyon.

The winds again proved favorable and the group was able to stay close together. We experienced some great roads and trails with some challenges mixed in. The colors were again mixed with vibrant golds and yellows with reds and greens mixed in. Another group we met along the way said the foliage had begun to change in the last week.



We arrived at the arch in late morning. Several folks made the short hike to the arch where photos were taken. We decided it was a little windy and still kind of early so we would venture on to find a spot for lunch. We descended Browns Canyon on an old Jeep Trail. The trail had obviously been used a lot by wider than 50-inch machines and was in great, but challenging condition. As the ride leader, I had to stop a few times to move rocks and use rocks to build ramps for the narrower machines to use. I could hear lots of hoop-n-hollering so everyone must have been having fun.

After we got to the valley floor, we took a short break. Our next goal was to head up Player Canyon for lunch. After riding what seemed like forever down a dusty gravel road, we turned west

and started up Player Canyon. We found a great place for lunch under the canopy of bushes and out of the wind. Lunch done, bellies full, no time for a nap, we finished our climb up Player Canyon and on towards China Mountain.

As we approached China Mountain, we turned west riding into Burnt Cabin Creek then turned North riding up the canyon to Burnt Cabin Springs. We continued our trek across the mountains towards Monument Springs. Upon arriving at Monument Springs, we started our descent towards Cedar Creek Reservoir and our camp. We rode along the west side of Monument Canyon. As we neared our camp, we took a side loop and visited the ruins of Indian Jim's Place. According to sources, this was the third cabin site for Indian Jim. He moved his cabin sites and changed the location of the front door to ward off spirits after the deaths of his previous wives. The old cabin site is just a reminder of how important it was to have a viable water source and access to food sources. We tried to visit one more homestead but were stopped by no trespassing signs.

The day was filled with fun, great riding with just the right amount of challenges to test our driving skills. We rode approximately 51 miles over 6 hours. The night ended with a dessert social and lots of great stories around the campfire. It was great to listen to members reminisce about the old days and how many of the trails we rode over the last couple of days came to be.



On Sunday, two RZR's and three ATVs with seven members took a ride down Cedar Creek Canyon to Antelope Springs Road. This was a very adventurous ride loaded with all kinds of challenges and sites. We explored an irrigation aqueduct

system and old homesteads. We were once again blessed with some great fall colors. We rode approximately 36 miles over 4 hours.

The weekend was filled with great scenery, beautiful sunsets, and moon rises and sets.

Kent Oliver



October Club Meeting Report

For those that were unable to attend the meeting last month, Young Powersports was our host, and here is its summary.

We started the meeting by visiting and doing some shopping. Dinner consisted of hamburgers and all the trimmings. Everyone served themselves after we asked that everyone sanitize their hands before touching the serving utensils. Everyone enjoyed dinner while visiting with their neighbors.



We presented a check to Linda Short and Carla Blinco of the Mini-Cassia Christmas Council.

They serve 375 families every Christmas and our donation of \$468.00 will help them cover their expenses they incur throughout the year. Thanks again for those that purchased raffle tickets at our January banquet.



We then had the privilege of having Mark Dallon and Stacey Smith from the forest service talk to us for nearly 45 minutes. Mark is the hydrologist and Stacy is over Fuels in the forest. They had a large map that showed the different areas of the forest and how bad the fire burned it.



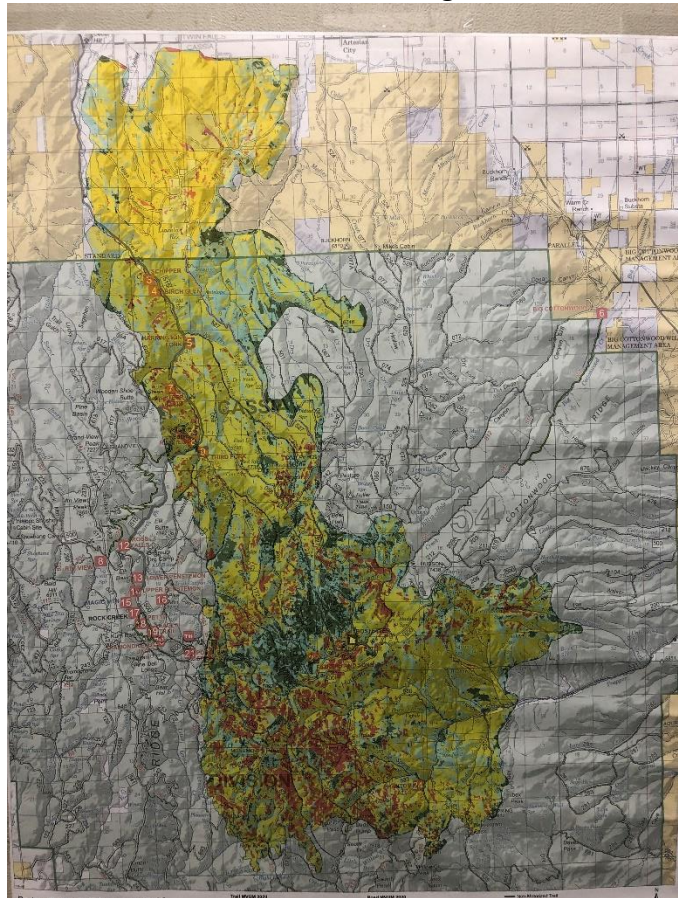
After talking about their experiences about helping with the fire, the club asked them a ton of questions.

We learned that they had arrived at the fire within a couple hours but it was already ten acres by the time they arrived and it was a crowning fire so it was burning in the trees (in the November 1st edition of the Times News, an article said that a crew actually arrived within in hour, but it was too large for them and they had called in another couple trucks which arrived several hours later. It also said the current estimated cost of the fire is 15.8 million dollars).

We asked them if we were any closer to hiring a replacement for Allison now that she is gone. They told us that they have actually extended an offer to two people but both of them ended up going another direction with other job offers so we are still in need a recreation manager.

At the end of the evening, we thanked Brett Whitaker (the manager) for hosting this year's event and they gave everyone a lanyard.

We would like to once again thank Young Powersports for hosting the October meeting, and all those that came to the meeting.



Aaron Larson

Tentative Club Meeting Schedule

Nov 11 – After a special board meeting last week, it was decided that due to the high Covid-19 numbers and the inability to social distance at any locations, it would be in the best interest of the club to cancel the November meeting.

- Dec 9 – Idaho Pizza Co (informal get together that may also be canceled if circumstances do not improve, watch for more details in early December)
- Jan 16 – Club banquet\Twin Falls Reformed Church
- Feb 10 – Idaho Pizza Company\Twin
- Mar 10 – Probably at Adventure Motorsports\Twin
- Apr 14 – Probably at Action Cycles and Sleds\Twin
- May 12 – Probably at Let's Ride\Burley

At a regular club meeting, dinner starts at 6:00 PM and the meeting starts at 7:00 PM. Meetings usually conclude at 8:00

Upcoming Rides & Events

1. Dec 5 – Buhl Light Parade?
2. Ride Leader and Ride Calendar planning meeting sometime in December or January when we can once again meet together
3. Several other rides are in the works...
4. See the calendar on the website for more details, and other anticipated, but not scheduled rides and events.

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

Aaron Larson – Ride Coordinator

Badger Fire Friday\Saturday Report

On Friday, October 16th, I headed up to the South Hills to lead my camp and ride.

As I began my voyage up Rock Creek Canyon, I couldn't believe the devastation I witnessed. What was a lush and beautiful canyon was now ash, bare rock, and the remains of charred stumps and branches. Since I was driving, I couldn't look as closely as I would have liked, so I will let the reader make the drive themselves to see what it currently looks like.

When I pulled into FS Flats, Glenn and Joy Duggan had secured the group site. Several hours later, Dixie Best arrived. All those who camped for the weekend were now there.

We made a quick trip up to the top of Pike to see what we could see. It was interesting to see what did and did not burn.

That evening we sat by the fire and enjoyed each other's company.

The next morning, on Saturday, we arose to cold and windy weather. Slowly trucks and trailers arrived, and when everyone was unloaded and we took attendance, nine SxS's and three ATV's were ready to go.

We left camp and headed up FS Spring road, we came to the first area that had burned in the 917-High Loop area. As we came the junction where you drop into Jones Creek (the new trail), I am sad to say that based on what we could see, the trail is a total loss. That entire area is nothing but charred trunks of the trees that the trail goes through. Along both sides of the road they had cut down all the trees for safety purposes.



We came to the FS Spring\Little Piney junction, the "island" of trees in the middle of the T of the road had been removed. The area just south east of the junction where people camp was saved, but all the trees on the west side of Little Piney road are burned.



As we continued, we came to the 893\Winecup Monument road junction. As you can see in the photos, it was burned on the north side of the road but quite a lot of the south side was saved.



Looking down into the 870\Piney Spring Trough, there were a few small patches that burned, but most of that valley was ok.



When we came to the 871\Swanty-Thoroughbred Cutoff, we discovered that they had used this ATV trail as a fire line. They used dozers to munch of the south side of the trail for quite a long ways. Once we reached the top, we did not stick around very long due to the high winds and low temperatures!



We made our way to Piney Cabin where we found the area untouched by the flames, and we all took time to visit and take a group photo.



After our break, we headed over to Trout Creek road and found that the 872\Swanty Peak trail was fine, as well as the bottom of 015\Trout Creek trail. Just up the road we came to the next fire line going up the draw.



We then went up the 267\Dads Hump road where the fire started and went up far enough to get a view of the valleys. To the east we saw a vast burned area, to the north, more charred lands, and to the west we saw unburned areas.



We headed back down the road and came to the T in the road where the 533\Trapper Creek and 536\Trout Creek junction was, to find it unburned! This was our lunch spot.



After lunch we continued down Trapper Creek road to find some unburned areas that still had leaves on the trees!



That did not last long though. As we road, burned areas on both sides of the road were all we saw. We came to the trailhead for Phantom Falls to find the wooden sign burned and gone, but the carsonite sign still intact.



We then went up the 680\Flat Iron Road to find vast areas of burned land and pockets of trees that made it.



As we came to the end of the road, there is a tunnel of trees. I was worried they were going to be gone. Although the fire went slowly through the bottom of the ground, the trees were just fine.



When we came to the end of the legal road, two of the signs were burned, but one was left standing. After a short break, we continued on our journey and headed down Trapper Creek road and came to the 535\Rodeo Beaverdam junction to find the cabin and tractor had burned. If the tractor had been another 20 feet farther to the south it would not have burned.



We then left the burned area and went up the 866\Birch Spring jeep trail. Most of this trail was fine but we did see where the fire retardant was still on the ground. When we came to the crest of the hill, this is where the fire made it.



A lone tree, one of the largest in the area made it! At the top we took a short break before continuing on. I will not show the picture here, but on we ran across our first dead animal, what seemed to be a mostly burned calf in the middle of the trail. We didn't stick around long due to the smell. It was in this area that Steve, having a keen eye, found a set of moose paddles that he quickly claimed.



After seeing a lot of carnage, I decided to go see some unburned areas. We headed down the 500 road to Oakley and the 677\Old North Cutoff and then headed back to the west where we took our next break and looked down into Big Cottonwood Canyon.

We then headed back up the 500 road. As we crested the top and crossed the cattle guard, we once again encountered the fire.



We headed down to Bostetter Campground and as we crossed the cattle guard here is what we saw.



Although the guard station survived, the rest of the area was gone. The fence was gone, the trees were burned, and it was a sad sight to see. As we came into Bostetter campground, the snowmobile warming hut was fine, but the large group side was gone. As we rode through the rest of the site, the bathroom was ok, as well as the next campsite, but the remainder of the sites were gone and looked like this.



We then headed to Father and Sons to see what it was like. On both sides of the road between the campgrounds we found everything burned. As we dropped down into Father and Son it was mostly fine.

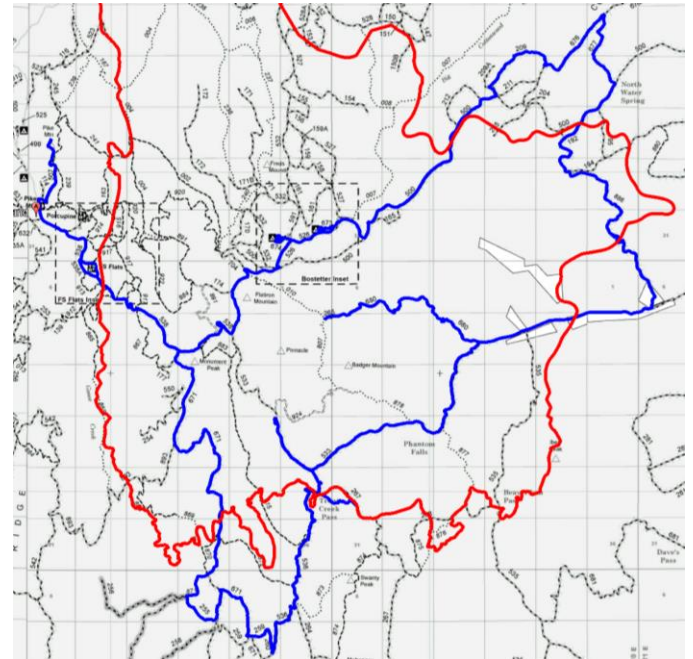


Although the large group site was gone, as well as the outhouse, the rest of the campground was mostly intact. After we were done here, we dropped down into Trapper Creek road and made our way back to camp. The only notable items were that the 704\533 junction was unburned, but the area between 174\Telephone Canyon and 538\FS Spring road was burned off and on on both sides of the road.

We made a quick trip to the top of Pike and then back to camp where all those that drove up for the day loaded up and went home.

We had left at 9:22 a.m. and returned at 4:52 p.m after covering 76.8 miles. The wind blew hard all day long, and it was pretty cold, but everyone enjoyed the ride even though it was depressing to see the vast area that burned.

That evening the Duggans, Dixie, Kris, and I enjoyed the campfire and looked at the stars before retiring for the evening.



Aaron Larson – Ride Leader

Badger Fire Sunday Ride Report

On Sunday morning one person made the trip up the mountain to ride with us, and that was my wife, Amy. After loading up our four machines, and with Amy behind the wheel, we took off on the days

adventure noting the wind was but a breeze, and the temperature was much higher than yesterdays!

I will skip a bunch of pictures from the campsite to the Trapper Creek\FS Spring road junction, but our journey took us to the north end of the Trout Creek ATV trail. This area survived the fire, but the rest didn't fare so well.



This photo is just up the road from the above noted photo.



We went up the 924\Red Bluff Jeep trail to find that they had used part of the road a fire break and had used a dozer to chew up the ground one side of the road. Much of the area was burned as noted in the following photo.



As we went back down the road and headed back up the road, we stopped above "Test Hill", that is the area on the Trout Creek ATV trail where people ride their snowmobiles up the hillside. As you can see, much of the trail is burned, but the re-route where the spring is in the old part of the trail survived!



After taking a ton of photos (see website), we headed up to the campgrounds once again. The following photo is of the Trapper Creek road as it climbs up to the Bostetter Loop road.



We drove through Bostetter Campground once again so Amy could see it, and then headed up Dry Creek road and took 161\Chicken Spring road, one of my favorites for spring riding. We found that although most of the road was spared, the fire did burn portions of it.



We then made our way to 159A\Cabin Spring Spur and found it was untouched by the fire. As we continued up Dry Creek, we found a few spots where the flames came to the road on the west side.



We took the 155\Ecklund Fork road and found that the southern part was fine, but the fire burned into the northern portion of the loop.



We came to the Dry Creek and Big Cedar junction to find this area burned as well. The second photo shows a view of Pike Mountain from this same junction.



We then headed for Sawmill Creek and found that this area was unburned, but once we came to 150b\Sawmill Flats Spur B, we found that flames had made it this far and were repelled by flame retardant.



We headed back down Big Cedar and had lunch by the many beaver dams that are along that part of the road. After lunch, we loaded up and headed over to 531\Harrington Peak road. On the way, the large camping area by Coal Pit was burned in the trees, but the meadow was fine.



As we headed down 531, we crossed through the gate at the fence and found this area burned really badly.



We took the 145\Harrington Loop and also found that this road had areas that were fine, and other areas that were burned really badly. After the

loop was made, we headed on to the north down the 056\East Line Spring West road.

It was this area that we simply could not believe how badly the fire burned things. From here, until we came back to the loop, there is simply nothing left but some small patches of unburned ground.



When we came to the top of the 522\Third Fork Trailhead, we found a lone patch of unburned trees.



We stopped and walked to the top of the canyon and looked down where the Rimview Hiking Trail and the Third Fork campground are at. The campground is hidden from view, but you can see the trail snaking up the side of the canyon. From this vantage point, no matter what direction you looked, there was nothing but burned ground. It burned so hot and long that there was barely even a sage brush stem left sticking out of the ground for as far as you could see.



After looking up and down Rock Creek Road, we headed back the direction we came. As we wandered back up 056, 531, and 527, we took the 532\First Fork road. We found that nothing along the entire length of the road burned. We then road 170\Corral road and found that it was also untouched. After that, we took a quick jaunt to the Bostetter weather station and found that the fire didn't get to it but did get to the road some 25 yards away. After a brief break, we continued on.

We rode through Father and Son campground once again, and then headed up to the gate at Martindale and found nothing had burned their either.

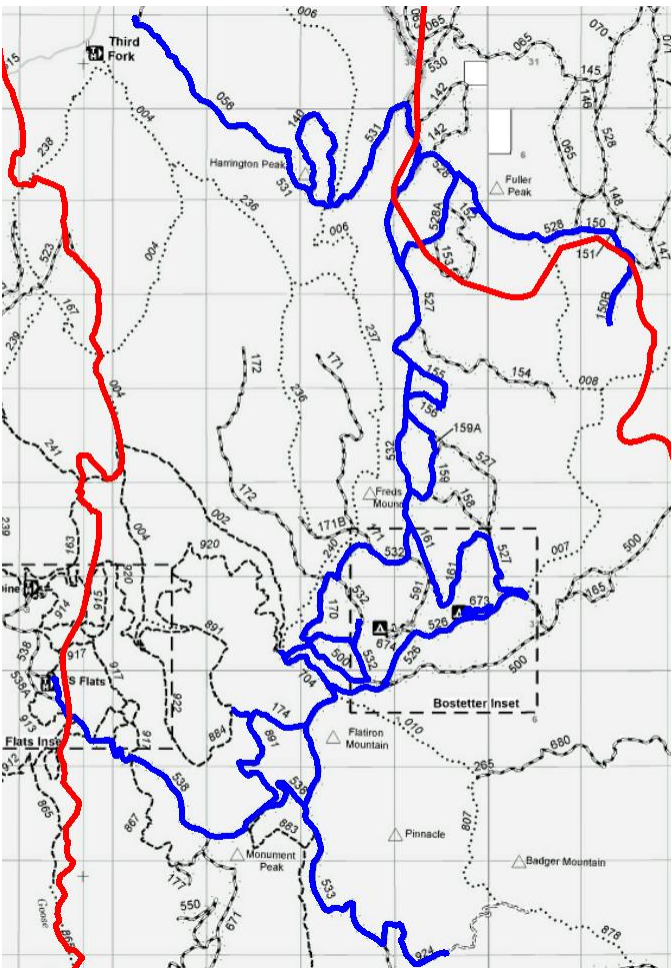


The last part of our journey took us up 174\Telephone Canyon and 891\Telephone Springs. We found that Telephone Canyon had some burned areas, and the top where the sheep herder camp is

setup in the summer was burned. As we came back down to Telephone Springs we found that the top was fine, but the southern portion through the trees was burned really badly.



After reconnection to the 538\FS Spring road, we headed back to camp. We had left at 9:24 a.m. in 44 degree weather and returned at 3:29 p.m. at a nice 65 degrees after covering 62.4 miles. Upon our return we packed up, hooked up the camp trailers, and we all headed home



Aaron Larson – Ride Leader

Misc Pictures

Going up Rock Creek



On 680\Flat Iron road. Quaking Aspen island survived the fire.



This is what a road marker looks like after the plastic has been burned away.



The Bostetter Guard Station trail sign survived, but the plastic was scorched.



Diamonfield Jack outhouse that someone shot full of holes.



There are about 600 photos on the club website if you want to see more of the burn. Most are geotagged so you can pinpoint them on a map. Call Aaron if you have questions on how to do this.

New Members

We would like to welcome the following new members to the club: None this month.

Linda Stimpson

Thinking of You

Rodger and Ronda Eldridge – Her mother passed
Linda Laudert – Knee surgery
Dave and Linda Burgess – Illness & death in the family
Stan Mai – Recovery from eye surgery

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 are 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.

The Fine Print

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

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
 - Aaron Larson... VP, Newsletter, & Ride Coordinator
208-312-4867..... vp@mvatvr.org
 - Linda Laudert Secretary
208-316-1810..... ls_laudert@msn.com
 - Rob Hendrickson Board Member
420-9402..... henry69@cableone.net
 - Linda Stimpson..... Treasurer & Memberships
208-308-5350..... treasurer@mvatvr.org
 - Dixie Best..... Event Coordinator
208-308-6418..... dixiebest750@icloud.com
 - Gary Aufderheide..... Board Member
208-731-4109..... garya2adfnr@gmail.com
 - Ron Mothershead Board Member
208-731-4404.. ron.mothershead12@gmail.com
 - Brad Stimpson..... Board Member
208-308-8526.....
 - Ted MacNeil Board Member
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 - Randy Graham Board Member
208-308-6176..... onthegorandy@gmail.com
 - Stan Mai Public Lands Director, Emeritus
208-293-5669..... mvatvs@msn.com
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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 31st will be half rate and after November 1st will be credited for next year. Your email address will be taken off the mailing list as February 1st 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: _____