

MONTANA TRAIL RIDER NEWS

SPRING 2019

THE OFFICIAL NEWSLETTER OF THE MONTANA TRAIL VEHICLE RIDERS ASSOCIATION

INSIDE THIS EDITION:

2-Way Trails	2
President's Corner	3
The Amazing Amazon Railroad Tunnel	4
Montana Trails in Crisis	5
Guidelines for Starting a New OHV Club	6
A User Pays Program	6
Fitness on the Trail for OHV Riders	7
50" Rule	7
2019 MTVRA State Ride	8
Upcoming Trail Riding Events	8
Lava Mountain Trail Relocation	8
Bill & Gerrit Hamilton Memorial Trail Ride	8
RCORUA Planning and Building New Trails	9
Never Sweat Trailhead is gettin' a Biffy!	9
OHV Use by Hunters	10
Montana Custer Gallatin NF Draft Plan & EIS ...	11
2018 California Wildfires - Management?	12
MTVRA Membership Information	13
Amazon. Smile to help NOHVCC	13
Trails Coalition Membership	14
Senate Bill 24 for Trail Funds	14
Billings Motorcycle Club Events	15
Business Member List	15



Montana Trails are 2-Way Traffic

From: Mona Ehnes, MTVRA

All Montana OHV trails are two way traffic. You should expect to meet oncoming riders so be aware, slow down, and keep an eye out for that new little rider just beginning to enjoy the family sport we all love!

Montana OHV Clubs

Billings Billings Motorcycle Club	Hamilton Ravalli Co Off-Road Users Assn.
Billings Rimrock Trail Riders	Helena Capital Trail Vehicle Assn.
Billings Treasure State ATV Assn.	Lincoln Blackfoot Valley OHV Assn.
Butte Mining City Trail Riders	Manhattan Gallatin Valley Dirt Riders
Glendive The Ranch Riders	Missoula Western Montana Trail Riders Assn.
Great Falls Great Falls Trail Bike Riders Assn.	Seeley Lake Seeley-Swan ATV Club, Inc.
Hamilton Bitterroot Ridge Runners	Trout Creek Cabinet Ridge Riders

MONTANA TRAIL RIDER NEWS



Is published by the Montana Trail Vehicle Riders Association. Opinions expressed herein are not necessarily those of the MTVRA or its officers. Your editorial or news contributions would be appreciated. Carl Siroky, Editor.

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PRESIDENT'S CORNER

Hello All,

Growing up in Frenchtown, MT on what must be one of the tiniest haying operations in the state had its perks and seeming infinite places to ride a bicycle and wander were to big ones. Learning to drive truck and tractors earlier than most was also great fun. Receiving my first motorcycle was something I'll never forget though. Having a motor and two wheels created a lot of freedom to explore the area near where I grew up. There was a lot of wonder and

excitement for me tooling around on the roads and trails, finding out where each one ended or what it connected to. Being on the lookout for the next new trail to follow down its rabbit hole absorbed many of my evenings. Over the years I put a lot of hours on that old Honda CR80, which was my first motorcycle and created a lot of great memories in the process.

After high school I came up with this crazy idea that I wanted to see and live somewhere other than Frenchtown, MT where I had spent 18 years of my life. I decided to go to school in Denver, CO. While I learned a lot and enjoyed my time in Colorado it never really felt like home. I wanted to get back the wide open and unpopulated spaces of Montana. After graduating from a small tech school in Denver, I returned home to Montana.

On my drive home to Montana I visited a friend that lived in Bozeman, MT at the time and decided I kind a liked the place and wanted to stick around and check the place out. Being freshly out of college and pretty broke I didn't have the money to buy a dirt bike again at the time, so I settled for a bicycle and some climbing gear. I spent my first few years in Bozeman biking the trails and traversing the crags and cliffs in the area via pedal power and grip strength. I knew one day I would get back into riding but after I had funds for another dirt bike and a truck to haul it with.

When that day finally came that I had the money, I found an inexpensive WR426 with a "minor" issue. The minor issue turned out to be a mysterious weird bog in the middle of the RPM range that took a couple years to solve. The bog never managed to keep me from exploring the trails in the Bozeman area and it's a good thing too. Through word of mouth I eventually found out about this dream land called "Pipestone". I remember some of my first trips out to Pipestone, of course I had to make a stop and the famous Ringing Rocks. I became familiar with parking my truck in the lower gravel parking lot and riding out to some of the connecting trails. Over the years many friends and I spent time out camping and riding in what is Whitetail Pipestone Recreation Area just outside of Whitehall, MT.

One day I happened to be over at what's now Blitz Motorsports in Bozeman looking for parts and they had a sign on the counter that said a group called "Friends of Pipestone" needed some help maintaining trails in Pipestone. I contacted the group and volunteered for service, this is how I met Mona Ehnes, Russ Ehnes, and Dave Cole. Mona, Russ, and Dave were running Friends of Pipestone and welcomed me in. Through Russ and Mona, I learned about the MTVRA and a lot of history of the "fights" to keep our trails open that happened over the years and those battles that were still going on to keep us all on the trails.

About this time a gentleman named Rich Winget showed up at a Friends of Pipestone meeting and was interested in starting a OHV club in Bozeman. I met with Rich who was clearly very serious about getting something going in Bozeman and we set a date

for a meeting with a few people and Russ to get a club going. Approximately two years ago we formed Five Rivers Trail Riders to help serve riders and trail systems in Bozeman and surrounding areas. Five Rivers Trail Riders (5RTR) is a "100% club", meaning that its members are also MTVRA members we received a spot on the MTVRA board. Through coincidence I become the official representative of 5RTR to the MTVRA board for several yearly meetings. As part of this process I got to know the good people that make up the MTVRA board. During the most recent meeting I was asked to be the President of the MTVRA. I felt honored to have been asked and am grateful for the opportunity to serve the riding community of Montana.

Oh, and if you're wondering about that carb issue on the WR426? Well it turned out to be one of those "hanging chad" issues. The early WR426 carbs were two halves and there was a gasket between them, my carb's gasket wasn't fully punched out at the factory and every manual or technical guide I ever found said absolutely, under no circumstances should you ever separate the two halves. In desperation I eventually split them and finally found my issue.

Nic

Nic Richardson
President, MTVRA



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The Amazing Amazon Railroad Tunnel

(Also called the Wickes or the Boulder Tunnel) Reprinted from Ghost Towns of Montana and Beyond, Winter 2017/2018 Edition.

Some of you have ridden through this tunnel, during the times of the year that it is passable.

The Rocky Mountain Rough Riders of Montana (a group of Montana OHV enthusiasts) have a video recording by one of the members going through the tunnel on their YouTube channel. You should check out this video if you haven't been through the tunnel yet.



Photo by Rose Johnson

September 11, 1888 there was a dynamite explosion where 60 men were working and 10 were killed and 5 seriously injured (read all about this in "Montana Central Railway" by Jan and Bill Taylor page 109).

Great wooden doors were placed at each end and were kept closed in winter to keep snow drifts out and the warm air in. These doors had to be opened, first at the end the train was coming from, then the tunnel was walked through and the second doors opened. After the train had passed through the doors needed to be closed.

Trains started running immediately while rock and shoring continued inside.

At the time it was built it was the longest railroad tunnel in Montana at 6145 feet. Later the Kalispell

Tunnel was built which was 6 miles long.

The first train through the tunnel was October 24, 1888. Boulder hosted a barbecue.

Great Falls Tribune dated October 27, 1888 excerpts from article follow: "The Wickes tunnel was formally opened on Wednesday. Many prominent citizens from Helena, Boulder and Butte passed through the tunnel in a train of six coaches. William Bird was the conductor. On arriving at the east approach of the tunnel, a photograph was taken of the train... The train entered the tunnel at 1:10 and arrived at the other end at 1:28, consequently taking 18 minutes to pass through. Upon arrival at the west end the whistles of engines were blown for five minutes.....This shortens the trip by nineteen miles. Incandescent lights are placed 200 feet apart through the tunnel. It cost \$1,500,000.00 to build. They intend to line the tunnel with stone and brick, which, when completed, will necessitate an additional outlay of \$250,000."

Due to the tunnel caving in 1891 it was decided to re-line it. They began lining it on Jan 6, 1892 and completed it in August 1893.

As locomotives got larger it created problems in the tunnel because hot stack gasses eroded the 1893 brick arches so they removed the brick ceiling and replaced it with a new material, "Concrete." Between 100 to 150 men were employed to do this. They started in October 1901 and ended in the spring of 1902. They only lined 2500 feet of it and the rest was granite with granite blocks installed in the roof and inside both portals. At that time the floor was lowered 18 inches which made it 21 feet high and 15 feet wide.

A Nov. 7, 1901 article in the Jefferson County Sentinel Newspaper reported that "it was necessary to erect boarding and lodging houses and a plant for the manufacture of the concrete, and generation of electricity for lighting up the tunnel. There would need to be some business house and residences. The railway built a nice depot, and stationed E. O. Foster as agent. There are about thirteen buildings at present composing this lively little town."



Photo by Dawn Smartnick

J. Otis Watson was the manager of the Amazon Mercantile company, which carried a full line of men's furnishing goods and notions and did a thriving business as did the company store and the boarding house.

V. E. Wilham, ex-county assessor, was the deputy sheriff of Amazon, but there was very little trouble from the unruly element.

An article in the newspaper states that a new school was built in 1910 and our records show that this school ran at least until 1935.

There are no known pictures of this little town and there is nothing remaining of it.

Speed for passenger trains through the tunnel was 20 mph (took 4 min.). Freight trains went 12mph (7min.)

Water pours from the tunnel year round because part of the tunnel was cut through

glacial debris.

There are some emergency bays built into the tunnel for a person to get into and be safe, if a train came along.



The last train ran through the tunnel on January 9, 1972.

The Montana Central Railway became the Great Northern Railroad in 1906.

Information is taken from numerous copyrighted materials for which we give credit: Boulder Newspapers (including The Boulder Monitor), The Montana Central Railway by Bill and Jan Taylor, The Great Northern/Montana Central Railway by Fr. Dale Peterka, and Boulder: Its Friends and Neighbors by Olive Hagadone.

Researched, compiled and written by Ellen Rae Thiel - The Heritage Center, PO Box 51, 210 N. Main, Boulder, MT 59632

The Heritage Center is a non-profit organization preserving local and family history. It is located at 210 N. Main St. Po Box 51, Boulder, MT 59632. Telephone 406-422-9879. They are open 7 days a week from 11am to 3pm. You can also visit their Facebook page: The Heritage Center.

Download the Montana State Parks App to your phone using the QR code below. The app contains information about all of the State Parks in Montana. For information on Montana's OHV program, visit their website at www.stateparks.mt.gov

See you in
the parks!



Screen capture from Google Maps showing the approximate location of the tunnel between Portal and Amazon

Before going into the article shared from the Ghost Towns of Montana and Beyond publication let me express my sincere appreciation for the generosity of Jolene Ewert, the editor of the publication "Ghost Towns and History of Montana", for giving me permission to reprint this article. Also, I need to extend a thank you to The Heritage Center, in Boulder Montana for the tireless work they do to preserve and share the rich Montana History.

If you're not a subscriber to the publication Ghost Towns of Montana and Beyond but you would like to be, here is the information about the publication:

Contact Jolene Ewert directly at ghosttownsofmontana@gmail.com

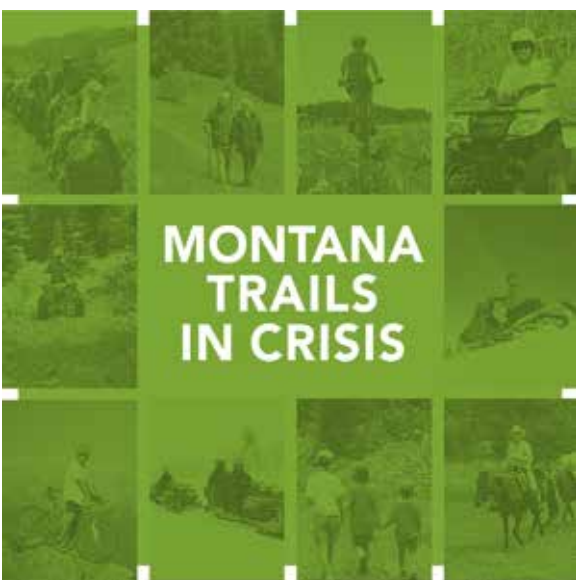
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In 1887 the Montana Central Railway let the contract from Helena to Butte; which included building a big tunnel through the mountain from Wickes to Boulder. Crews worked from both ends. The north end was called Portal and the south end Amazon.

While being built the train ran over the "Skyline" tracks of the Northern Pacific.

The tunnel was started May 1887 and completed October 1888.



Excerpts from the MONTANA TRAILS IN CRISIS Report

By Bob Walker

The public land access that we enjoy now isn't an accident. The generations that preceded us took care to preserve our public lands and build the trails that we depend on, and it's now up to us to do the same. As pressure on Montana's public land infrastructure increases, it is essential that we invest in our trails to preserve our way of life.

More than ever, our trails allow more Montanans to make a living in the place we call home. Whether it's a well-groomed snowmobile track, a rocky pack-and-saddle route, or an artfully banked mountain bike path, people will pay to get to the trailhead and beyond. Over the last five years, outdoor recreation spending in Montana has increased 22 percent, from \$5.8 billion in 2013 to \$7.1 billion today. That spending generates \$2.2 billion in wages and 71,000 jobs (Outdoor Industry Association).

There's no question that trails are immensely important to Montanans. For example, a study conducted by the University of Montana found that among visitors to Montana state parks, roughly

89% identified trails as the single most important amenity provided by the park. According to the Outdoor Industry Association, 81% of Montanans participate in outdoor recreation each year!

Created by Congress in 1991, the Recreational Trails Program (RTP) directs federal funding to states to build and maintain trails for hiking, off-road motorcycling, bicycling, equestrian, cross-country skiing, snowmobiling, all-terrain vehicle, and four-wheel drive use. Since 2014, RTP provided nearly \$8 million in Montana for grants to cities,

counties, private trails clubs, state and federal agencies for trail development, rehabilitation and maintenance. When we add to that figure the amount of local funds and the value of volunteer labor invested in those funded projects, the total benefit is approximately \$24 million! We thank congress for approving this valuable program to Montana and other states!

In Montana, RTP is managed by Fish, Wildlife, and Parks with input and recommendations from a citizen's State Trails Advisory Committee. Funding is dispersed equitably to motorized (30%), non-motorized (30%) and diversified projects that require more than one type of trail use (40%).

Now The Crisis: In Montana, the funding for our public land trails isn't keeping up with the growing demand. Since 2014, the Recreational Trails Program (RTP) has funded 267 motorized, non-motorized, and diverse trail projects but due to the shortage of funds, it has left 128 projects unfunded, leaving millions of dollars in trails projects unfunded as the demand for public trails continues to grow.

As demand for trails continues to grow, it's essential that the funding available to build and maintain them increases as well.

While the RTP program has been a success, the amount of grant money awarded over the past five years has remained virtually stagnant. Maximizing the returns on the RTP program is important, but funding from the program alone will not match the growing demand for trails on our public lands.

Many states have already established a state program to build and maintain trails, yet few states stand to gain more than Montana from such a program. A Made-In-Montana trail program could cut federal red tape and allow applications to be prepared and processed more efficiently by Fish, Wildlife & Parks. A made-in-Montana trail program could exercise greater flexibility in project funding. Right now, decision makers on RTP grants are bound by the strict 30/30/40 split between motorized, non-motorized, and diversified projects. So, even if there are enough strong motorized projects to justify spending 35% of funding pool, decision makers still have to observe the arbitrary 30% limit. Here in Montana, our State Trails Advisory Committee could score projects on their merits instead of penalizing good projects based on a federally imposed formula.

Note from the writer: In 2017 the Outdoor Industry Association studied the array of mechanism used by states to fund outdoor recreation. At least 13 Montana statewide and regional trails organizations, including the Montana Trails Vehicle Riders Association, studied these alternatives. Many would require substantial state law changes, but a few are under further study. They include an increase in the optional light motor vehicle registration fee for state parks and to include trails, an increase in the state bed tax, an increase in the refund of state gas taxes to the OHV and snowmobile programs, and a user pays permit system. As time allows, more information will surface about these potential funding mechanisms.

Go to Montana Trails Coalition at www.montanatrailscoalition.org for the complete MONTANA TRAILS IN CRISIS Report.

In Montana, the funding for our public land trails isn't keeping up with the growing demand. Since 2014, the Recreational Trails Program (RTP) has generated over \$24 million for 267 motorized, non-motorized, and diverse (motorized and non-motorized) trail projects that preserve Montana's legacy of accessible public lands for hunting, hiking, motorized use, and biking. Even so, it has left 128 projects unfunded, leaving millions of dollars on the table as the demand for public trails continues to grow.

KEY TAKEAWAYS

The public land access that we enjoy now isn't an accident. The generations that preceded us took care to preserve our public lands and build the trails that we depend on, and it's now up to us to do the same. As pressure on Montana's public land infrastructure increases, it is essential that we invest in our trails to preserve our way of life.

- Grants Requested: 395
- Grants Awarded: 267 (67.59%)
- Grants Unfunded: 128 (32.41%)
- Total Grant Dollars Awarded: \$7,994,441
- Total Matching Amount (in-kind and monetary): \$16,566,658
- Average Match Value as a Percentage of Grant: 200%
- Total Impact: \$24,561,099
- Gap Between Grant Money Requested and Awarded: \$6,830,816
- Total Value of Unfunded Grants: \$4,623,210
- Potential Value of Unfunded Applications: \$13,800,000
- Counties Applied for Grants: 34 of 56 (60.7%)
- Counties Awarded Grants: 19 of 56 (33.9%)

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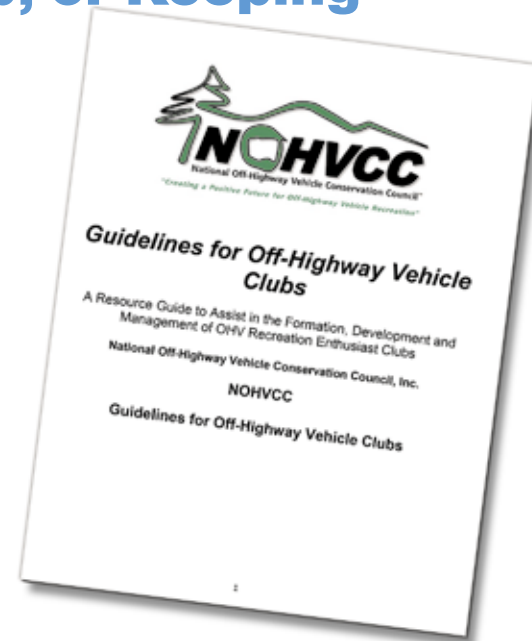
Guidelines for Starting a New OHV Club, or Keeping an Established One Healthy

By Carl Siroky

For those of you thinking of starting a new OHV club or who are in an established club and want a few pointers to keep it healthy NOHVCC offers some resources to help. For example, they provide a 27-page document titled "Guidelines for Off-Highway Vehicle Clubs" which is loaded with helpful pointers.

If you want a copy of this guide go to the NOHVCC On-Line Resources Hub at: <https://www.nohvcc.org/assistance/manager-assistance/online-resource-hub/>

If you want to find an established OHV organization in your area you can go to: <http://nohvcc.org/engagement/find-a-local-organization>



A User Pays Program!

Thanks to Montana's Legislature and Montana Trail Vehicle Riders Association

By Bob Walker, Editor



Montana Off-Highway Vehicle (OHV) owners pay the majority of costs for maintaining and enhancing trails open to OHV recreation in Montana. Thanks to requests by OHV owners, the 1987 session of the Montana legislature passed Montana's first OHV registration law that requires all OHVs used on public lands to display a registration decal. County treasurers deposit moneys collected in a dedicated fund

to be used solely for Montana's OHV program!

The 1991 session of the Montana legislature responded to requests from the Montana Trail Vehicle Riders Association to return that portion of the state gas tax paid by OHV owners for use off-road. The OHV program annually receives 1/8th of 1% of the state gas tax solely for use in the OHV program. Please see the article in this issue about Representative Kerry White's bill to increase this refund to the OHV program from 1/8 to 23/50 of 1%!

The State Parks Division of Fish, Wildlife & Parks administers the majority of these funds with advice from a citizen's advisory committee. OHV clubs and land managing agencies request grants for maintenance of existing OHV trails, safety and ethics education, noxious weed control, and trail steward projects.

In addition to registration and gas tax fees paid by OHV owners, volunteers and OHV clubs donate thousands of hours of time to maintain a portion of trails open to all recreationists and provide safety and ethics education to Montana's youth and adults. Without these investments made by Montana's OHV owners, thousands of miles of trails open to all recreationists would disappear due to lack of maintenance. OHV safety education programs would suffer or not exist, and depleted trail conditions would risk the safety of recreationists. Thanks again to Montana's Legislature and the Montana Trail Vehicle Riders Association!

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 Jody Llomis, Helena
 Brad Colin, Butte
 Jennifer Schofield, East Helena
 Kent Wellner, Missoula
 Mark Klenencic, Great Falls
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Fitness on the Trail for OHV Riders

By Karen Umphress, Past Staff Person, NOHVCC

I have been active in the outdoors all of my life. Camping, hiking, fishing, canoeing, and swimming were all parts of family recreational time. When I lived in Washington State for a while one of my favorite forms of outdoor recreation was hiking on Mount Rainier; and one of my favorite hikes was along the Carbon River and Glacier. This was a seven-mile trip out to the Tolmie Peak lookout and back going over Ipsut Pass. The total length of the hike is 14 miles and has several thousand feet of elevation change. It takes a full day and is a great workout.



Once I moved back to Minnesota, the hikes just weren't the same so I found another form of outdoor recreation: riding Off-Highway Motorcycles (OHMs). While many people believe that OHM riding just involves sitting on a motorcycle and letting it carry you and do all of the work, nothing can be farther from the truth. It took me a full riding season to build up enough endurance to last an entire day of riding and I was still completely exhausted by the end of the day; much more exhausted than my 14-mile Tolmie Peak hike. I even started working out in a gym during the winter so that I could ride well the next season.

This physical exertion is nothing new to Off-Highway Vehicle (OHV) riders, but convincing the non-riding public or government officials of the fact was always dubious at best; until 2010 at least. The story actually begins in 2006 with the Ontario Federation of Trail Riders (OFTR) out of Ontario,

Canada. In Ontario Canada, trails fall under the jurisdiction of the Ministry of Health Promotion and Sport where riding an off road motorcycle wasn't necessarily considered a physical activity since a motor is used. The OFTR needed to provide real proof that riding an OHM can raise your heart rate.

Oxygen consumption increases by 3.5 times for ATV riders and 6 times for off-highway motorcycle riders

York University in Toronto has a Fitness Laboratory and they perform fitness tests for prison guards, firefighters and the NHL draft. The OFTR approached the University and found Jamie Burr, a PhD candidate, willing to perform a pilot study with limited resources. "We paid him \$500 and arranged to have 12 riders tested at Canadian Motorcycle Training Services at Horseshoe Resort" according to Ken Hoeverman, Executive Director of the OFTR. "We needed a pilot study to get the wheels turning into a full and comprehensive research study that would be credible."

The underlying question proposed for the study was, "Does participation in Off-Highway Vehicle recreation have reasonable energy demands to be considered a legitimate form of exercise". The answer was a resounding yes; relating Off-Highway Motorcycle to hard or vigorous exercise according to Canada's Health and Fitness Benefits of Physical Activity Performance guidelines and the American College of Sports Medicine's (ACSM) position on the "recommended quantity and quality of exercise". The results of this pilot study were conclusive enough to warrant further studies.

The next study was also with Jamie Burr, together with colleagues Veronica K. Jamnik and Jim A. Shaw and Professor Norman Gledhill at York University; its purpose was to characterize the physiological demands of recreational OHV riding under typical OHV riding conditions using habitual recreation OHV riders. It was funded by the Canadian Off-Highway Vehicle Distributors Council, the All-Terrain Quad Council of Canada, The Motorcyclists Confederation of Canada and the Government of Nova Scotia.

This study had two phases. The first phase was to survey 310 participants to determine the characteristics of the "typical" rider and the "typical" ride. This would be used as a baseline for further research. Phase 2 of the study was to monitor and measure the physical demands of OHV riding, including both OHMs and ATVs. The physical demands of the sport included oxygen consumption, muscular involvement (fatigue), and rate of exertion. The study used established scientific methods and correlation practices.

The results were published in four reports; with the first report published in 2010. The first report was regarding the physiological results of OHV riding.

It was determined that OHV riding to be a recreational activity associated with moderate-intensity cardiovascular demand and fatigue-inducing muscular strength challenges, similar to other self-paced recreational sports such as rock-climbing, alpine skiing, and golf. Oxygen consumption, an indicator of physical work, increased by 3.5 times for ATV riders and 6 times for OHM riders. And the study confirmed the pilot study's findings that the exercise can be labeled hard or vigorous.

The second report was focused on the mental wellbeing of OHV riders. Through survey information the team compared the Mental Component Summary, measures which reflect mental status, of OHV riders and the general public. Based on the scores, OHV riders are expected to have lower levels of stress and depression as well as a higher overall life satisfaction. These findings correlate to other forms of recreational exercise and stress reduction findings.

The two remaining reports examined the fitness and health of habitual recreational off-road riders; and fitness and health training adaptations from six to eight weeks of OHV riding (i.e. how much OHV riding is required for health and fitness benefits to be derived).

These studies prove what people in the trails community and specifically the motorized trails community already know: that trails help people live healthier, happier lives.



The 50 Inch Rule

Know Your Width!

<p>Under 50" Wide OK for ATV Trails</p>	<p>Over 50" Wide 4x4 Routes Only</p>
--	---

Some side-by-sides exceed 50 inches in width and are too wide for typical ATV trails. These wider vehicles are limited to designated 4x4 routes only. Observe all signs and access barriers.

<p>What is OK:</p> <p>If the route is wider than the vehicle, you're OK.</p>	<p>What is NOT OK:</p> <p>Your vehicle should not be wider than the route.</p> <p>And if you're breaking trail TURN AROUND!</p>
---	---

2019 MTVRA State Ride

by Doug Abelin



The 2019 MTVRA State Ride will be hosted by CTVA again this year June 27th 28th and 29th with the venue at the Jefferson County's Fair Grounds in Boulder Montana. The camping and camping rates at the fairgrounds will be same as last year. Some improvements to the event from last year include more parking, portable outhouses dispersed through the camping areas and more of the grassy areas will be mowed.

FOOD!!! Like last year, no one goes to bed hungry! There is a pot luck planned for Friday evening, so bring a favorite dish to share. On Saturday evening there is to be a catered dinner for all wanting to partake on Saturday. Also, on Saturday evening there will be a silent auction, prizes and 50/50 raffle! If you have some items you can donate for the auction, raffle, and give-away please bring them.

If you want to have a campfire at your campsite, you'll need to bring a portable fire pit and wood.

There will be more trail riding routes available this year, as well as a few other planned activities besides trail riding.

For more information, to volunteer to provide some help with the event, or to confirm your participation contact Doug Abelin, CTVA President at (406) 461-4818, or send email to CapitalTrail@gmail.com. Any and all help and participation will be appreciated. We will need volunteers for guiding trail rides, clearing and completing some minor maintenance on trails, parking at the fairgrounds, event set-up and take-down, guest speakers and people just wanting to enjoy 3 to 4 days of enjoyable togetherness!?

The snow will be late to melt off, and the trail clearing and maintenance intense, so we will need your help! Thank you in advance!

Look for a flyer from MTVRA as the event nears

Lava Mountain Trail System

Route Section Relocation

By Doug Abelin, CTVA

During this upcoming summer season CTVA, and any other willing individuals will be working with the Helena Forest District, Helena National Forest supervisor's office and staff to relocate a section of the OHV trail route within the Lava Mountain OHV Trail System, located west of Clancy Montana. The use of the entire trail is currently limited because of a short, poorly located route that was established about 100 years ago during the period the area was being mined. The reroute of the section has been needed for many years and will improve the usability of the route for all users by establishing a secure stable route, mitigating erosion and improving user safety.

For more information contact CTVA at capitaltrail@gmail.com



Upcoming Trail Riding Events

And Other Important Dates

April 27: The Inaugural 5RTR Cow Tag Round-up ride.

The ride is at the Pipestone OHV Recreation Area, Pipestone, MT. Registration for the event starts at 9:00 AM and will be at the Four-corners Parking Area. This is the first 5RTR Cow Tag Round-up Ride. The event is open riders of all ages and abilities. Proceeds from the event will benefit the Jefferson County S.A.R.. For more information contact 5RTR: Rich Winget or Todd Trotter.

May 4th: ATV Fun Run.

The Mining City Trail Riders will be holding a spring fun run at the Pipestone OHV Recreation Area. It will start with registration from 8:30 to 11:00AM at lower parking lot area of the Pipestone OHV Recreation Area, Pipestone, MT. They will be posting a flyer about the event on their Facebook page

May 24th, 25, & 26th The Third Annual Sturgis Off-Road Rally

Registration starts Friday at the Kickstand Campground located at exit 34 from 4:00 to 6:00 PM. Ride the Black Hills, Explore and enjoy the same lands that General Custer explored. Enjoy several planned rides, a BBQ, and a concert. For more information go to <http://officialsturgisevents.com/off-road-rally>.

June 5th: The Custer Gallatin National Forest Plan Revision Comment Period Ends!

The Draft Plan and Draft Environmental Impact Statement initiating a 90-day public comment period started March 1 and ends June 5, 2019. Get your comments in!



Bill & Gerrit Hamilton Memorial Trail Ride

Great Falls Trailbike Riders Association and Montana Trail Vehicle Rider Association will be working with Bull Run Guest Ranch and the Hamilton Family to host the third annual Bill and Gerrit Hamilton Memorial Trail Ride **May 18-19, 2019**. The ride is open to trial bikes, ATV's, and all side-by-sides. There will be a variety of lead trail rides for each vehicle type and for a variety of skill levels. Riders can ride on their own, but not alone, after they have participated in one lead ride or if they are with someone familiar with the ranch. The ranch is about 12,000 acres and features over 200 miles of routes for OHV's.



Motorcycle, ATV, SxS Trail Rides, Dual Sport Ride
Banquet and Celebration Saturday Night
Breakfast Sunday Morning
More details soon - Questions Russ at 899-0898

The ride is a fundraising event for the Hamilton ISDE Fund and the Great Falls Trail Bike Riders Association Little Belt Mountains Maintenance fund. The money raised is used by the Hamilton ISDE Fund to help sponsor young riders at the ISDE and by GFTBRA to pay the two seasonal Trail Rangers the club hires every year to clear trails and do tread work in the Little Belt, Highwood and Castle Mountains.

The cost to participate is \$100 for the weekend. For families, the first rider is \$100, and each additional rider is \$40 and \$25 for non-riding family members. The fees include (dry) camping Friday and Saturday night, Steak dinner Saturday night, and continental breakfast Sunday Morning. There will be a silent auction and a movie in the shop after dinner. There will also be a campfire in the yard Saturday night. Riding begins after the 8:00 AM riders meeting Saturday morning.

Please RSVP before May 13th by sending an email to Larry Hamilton at teammontana@msn.com. If you have questions, feel free to e-mail Larry or call Russ at 406-899-0898.

Planning and Building New Trails

By Mike Jeffords, Ravalli County Off Road Users Association



A new year, a new riding season. As many of you know, Ravalli County Off Road Users lost our lawsuit against the forest service and as a result one of our most enjoyable trails will continue to be off limits to motorized use, at least for the time being. Our loss on this lawsuit that has not stopped our work with the forest service toward planning and constructing new trails.

The first trail project coming this summer is a new trail up the east fork of the Bitterroot. Last fall we completed all the paper work, comments and red tape necessary and we were given the green light on building this new trail. We had time to go out for bids and get a contractor, sign papers and lock down funding. The new trail will be constructed this spring and early summer with the intention to have a formal trail opening in early July.

Two additional trails are being planned for construction up the west fork of the Bitterroot. During this upcoming summer we are going to be doing the ground work of staking out connectors and slope gradients. Once the staking is done, in addition to the necessary NEPA and public comments, application will begin for grants to fund the trail project. If all goes as planned the summer of 2020 will be construction of these two trails.

Waiting in the wings, so to speak, is addition to an existing trail on the Stevi district. An addition to Trail 313 in the Forest Travel Plan was approved. This project is ready for us to start discussions with the agency for planning when work can begin.

Finally, on a personal note, I'm going to do my annual West Fork - Shoup Idaho, to West Fork ride this summer. This ride is around 125 miles round trip. It goes through the Bitterroot, Salmon, and Chalis Forests, follows the North Fork of the Salmon River back up to the Bitterroot Forest. On the way, it passes by some Indian pictographs, and some nice scenery. I usually go up to Long Tom Look-out, which has some great views of the Frank Church River Of No Return. So, if this is something you might like to do, watch the Ravalli County Off Road User web site for dates.

Well, have a great riding season, stay safe, and I'll see ya' on the trail!

Mike Jeffords

Never Sweat Trailhead is Gettin' a Biffy!

By Doug Abelin, CTVA

CTVA is nearing the successful completion of an effort that has taken over twenty-years. Yep, it's what it has taken to get an outhouse put in place at a trailhead. That's a long time to have to "wait to go" but the project is finally being fulfilled.

A single-hole biffy is scheduled to be installed sometime around the middle of May at the Never Sweat Trailhead Parking Area, up the Magpie drainage, in the Big Belt Mountains.



This project is being funded by a grant generously provided by Yamaha, to help provide and enhance our riding opportunities through joint efforts in improving the ability to keep clean, healthy places for all users to recreate on public lands. The US Forest Service has partnered with Capital Trail Vehicle Association, and Yamaha, to provide these improvements for a better user, land, Wildlife, and

environmental sharing of our Public Lands!

We have all worked hard to get this improvement, so we everyone better enjoy the trails.

Special "Thanks" to all involved in this project!

For more information about our projects being planned contact CTVA at capitaltrail@gmail.com



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OHV USE BY HUNTERS

By Dan Thompson

The Bitterroot National Forest (BNF) concluded their Travel Planning process in 2015. A case can be made that the dominant theme of the Travel Plan alleged that there are wide spread conflicts among forest visitors that needed to be resolved as part of the Travel Planning process. One of the lines of evidence brought forward by the BNF to support their "conflicts" claim were comments submitted during the process by Montana FWP that hunters complain about use of OHVs during hunting season. The exact, complete quotation from FWP's scoping comments is:

"Each year FWP staff in the Bitterroot gets the chance to talk to several thousand of these hunters at the Darby Check Station. And each year comments about OHV use ranks first or second among complaints, rating right up there with comments about wolves."

The lack of specific details in FWP's comments coupled with my own personal hunting experiences got me to wondering about who exactly is complaining about what exactly. So, I launched a little research project to try to figure that out. Specifically, what proportion of elk and deer hunters use an OHV to assist them during the hunt?

We know how many elk and/or deer hunters there were in Ravalli County in 2013 from the FWP Harvest & Hunting Reports¹; and we know how many registered OHVs there were in Ravalli County in 2013 from the BBER report² and census data³. What we don't know is how many of those registered OHVs were used for hunting in 2013.⁴ The only information available concerning what fraction of all OHVs are used for hunting comes from a 2006 FWP report⁵ that documents that 64% of OHV owners use their machines for hunting. While this number is quite out of date, FWP has never updated this information. Due to

the aging of the population and the increased ownership of OHVs since 2006, that has likely increased over the years. However, since 64% is the only documented information available, I will use it in subsequent calculations.

From the data gleaned from the above-identified sources, the calculation is very simple:

- In 2013, there were 9,318 deer and/or elk hunters in the BNF
- In 2013, 6,502 OHV's were used by hunters (64% of 10,160 registered OHVs)
- In 2013, 70% of the hunters in the BNF were OHV-assisted

Knowing that more than two thirds of hunters employ an OHV to assist them in their activity helps to narrow down the "Who's complaining about what?" question. Some of the possibilities are:

- One OHV-assisted hunter is complaining about another OHV-assisted hunter;
- A vocal minority of non-OHV hunters are complaining about use of OHVs for hunting;
- Both OHV-assisted and non-OHV hunters are complaining about the recreational use of OHVs unrelated to hunting activities (during hunting season);
- Complaints received at FWP game check stations may be a symptom of overcrowding: For decades, Forest policies, encouraged by FWP, have forced hunters into increasingly smaller and smaller accessible portions of the Forest. Hunters need lots of space – crowding them into small areas creates conflict and generates complaints.

In any event, based upon this simple analysis, it is clear that closing more roads and trails yearlong or seasonally to OHVs penalizes rather than benefits the overwhelming majority of hunters. Clearly, claims that denying motorized access to public land is useful to hunters are not justified.

"Each year FWP staff in the Bitterroot gets the chance to talk to several thousand of these hunters at the Darby Check Station. And each year comments about OHV use ranks first or second among complaints, rating right up there with comments about wolves."

This analysis was based on quantitative publicly available data collected using proper analytic methodology. Anyone with a computer can do this work in a few hours. Yet neither FWP nor the Forest Service did it. Rather, they brought forward subjective, non-quantitative arguments claiming "social" conflicts without any attempt at quantitative analysis. Federal Agencies are required to perform quantitative analysis whenever possible and to apply best available science. With respect to the BNF Travel Plan and the agency's claim that there are widespread conflicts between hunters and OHV use, even a superficial look at the data would have shown that assertion to be false.

Dan Thompson

Victor, MT 59875



1. Available on-line from www.fwp.mt.gov .
2. Montana Recreational Off-Highway Vehicles, University of Montana Bureau of Business and Economic Research, July, 2014
3. 2013 census data from State of Montana website www.ccic.mt.gov .
4. The remarkable geographical congruence between the boundary of Ravalli County, the non-Idaho portions of the BNF and FWP hunting districts 250, 240, 261, 262 and 270 make for a very tidy "apples-to-apples" set of data for this analysis.
5. Lewis & Page, Selected Results From 2006 Survey of Registered Off-Highway Vehicle (OHV) Owners in Montana, RMU Research Summary No. 21, Montana FWP, July 2006

Montana Custer Gallatin NF Releases Draft Plan & EIS for Public Comment

From Ric Foster, Policy Director BlueRibbon Coalition

The Custer Gallatin National Forest Plan Revision Team has released the Draft Plan and Draft Environmental Impact Statement initiating a 90-day public comment period running March 1 to June 5, 2019.

The Forest will be hosting 10 public meetings, 8 webinars and 10 resource-specific podcasts available for download (March 18th). Maps and other materials will be available for review at public meetings, and planning team members will be available to answer questions.

Upcoming Public Meetings, Webinars & Podcasts

- April 3 - Bozeman, MT from 6:30 p.m. - 8:00 p.m. at Hilton Garden Inn
- April 4 - West Yellowstone, MT from 5:30 p.m. - 7:30 p.m. at West Yellowstone Chamber of Commerce (30 Yellowstone Ave)
- April 8 - Ashland, MT from 5:30 p.m. - 7:00 p.m. at TRECO (Tongue River Electric Cooperative, (2435 Hwy 212, Ashland, MT)
- April 9 - Camp Crook, SD - from 5:30 p.m. - 7:30 p.m. at Camp Crook Community Center (203 Main Street, Camp Crook, SD)
- April 10 - Billings, MT - from 6:30 p.m. - 8:00 p.m. at Bighorn Resort Broso/Bighorn Rooms (1801 Majestic Lane, Billings, MT)
- April 11 - Red Lodge, MT from 5:30 p.m. - 7:30 p.m. Roosevelt Center Community Room (519 S. Broadway Ave, Red Lodge, MT)
- April 22 - Big Timber, MT from 10:30 a.m. - 12:00 p.m. at the Sweet Grass County Extension Office (515 Hooper Street, Big Timber, MT)
- April 22 - Livingston, MT from 5:30 p.m. to 7:00 p.m. at the Yellowstone Pioneer Lodge (1515 W. Park Street, Livingston, MT)
- April 23 - Cooke City, MT from 10:30 a.m. - 12:00 p.m. at the Cooke City Chamber of Commerce Community Room (206 W Main Street, Cooke City, MT)
- April 23 - Gardiner, MT from 5:30 p.m. - 7:00 p.m. at the Gardiner Community Center (209 W. Main Street, Gardiner, MT)

Webinar dates include:

- Thursday, March 14 from 5:30 p.m. - 7 p.m.
- Tuesday, March 19 from 1:30 p.m. - 3:00 pm.
- Monday, April 15 from 5:00 pm. - 6:30 p.m.

- Thursday, April 25 from 3:30 p.m. - 5:00 p.m.
- Wednesday, May 1 from 4:30 p.m. - 6:00 p.m.
- Thursday, May 9 from 1:30 p.m. - 3:00 p.m.
- Thursday, May 16 from 9:15 a.m. - 10:15 a.m.
- Tuesday, May 21 from 6:00 p.m. - 7:30 p.m.

Tune into all webinars at: <https://usfs.adobeconnect.com/cgfr-500/>

Resource Specific Podcasts will drop March 18, 2019 for downloading and listening at the website: outLANDish by Your Forests, Your Future

Information can also be found on the Custer Gallatin National Forest website at www.fs.usda.gov/custergallatin and click on Forest Plan Revision, then Draft Plan/Draft Environmental Impact Statement review.

You can comment:

- On-line by going to: <https://www.fs.usda.gov/project/?project=50185> and click on "Comment/Object on Project"
- By email to: cgplanrevision@fs.fed.us
- By mail to the below address:

Forest Service
Attn: Forest Plan Revision
Custer Gallatin National Forest
10 E Babcock, P.O. Box 130
Bozeman, MT 59771

For more information, contact Mariah Leuschen-Lonergan at 406-587-6735
Ric Foster, Policy Director, BlueRibbon Coalition (208) 237-1008 extension 2

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The 2018 California Wildfires - Public Land "Management"?

Summary by Carl Siroky, of an article in *The Federalist* written by Krystina Skurk



This past summer here in Montana we all had to again breathe the unhealthy smoky air much of which results from wild fires on our public lands. The summer of 2017 was very much the same, in fact it seems that pretty much every summer in memory has become a haze of thick smoke from early to middle August until the reprieve of cool fall air and moisture arrives. This past summer much of the smoke was emitted from fires in California and Washington, but we had our own fire challenges here in Montana that contributed as well. The fires in Washington have settled down but not so in California, there the fires still rage on as I write this in November.

The California situation is a sobering one with countless heart wrenching stories of lives needlessly lost, devastation of family's livelihoods, and destruction of properties caused by the wildfires. This devastation is so unnecessary and would not be happening on the scale it is if there were more aggressive and deliberate actions taken to proactively manage the public forests with the intent of preventing these large, uncontrollable wildfires from occurring.

Here are some of the statistics about the destruction and losses incurred as a result of the 2018 California fire season through mid-November, it's quite astonishing

- 2018 has been the most destructive wildfire season on record in California, with a total of 7,579 fires burning an area of 1,667,855 acres (674,957 ha), the largest amount of burned acreage recorded in a fire season, according to the California Department of Forestry and Fire Protection (CAL FIRE) and the National Interagency Fire Center (NIFC), as of November 11.
- The fires caused more than \$2.975 billion (2018 USD) in damages, including \$1.366 billion in fire suppression costs.
- Through the end of August 2018, Cal Fire alone spent \$432 million on operations.
- The Mendocino Complex Fire burned more than 459,000 acres (186,000 ha), becoming the largest complex fire in the state's history, with the complex's Ranch Fire surpassing the Thomas Fire and the Santiago Canyon Fire of 1889 to become California's single-largest recorded wildfire.
- In mid-July to August 2018, a series of large wildfires erupted across California, mostly in the northern part of the state, including the destructive Carr Fire and the Mendocino Complex Fire.
- On August 4, 2018, a national disaster was declared in Northern California, due to the extensive wildfires burning there.

Related to this I read an article that was published during November in *The Federalist*, written by Krystina Skurk and titled "How Misguided Environmentalism Is To Blame For California's Wildfires", which I recommend reading. When reading the article consider that a sizeable chunk of public land in Montana is "managed" by the federal government. From this article, I've included a few bullet points and excerpts below:

- I grew up in California's Ventura County and have family in both southern and northern California. Right now, the deadliest fire in California's history is racing across northern California. The Camp Fire has already killed at least 56 people, burned down 7,700 homes, and destroyed the entire town of Paradise.
- The Woolsey Fire has destroyed 98,362 acres, killed two people, and damaged several Hollywood landmarks such as the set of "MASH" and the Reagan Ranch.
- Article after article blames two things for California's frequent fires: global warming and human action.....While dry conditions make fires more likely and people often start them, this misses the big picture. President Trump summed it up on Nov 10. He wrote, "There is no reason for these massive, deadly and costly forest fires in California except that forest management is so poor ... Trump is right. Mismanagement and overregulation deserve most of the blame, but he should keep in mind that the federal government owns 57 percent of California forest land.
- California and federal agencies have mismanaged forests, not because they don't care, but because they chose the agenda of environmentalists over commonsense forest management. The result has been deadly.

- For decades, environmental protection schemes have usurped common sense. For example, most fire ecologists say that the surest way of preventing massive forest fires is to use prescribed burns. The California Environmental Protection Agency states that "prescribed burning is the intentional use of fire to reduce wildfire hazards, clear downed trees, control plant diseases, improve rangeland and wildlife habitats, and restore natural ecosystems."
- Despite scientific evidence, the federal government continues spending more money on fire suppression than prescribed burns. The Forest Service has only performed prescribed burns on 11.3 percent of the land they manage. When explaining to *Mother Jones* why the California Wine Country fires were so bad last October, fire ecologist Sasha Berleman said, "We have 100 years of fire suppression that has led to this huge accumulation of fuel loads."
- "The laws of the past 45 years have not only failed to protect the forest environment, they have done immeasurable harm to our forests," said Republican Rep. Tom McClintock, who represents a northeastern district in California, in a congressional hearing. "Time and again, we see vivid boundaries between the young, healthy, growing forests managed by state, local, and private landholders, and the choked, dying, or burned federal forests."
- From 1960 to 1990, 10.3 billion board feet of timber were removed from federal forest land each year. From 1991 to 2000 that number dropped to 2.1 billion board feet of timber per year.
- "There's an old adage that excess timber comes out of the forest one way or the other. It's either carried out, or it burns out," McClintock said in a speech supporting *The Resilient Federal Forest Act*, a bill that stops the practice of taking fire prevention funds to pay for fire suppression.
- Air quality control laws also make it difficult for factories and private landowners to dispose of deadwood. The difficulty these regulations impose may prohibit private owners from effectively managing their land.
- To prevent fires, both the California's state government and the federal government need to deregulate logging and encourage the Forest Service to make a profit by selling timber. Until the environmental protests of the 1970s, the Forest Service was one of the only departments in the federal government making a profit.
- Ironically, these ill-conceived environmental policies designed to ward off climate change have been the source of massive amounts of carbon dioxide pollution. A forest fire's initial blaze releases 5.2 million metric tons of greenhouse gas emissions, according to Forest Service ecologist Leland Tarnay. This is equivalent to the amount of emissions from 1.1 million passenger cars in a year.
- The saddest part about these fires in California is that they are self-inflicted. Californians should not allow such mismanagement to continue. At what point will commonsense forest management practices win out over the ideologically driven environmental lobby? Soon, I hope, or Paradise might not be the only thing lost.

MTVRA Membership Information

From Cathy Covert, Membership Chair

For MTVRA, I keep the membership data base updated by entering new members and removing non-renewing members. We try for five years to get a non-renewing member to respond and pay the membership dues. If after the fifth consecutive yearly attempt there is not a paid renewal, then the inactive membership is removed from the data base.

MTVRA has added a convenient "Pay Online" feature to the MTVRA website for renewing your membership. You can go to <https://www.mtvra.com/pay-online> if you would like to renew your membership on-line.

Unfortunately, since I have been filling this role as Membership Chair, I have removed 5,586 non-paying memberships our MTVRA data base. This equates to a potential \$129,492 in annual revenue.

There are two things that make an association successful: Memberships and money-period.



MTVRA is stocked and ready for your paid 2019 membership!!

Use Amazon.Smile to Get Donations to NOHVCC

From NOHVCC and Carl Siroky



Do you shop on Amazon? If so, you could help support NOHVCC with your purchases! The screen captures below show what this means to NOHVCC.

From Amazon's website: "AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. NOHVCC is one of the organizations that you can choose to support. As noted above, Amazon makes the donations – at no cost to you. Simply, visit smile.amazon.com, login or create an Amazon account and follow the on-screen directions to select NOHVCC as your charity of choice. Once you are finished – all your purchases through smile.amazon.com will include a donation of 0.5% of the purchase price of eligible products to NOHVCC. when you shop on AmazonSmile. For more information about the AmazonSmile program, go to <http://smile.amazon.com/about>.

It is important to note that any purchase you make through smile.amazon.com after choosing NOHVCC as your charity will benefit NOHVCC. So, if you were planning to buy a new TV, sofa, headphones, or any other household item through Amazon – why not help NOHVCC in the process?

IMPORTANT: You must access amazon through the smile.amazon.com URL for the donations to be passed along. If you use amazon.com to make purchases – NOHVCC will not receive a donation.

About NOHVCC, National Off-Highway Conservation Council.

NOHVCC, as a national body of OHV recreation enthusiasts, develops and provides a wide spectrum of programs, materials and information, or "tools", to individuals, clubs, associations and agencies to further a positive future for responsible OHV recreation. For more information go to www.nohvcc.org/about-us/

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The Montana Trails Coalition Membership

Finding Common Ground for Trails and Recreation

By Bob Walker, Chair, Montana Trails Coalition Board of Directors

The Montana Trails Coalition (MTC) works in partnership with individuals, organizations, and communities to support trails and outdoor recreation opportunities on lands open for public use in Montana. The Coalition's many objectives include, among others, sharing information about existing sources of funds and securing adequate resources to meet Montana's trails and outdoor recreation needs. The MTC's immediate primary efforts involved studying the potential sources of funds for trails in Montana and recommending actions to secure funds. We published the Montana Trails In Crisis report that clearly describes the demand for trails in Montana and the dire lack of adequate funding.

The Montana Trails Coalition Board of Directors is comprised of 13 statewide and regional trails organizations that represent motorized and non-motorized recreation, city and county parks and trails departments, and the national coalition American Trails. Advisors include the primary state and federal public land managing agencies.

Please join the Montana Trails Coalition and help to continue our efforts to secure adequate resources to answer the needs of Montana's public for trails to provide access to Montana's great outdoors for recreation, health and transportation.

For more information go to <https://www.montanatrailcoalition.org/>.

Montana Trails Coalition
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Senate Bill 24 (SB 24) Would Increase Funds for All Trails!

By Bob Walker, Chair, Montana Trails Coalition



Senator Terry Gauthier is carrying a bill in the 2019 legislature to increase the voluntary light motor vehicle registration fee. This change would create a new grant program for trail development, maintenance, and rehabilitation and help state parks and fishing access sites meet their maintenance

and operation needs.

The proposal would increase the voluntary light motor vehicle registration fee to state parks from \$6 to \$10. The predicted result of this bill would yield \$944,000 per year for a new Made-In-Montana grant program administered by Fish, Wildlife & Parks for trails and associated recreation facilities similar to the Recreational Trails grant program. In addition, SB 24 would increase funding to state parks by \$895,000 per year and to fishing access sites by \$170,000 per year.

The largest source of current trails funding in Montana comes from the Recreational Trails Program, a federal program. This program has guarantees for motorized and non-motorized trails. These funds are not secure and subject to elimination. Other trails funding sources come from OHV and snowmobile registrations and a small amount of the state gas tax refunded to both the OHV and snowmobile programs. The state invests virtually no state money for non-motorized trails.

The current \$6 fee is the largest source of funding for Montana's 55 state parks and helps state parks with maintenance and operations. State parks deferred maintenance backlog now exceeds \$22 million. Small amounts also help support fishing access sites and Virginia and Nevada City heritage sites.

The new Made In Montana state trails grant program would be available to communities, counties, reservations, school districts, clubs and associations, state and federal agencies. The recommendation is that it would be administered using the same application process, forms and guidelines for the Recreational Trails Program (RTP). The State Trails Advisory Committee that currently advises on RTP awards would serve that purpose with the new program. The same categories as RTP would apply. Grants could include new trail construction, rehabilitation and/or maintenance of existing trails, trail side and trail head facilities including bridges, fencing, parking, bathrooms/latrines, picnic shelters, interpretation, trail signs, and trail side invasive weed control and winter trail grooming. We will keep you posted on the status of this proposal.

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Billings Motorcycle Club 2019 Event Schedule

By Chuck Bonnett

Here is the 2019 BMC event schedule. More information about the club and events can be seen on the Billings Motorcycle Club website at <http://bmcmontana.com/>



BMC 2019 Event Schedule Quick View

Date	Time	Event & Promoter Contact	Series / Notes
May 7	12 PM	Easter Egg Hunt with Fun Prizes (Members Only). Leslie Cardwell 406-208-5827, Mary Cardwell 406-670-9930	BMC Members Only
May 4	8 PM	Flat Track Series Race #1, Under the Lights, Nicolas Gabel 406-839-3353	
May 5	8 AM	43rd Spring Scrambles, Bob Cardwell 406-259-6032, Mark Cardwell 406-690-0125	
May 17	5 PM	Friday Night Motocross, Half-Track, Richard Todd 406-694-5401,	
June 1	6 PM	ATV Sand Drags Under the Lights #1, Rob Rexford 406-860-4259	
June 2	8 AM	Motocross Full 2-Mile Track, Jason Lambrecht 406-581-5080	
June 8	8 PM	Flat Track Series Race #2, Under the Lights, Nicolas Gabel 406-839-3353	
June 8	8 AM	Big Sky Trophy Hill Climb, Travis Spadt 406-694-3699, Erin Spadt 406-696-6804	
June 8-9	Varies	Big Sky Challenge Pro Hill Climb, Don Erhardt 406-652-3413, Todd Teyler 406-702-2345	Rockwell WSPHS
June 29-30	9 AM	42 nd Elk Basin Cross Country, Trever Pankratz 406-208-2514	406XC
June 28	7 AM	Friday Night Motocross, Half-Track, Tyler Loomis 406-861-8249	
July 13	8 PM	Flat Track Series Race #3, Under the Lights, Nicolas Gabel 406-839-3353	
July 13-14	8 AM	Coyote Run Cross Country, Kevin Niehenke 406-930-1373, Josh King 406-860-5003	406XC
July 24	6 PM	Meet & Greet Pre-Party for the Great American Pro Hill Climb at the Powderhorn Lounge	
July 26	8 AM	Great American Trophy Hill Climb, Travis Spadt 406-694-3699, Erin Spadt 406-696-6804	
July 26-27	Varies	101 st Great American Pro Hill Climb, Cord Mitchell 406-672-8383, Darrell Devitt 406-855-9988	Rockwell WSPHS
Aug 3	6 PM	ATV Sand Drags Under the Lights #2, Kurt Krohn 406-861-6961	
Aug 13	6 PM	Supercross at Metra Park, Outdoors, during Montana Fair, Lonnie Quast 406-670-9751, Dusty Quast, 406-672-4817	Metra Park
Aug 17	8 PM	Flat Track Series Race #4, Under the Lights, Nicolas Gabel 406-839-3353	
Aug 24	9 AM	Nightmare Hill Climb,	
Sept 7-8	8 AM	Fall Classic Motocross, Full Track, Mark Cardwell 406-690-0125, Tom Cardwell 406-794-8495	Practice Sat / Race Sun
Sept 29	9 AM	Fall Hill Climb, Cameron and Andy Spadt 406-672-4761	
Oct 6	9 AM	4 Hour Marathon, Cross Country, Jeff Samek 406-927-5681, Dennis Bauer 406-259-0744	

A big MTVRA thank you to these BUSINESS MEMBERS

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OUR MISSION

"To create a positive future for Montana off-highway vehicle recreation by creating an ongoing communications forum through which OHV enthusiasts and organizations can share information and experiences; participate in educational opportunities; build partnerships with land managers, land owners, and supporters; and become partners in protecting, promoting and creating a positive image of OHV recreation."

JOIN THE TODAY!

Application for membership in the **Montana Trail Vehicle Riders Association**

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ AMA# _____

E-mail _____

Date _____

Member Type:

Individual _____ \$22.00

Family _____ 36.00

Business _____ 55.00

Organization _____ 100.00

(Includes \$4 individual, \$8 family, \$15 business for the legal defense fund)

Make checks payable to

MTVRA

P.O. Box 2884

Great Falls, MT 59403

Additional money included for donations to the legal defense fund are greatly appreciated!