

Newsletter

1st Quarter
2010

2010 Spring Meeting

April 23-25, 2010

Black River Falls, WI

Best Western Arrowhead Lodge and Suites

More info on Page 11

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WISCONSIN 4-WHEEL DRIVE ASSOCIATION Winter MEETING

January 9, 2010

Waupaca, WI

Called to Order at: 9: 02 am by President Chris Hannis.
Chris read the Mission statement.

Roll Call:

Present- 4 x 4 Forever Ltd., 4 Lakes 4 Wheelers, Twin City Bush-wackers, Trailgators 4 Wheelers, Green Bay Highriders, Weekend 4 Wheelers, Borderline 4 x 4 Trailseekers, Lone Riders 4 x 4, River City Wheelers,
Absent- Badger State 4 Wheelers, Roadside 4 Wheelers, and Badger-land TNT

Guests – Nathan Kussman and John Schnorr.

Secretary Report: Mark White made a motion to accept, Tim Krueger seconded.

Treasurers Report: Mark White made a motion to accept, Helen Wagner seconded.

Committee Reports

Pipeline: nothing

May 15 and Sept 25.

Land Use: RSS Feed

Website: No Google ads

Bylaws: has the book with her if anyone wants to look at it. Added business and supporting membership SOP.

SCORP/STC: meeting Monday the 11th.

UFWDA: See Luana's notes. Luana made a motion to rejoin United Mike Hannis seconded as a group at the \$100.00 membership. Anyone wishing to join individually needs to get the \$15.00 fee to Mary before April 1st.

MW4WDA: Convention April 23 through 25th.

Membership: Business and association memberships discussed.

Lake States Resource Alliance:

Newsletter: The due dates are as follows:

February 15, **May 15**, August 15, and November 15. Make a note of these dates and try to make some type of contribution. **February 15 is the next due date.**

GOING GREEN WITH SPRING NEWSLETTER!

Luana made a motion Mark seconded.

Budget: Mark White

FORP: need someone for this.

Regional VP Reports

Region A: n/a

Region B: n/a

Region C: No meeting.

Old Biz:

MSRA- nothing

WOHVA- See John's statement. The governor ignored his chosen STC Committee's recommendation. Lafayette County will have OHV park small amount of land for 4x4 the rest is for 4 wheelers and motorcycles. Write to DNR 600 acres to ATV's is not 10,000 acres dedicated to all off road vehicles. STC position went to Lindor Maletske Tourism - Business. (has never attended an STC meeting). Trails meeting February 27th.

New Biz:

Spring Fling – Chris will no longer coordinate this event because of the lack of participation by the membership.

Memorial Day Weekend 4 Lakes 4 Wheelers at Olson's. Contact Borde's.

March of Dimes – leaning toward same weekend. Sites & theme's.

Castana- July 2 – 5, 2010. Goodtime 4-Wheelers

2010 Spring Convention – April 23 -25, 2010 Black River Falls, WI

2010 Fall Convention – October 15 -17, 2010 ??????????????

Adjourned: Dawn Krueger made a motion to adjourn the meeting, Brian Swearingin seconded the motion. Meeting adjourned at 11:11 am

ARRA News

In October 2009, the Consumer Product Safety Commission issued an Advanced Notice of Proposed Rulemaking (ANPR) to develop federally-mandated rules for Recreational Off-Highway Vehicles (ROVS) or as they are often called, side-by-sides. The proposed mandatory standards would require **fundamental changes** to ROVs, putting **Washington, DC regulators at CPSC** in charge of future ROV designs regardless of what you and other consumers want and need for the vehicles.

CPSC is pursuing these federal mandatory standards despite the fact that the industry trade association, the Recreational Off-Highway Vehicle Association, has nearly completed an American National Standards Institute (ANSI) process to develop an American National Standard (ANS) for ROVs. Components of the standard include protective gear requirements, a certified roll-over protective structure, a minimum of three point seatbelts for each seating position, and multiple lateral stability criteria.

The ANS is being developed through an established standards development process governed by ANSI. Under the ANSI procedures, a variety of interests including CPSC and other government representatives, industry, consumers and others reach a consensus on an appropriate ANSI standard for ROV equipment, configuration and performance requirements. Much effort has been expended working with CPSC and others to develop this standard. Now is not the time to abort the process in favor of government-mandated standards that would fundamentally alter ROVs as we know them.

To provide comments encouraging CPSC to work with ROHVA to complete the voluntary standard and to promote the ROV Safety Rules. <https://secure3.convio.net/arra/site/Advocacy?pagename=homepage&page=UserAction&id=203&autologin=true&JServSessionIdr004=b9d0mps4z1.app331a>

Have you or your club invested valuable time constructing trails and trailheads or has a local trail been improved? Do you know of a trail that provides outstanding accessibility for those with disabilities, or enhanced a trail experience through educational outreach like encouraging safe and responsible practices? If so, and Recreational Trails Program (RTP) funding was utilized, you have the opportunity to nominate your trail for an annual award presented by the Coalition For Recreational Trails (CRT). http://www.arra-access.com/site/PageServer?pagename=arra_nominate_trail_2010

Washington Newsletter

March 2010

Monumental Problem!

A couple of weeks ago, word leaked out about a secret, internal study, ordered by U.S. Secretary of the Interior Salazar, on potential areas that could be declared National Monuments under the Antiquities Act. An Interior Department spokesperson described the list of 17 hot spots as something that came out a brainstorming session held at the department. What a session! Under the Antiquities Act, Mr. Obama could make such a declaration with the simple stroke of his Presidential pen. Negative reaction on the part of western members of Congress has been swift. Many remembered the creation of eight new National Monuments and the expansion of one existing Monument area, encompassing more than 1.1 million acres, during the closing days of the Clinton Administration. These designations came much to the surprise of many local citizens living in or adjacent to the designated areas. Secretary Salazar has sought to reassure Governors and legislators from the 17 targeted areas that no decisions would be made by the Obama Administration without first seeking local input. This response is reassuring, but we also know from sources within the Department, that once the list saw the light of day, sheer panic reigned in the Department as political appointees worked to come up with an explanation for the report. Damage control was priority number one because of the potential political fallout in the west.

Fortunately, the news of this plan became publicly known before the Secretary was able to send his recommendations to the President. Since this disclosure, legislation has been introduced in the Congress that would exempt certain states from the Antiquities Act: Utah, Montana, Alaska, Colorado, Nevada and California. This exemption would not become effective until Congress passes the appropriate legislation, so the threat remains. Wyoming is currently the only western state to have this exempt status. For a few days in February, the Interior Department had a monumental problem once they realized their secret document was public. In a democracy, a little sunlight has a way of cleansing the process as well as motivating those who care. The revelation of the Interior Department document has accomplished both. The Department is now treading a bit more carefully and more Americans are now aware that monument designations can happen with the simple application of some Presidential ink on a piece of paper. If you would like to read about the 17 areas identified in the now famous Interior Department brainstorming session, check it out here:

http://www.arra-access.com/site/DocServer/Prospective_National_Monument_Designations.pdf?docID=201

Forest Service Planning Rule

The Forest Service is planning to launch a series of roundtable discussions in many parts of the country on a new planning rule it hopes to develop for the management of our national forests. This is an important undertaking, especially since previous efforts over the last twenty-five years have not been all that successful, primarily due to litigation. The Forest Service is hosting these sessions in order to "facilitate public participation, dialogue, and action collaboration." The ARRA website will provide you with detailed information on where and when these roundtable discussions will be held. To the degree that you and your friends can participate and share your views about how our national forests should be managed, your efforts would be extremely helpful. This is especially true since the Notice of Intent announcing this undertaking barely mentioned the concept of recreation on Forest Service land. We find this a very serious oversight on the part of the agency. So, from a process standpoint, we are very pleased the agency is providing these roundtable sessions. This is something that ARRA specifically requested when we submitted our comments during the scoping process. But from a subject matter, recreation interests, and specifically motorized recreation interests, need to be very proactive throughout this process. One new issue that deserves your attention is that for the first time ever, the Forest Service is directing its land managers to manage on the basis of climate change issues. This is a rather nebulous issue since the science surrounding the topic of global climate change is very hotly debated. During the last few months, we have seen charges and countercharges over the validity of some of the so-called scientific studies about climate change. Until the controversy can be cleared up (the United Nations has formed a special committee to review the charges that some of the scientific studies weren't all that scientific), it seems premature to throw this requirement into the Forest Service management process. Over the next twenty months, this planning process will be a topic we will be covering, so please keep referring to the ARRA website for the latest information: http://www.arra-access.com/site/PageServer?pagename=arra_new_land_mgmt_rule

Enforcement Legislation

We readily admit that enforcement legislation is not a popular subject with some people, but ARRA has long believed that a key component to retaining access to public lands is greater law enforcement. That is why we have consistently supported a revision of our enforcement laws including stiffer fines and penalties for those who do not take good care of the lands owned by all Americans. We are very pleased that Rep. Salazar (D. Colo.) and Senator Mark Udall (D. Colo.) have introduced companion pieces of legislation in the House and the Senate, H.R. 4589 and S. 2999, which would impose stiff penalties on those who are found guilty of damaging federal lands. We have worked closely with both of these offices on this issue and will continue to work for its passage in the Congress. In previous years, this legislation passed the House of Representatives, but the Senate failed to take similar action.

The Bush Administration supported this legislation and we are hopeful that the Obama Administration will do the same. If you would like to learn more about this legislation, please see the **Enforcement Legislation Fact Sheet**. Also, please contact your elected officials and encourage them to support H.R. 4589 and S. 2999. Our future access to public lands is dependent upon enhanced law enforcement.

Enforcement Legislation Fact Sheet

Save Access; Help Stop Illegal Riding
Support Fair Enforcement Legislation!

From consideration of proposed Wilderness Areas to House and Senate hearings on OHV use, to the House National Parks, Forests and Public Lands Subcommittee Chairman's request for a Government Accountability Office study on OHV use on public lands, it is obvious that there is an ongoing push to have Congress address motorized recreation. Anti-access representatives are making the case daily that illegal/unauthorized riding is destroying public lands and that closures are the only answer. We know that the vast majority of riders are law abiding and stay on trail; however, the few who show disregard for public lands and for the future of responsible access are having undue influence on our opportunities to ride. Its time we took back our sport. Please support H.R. 4589 and S. 2999. These bills will make fines and penalties consistent across federal land management agencies and provide substantial penalties for the most egregious offenders. Those who knowingly abuse our public lands are responsible for taking away access from responsible riders and it is right that they face real consequences for their inappropriate actions. It is also important that the OHV community work to "control our own destiny," because if we don't act, it is only a matter of time before anti-access representatives surely will. H.R. 4589 and S. 2999 give us an opportunity to be out front. The following are talking points on how the legislation is beneficial to OHVs. Please use them to let your friends and fellow riders know why it is important to support this legislation.

Talking Points:

Other potential bills (including specific measures that have been discussed in the past) unfairly target OHVs. This legislation creates a level playing field for all who use public lands as anyone who harms our public lands, regardless of why they are there will face the same penalties. National motorized recreation groups support the legislation, including: ARRA, American Council of Snowmobile Associations, American Motorcyclist Association, Motorcycle Industry Council, National Off-Highway Vehicle Conservation Council, Off-Road Business Association, Recreational Off-Highway Vehicle Association, Specialty Vehicle Institute of America, Tread Lightly! and United Four Wheel Drive Associations. While we know that the overwhelming majority of OHVs ride responsibly, there are innumerable examples of anti-access organizations flashing photos/videos/news accounts of the worst offenders on ATVs, dirt bikes and 4x4s as examples in efforts to close legal riding areas. Those same groups also lump responsible OHVs with the worst offenders and accuse us of talking tough but not following through. Without stiff penalties and the resultant deterrent effect, the few "bad apples" will continue to help close additional riding areas by acting irresponsibly. Consistent penalties across public lands agencies ensure that all recreationists know the consequences of their actions. As it stands, the penalties are inconsistent and ill-defined. In some areas, particularly in the west, it is easy to transition from Forest Service land to BLM land and not even know it. With consistent penalties, riders will always know what the penalties are regardless of which agency oversees the lands they are riding on. Those who face a Class A misdemeanor would be guaranteed a jury trial, adding a layer of protection against overzealous judges, or other officials. It's the right thing to do. The worst penalties are reserved for those who "knowingly" harm our public lands (threatening our legitimate access in the process). Those who knowingly go to illegal areas, and knowingly cause damage to sensitive areas should face stiff consequences. It is important to remember that those who currently ride illegally already face penalties under existing law. The penalties can be vastly different in different areas of the country. This bill would make it clear what penalties those who harm our public lands would face. (cont' pg 10)



WOHVA Update December, 2009

Since our last update, WOHVA has remained extremely busy assuring that OHV recreational opportunities expand here the Badger State. Just a few of the things WOHVA been up to include:

WOHVA attended the monthly meeting of the Forest County Chamber of Commerce.

WOHVA met with the Forest County MRA Committee. The Committee is actively pursuing having the DNR locate their MRA in Forest County. WOHVA assisted the Committee in drafting their letter of intention, requesting formally being considered as the host site for the proposed MRA project being formulated within the Department of Natural Resources..

WOHVA presented a donation on behalf of Jeep Jamboree USA to the Sokaogon/Chippewa Veterans.

WOHVA provided the Forest County MRA Committee with 8 information packets regarding OHV Park management and environmentally responsible OHV trail development.

The WOHVA Executive Committee held their bi-monthly meeting in Green Bay, Wisconsin.

WOHVA was asked to attend and participated in the monthly meeting of the Forest County Board of Supervisors, Economic Development Committee.

WOHVA contacted each of the 8 Wisconsin members of the House of Representatives and urged them to vote against H.R. 1925, America's Red Rock Wilderness Act of 2009. For more information on this terrible piece of legislation, visit <http://cs.wohva.com/forums/p/1167/5271.aspx#5271>.

The USFS & WOHVA held our annual MVUM appeal meeting. This meeting is part of the agreement reached when WOHVA appealed the Travel Management Rule for the Chequamegon/Nicolet National Forest. Issues discussed included proposed closures, additional OHV opportunities, grants and maintenance issues on the Pipeline 4x4 Corridor.

WOHVA provided the Forest County Chamber of Commerce with information packets regarding OHV Park management and environmentally responsible OHV trail development.

WOHVA discussed the McCaslin Mountain area closures (to obtain accurate information) with representatives from the Wisconsin Department of Natural Resources.

WOHVA submitted comments on the Environmental Assessment Worksheet for Virginia Expansion of the Iron Range Off-Highway Vehicle Recreation Area (OHVRA) to the Minnesota Department of Natural Resources. The proposed expansion will increase the size of the OHVRA by over 2700 acres and will add over 25 miles of additional OHV trails outside the OHVRA.

The Crimson Club, a new level of WOHVA Individual Membership, was unveiled to the Badger State OHV community.

WOHVA was again recognized in the UFWDA eNews. The article reports on WOHVA's fire rehabilitation work on the Mole Lake Indian Reservation.

WOHVA Update January, 2010

Membership renewals were mailed to all WOHVA Individual Members. Please remember that all WOHVA memberships (Individual Memberships & Supporting Group Memberships) expire on December 31st. If you did not receive this mailing, you can access the WOHVA Membership Application on our website (www.WOHVA.com).

The WOHVA marketing committee met to discuss the future direction on marketing and promotions of WOHVA and WOHVA events.

WOHVA, along with WOHMA met with the Wisconsin Department on Natural Resources (DNR) to continue previous discussions on the

DNR's Motorized Recreational Area (MRA) and also discuss registration/sticker programs for 4WD's & OHM's.

WOHVA had numerous discussions with members of the Forest County MRA Committee and shared updated information from the DNR with the committee.

WOHVA hosted our annual trail guides meeting to discuss the past season of trail riding and events. WOHVA provided our trail guides with a brief update on events and challenges for next year.

WOHVA was contacted by the Wisconsin Department of Natural Resources (DNR), and asked for our assistance, regarding groups/individuals that are negatively impacting Wisconsin wetlands. Discussions included areas in Marinette and Ozaukee Counties where irresponsible and sometimes illegal motorized recreation has had a significant environmental impact to Wisconsin water resources. **DNR staffers will be available at our April Workshops to discuss these and other situations.**

WOHVA sent letters to each of Wisconsin's 8 U.S. Congressmen and 2 U.S. Senators, stating that the funds supplied via grants through the Recreational Trails Program which are made available by the Surface Transportation Authorization Act are not being processed by the federal government. While WOHVA understands the perceived importance of focusing on the recent economic stimulus program, doing so at expense of other programs (such as RTP) is detrimental to those programs. In fact, in the case of RTP, these funds hugely impact the economies of Wisconsin's northern counties. These areas rely heavily on monies spent by motorized recreationists and also sustain the vast majority of trail riding opportunities here in the Badger State.

WOHVA was again recognized in The Forest Republican (two issues). The articles reported on WOHVA's fire rehabilitation work and installation of gates on the Mole Lake Indian Reservation.

To assist in WOHVA membership renewals and other purchases, WOHVA established the ability to receive payments via MasterCard, Visa & Paypal.

WOHVA was again published in the December '09 Issue of BlueRibbon Magazine. The article reported on the donation and installation of gates on the Mole Lake Indian Reservation. Special thanks to Badgerland TNT 4X4 Club and Damage, Inc. 4x4 Club for their financial contributions. Each of these outstanding clubs sponsored a gate.

WOHVA mailed a small supply of WOHVA "1000" Limited Raffle tickets to all our members. The proceeds from this raffle are used to secure liability insurance needed to hold all WOHVA events. This insurance is not used solely to hold the Great Northern Trail Ride. Liability insurance is also needed to perform trail maintenance on the Chequamegon/Nicolet National Forest, the Mole Lake Indian Reservation and other holdings where WOHVA has worked with area land managers to assure responsible OHV recreation.

WOHVA supplied written comments on the Department of Natural Resources (DNR) Motorized Recreation Area (MRA) Concept Plan to both the Wisconsin Natural Resources Board and the DNR. WOHVA reminded them that original concept presented by Bill Morrissey called for a premier OHV park of 10,000 acres, which would make Wisconsin a destination for OHV enthusiasts across the country. WOHVA also quoted the current Wisconsin Statewide Comprehensive Outdoor Recreation Plan (SCORP) and pointed out that the State of Wisconsin is currently not providing nearly 40% of Wisconsin OHV recreationists any recreational opportunities by not allowing 4WD's to recreate on state properties open to ATV's & OHM's. The BlueRibbon Coalition (BRC) contacted WOHVA and asked us to join a team of user groups which will assist the BRC by supplying review and com-

ment on their new "BRC Recreation News." In an effort to better utilize the internet and video by the BRC. The BRC will be using this program to supply daily updates on recreation and public land news to its trails recreation user base. WOHVA is proud to be in a position to again assist the BRC on a project/program.

WOHVA Update February, 2010

WOHVA had several discussions with members of the Forest County MRA Committee.

WOHVA attended the Wisconsin Four Wheel Drive Association Winter Meeting as an invited guest/speaker. WOHVA was happy to update those in attendance on WOHVA accomplishments in 2009 and our strategy for 2010 and the future.

Governor Doyle received a letter from WOHVA which expressed our disappointment with his recent appointment to the Governor's State Trails Council (STC). Doyle recently appointed Lindor Maletske as a Tourism/Business Representative to fill a vacancy on the STC. This appointment comes after the STC recommended that a 4WD Vehicle representative be appointed to fill the vacancy. It's important to note that in this case Wisconsin's Lame Duck Governor not only dismissed the requests by the 4WD community to fill the vacancy with a 4WD advocate, but he totally dismissed the recommendation of his own hand-picked STC (all the members of the STC are serving appointments made by Doyle).

Representatives from WOHVA attended the January 11th Quarterly Meeting of the Wisconsin Governor's State Trails Council in Madison, Wisconsin.

The WOHVA Executive Committee convened for their regular bi-monthly meeting.

Written comments on the Consumer Product Safety Improvement Act were sent by WOHVA to both Wisconsin U.S. Senators and our eight U.S. House Representatives.

WOHVA submitted written comments to the Bureau of Land Management regarding the Las Vegas Resource Management Plan Revision & EIS which will impact motorized recreational opportunities on 3.1 million acres of public land in Nye and Clark counties in southern Nevada.

Written comments were submitted by WOHVA on the Uncompahgre Resource Management Plan which will affect 700,000 acres of public access in Mesa, Montrose, Ouray, San Miguel, Gunnison and Delta counties in southwestern Colorado.

WOHVA commented on the Flathead National Forest, Island Unit Trail System Additions Project which will impact motorized recreation on the Blacktail Wild Bill OHV Trail System in Montana.

Public comment was provided by WOHVA to the Bureau of Land Management pertaining to re-opening the Clear Creek Management Area in California to motorized recreation.

Representative Ron Kind from Wisconsin's 3rd Congressional District and member of the House Committee on Natural Resources was contacted by WOHVA (as were all Wisconsin Representatives) and urged not to sign and to oppose a "Dear Colleague" letter drafted by Congressman Raul Grijalva. Grijalva is the Chairman of the House Natural Resources Subcommittee on National Parks, Forests and Public Lands and is circulating a "Dear Colleague" letter regarding the management of U.S. Forest Service (USFS) lands that have been recommended by the agency for Wilderness designation.

Written comments were submitted by WOHVA on the Prescott National Forest Land and Resource Management Plan. Their Forest Plan Revision Team is currently asking for public input to help identify issues to be addressed as they begin their Plan revision. The Prescott National Forest consists of 1.25 million acres of land located in west central Arizona.

On behalf of the Board of Directors and membership of the Wisconsin Off-Highway Vehicle Association (WOHVA), I would like to inform you about an opportunity to greatly increase 4WD recreational offerings here in Wisconsin and ask for your assistance in assuring that it becomes a reality.

It is with great excitement that I would like to inform you that WOHVA is working on legislation establishing a Wisconsin sticker/registration program(s) for both off-highway motorcycles and 4WD vehicles. WOHVA is currently working with a team from within the Wisconsin Department of Natural Resources (DNR) to outline a plan that both the DNR and motorized recreation enthusiasts can live with. When finished and with DNR support, we hope to be able to have the program introduced within the current legislative cycle. A registration/sticker program would establish a funding source, which would then be available to support trails and other motorized recreational opportunities.

I hope that your membership will support such a program? Further, I urge you to draft a letter on your club letterhead stating that your club and members support the concept of a 4WD sticker program. WOHVA will then have all support letters compiled into a reference source which will be added to our request for the above legislation.

I wish I could share with you all the details of the program, but they do not as yet exist. As the legislature works on creating this proposed Bill the details will become available.

WOHVA will be posting the latest information on this project (on our website <http://www.wohva.com>) as they develop. Please check the "WOHVA News" Forum for regular updates.

I have attached a short general outline of what to include in your letter of support. Please feel free to personalize your letter as see fit.

Please accept my thanks and the thanks of all WOHVA members for your anticipated support of this request.

To Write in support of WOHVA's efforts to start a sticker program for OHV in WI:

<date>

Wisconsin Off-Highway Vehicle Association
Attn: Registration Program Project
P.O. Box 1865
Fond du Lac, WI 54936-1865

Dear WOHVA,

It has been brought to my attention that your organization is currently soliciting letters of support for a proposed 4WD/OHM registration program here in Wisconsin. I would like to have this letter and the comments within included in any and all references of support which you may submit to the Wisconsin Legislature or Wisconsin Agencies.

On behalf of the Board of Directors and membership of <insert your club/organization name>, I would like to express our support for the concept of a registration/sticker program for 4WD vehicles. Our membership stands ready to financially support motorized recreational opportunities by purchasing such a sticker when they become available.

A registration program for 4WD vehicles (which mirrors that for snowmobiles and ATV's) would not only assure recreational opportunities, but could also be used for safety education and law enforcement. This would obviously result in improved recreational trail offerings and experiences for all users of trails here in Wisconsin.

Sincerely,
<name>

Upcoming Events

<u>Date and Time</u>	<u>Event</u>	<u>Location</u>	<u>Contact</u>	<u>Other Info</u>
March 27	TORC Races	Las Vegas Motor Speedway	Tom Delikat	
April 17 –18	TORC Races	Perris Auto Speedway	Tom Delikat	
April 16-18	WOHVA Annual Meeting and Workshops	Mole Lake	Chris Hannis	
April 23 –25	MW4WDA Spring Convention	Black River Falls	Mark White	
April 24	W4WDA Spring Meeting	Black River Falls	Chris Hannis	
May 1—2	W4WDA Spring Fling	TBD	Need Volunteer	
May 15—16	TORC Races	Las Vegas Motor Speedway	Tom Delikat	
May 29—30	TORC Races	Texas Motor Speedway	Tom Delikat	
June 19—20	TORC Races	Crandon International Speedway	Tom Delikat	
July 2—5	MW4WDA Annual 4th of July Event	Castana		
July 10	TORC Races	TBA	Tom Delikat	
July 17—18	TORC Races	Bark River International Raceway	Tom Delikat	
August 14 –15	TORC Races	Bark River International Raceway	Tom Delikat	
September 4 –5	TORC Races	41st Annual Brushrun Crandon	Tom Delikat	
October 1 –3	4 Wheelin with Feelin for the March of Dimes	TBD	Luana Schneider	
October 15—17	MW4WDA Fall Convention	TBD	Mark White	
October 16	W4WDA Fall Meeting	TBD	Chris Hannis	

What would it take?

By: Dawn Krueger

What would it take to get everyone in W4WDA, with a computer, on the forums? W4WDA makes up a big part of MW4WDA, most of the MW4WDA Conventions take place in Wisconsin, and a good number of the attendees at the MW4WDA meeting on Sunday mornings are from Wisconsin.

The W4WDA forum is located on the MW4WDA forum page. You do not need to be a member of MW4WDA to join the forum and use the W4WDA forum section you are also allowed to use the MW4WDA forum and participate in the many different message boards found there.

Are you not sure how to sign up? Do you not know how to use forums? Do you need help getting signed up? This type of medium can be used for important communications between meetings. The calendar contains many events from around the MW and beyond! Please go to www.w4wda.org click on the forums link and join.

If you need help contact Tim or Dawn Krueger they will be happy to help you!!!!

Website

By: Tim Krueger

The website is up to date and accurate as far as I am aware. Do I need to make any changes anywhere??

Email me at Mud-dawg@new.rr.com

Dear Members,

W4WDA goes GREEN! At the winter meeting we took a look at the W4WDA budget. Our expenses are higher than our yearly income. So some cuts are needed. In looking through the expenditures for the past year we determined the newsletter would be a place where we could reasonably make some changes that could balance our budget. So the following is what we decided by the vote of the delegates. This will be your last printed newsletter. Starting with the Spring newsletter, it will be an electronic version. There will still be 4 editions a year, they will be posted on the website and you will receive an email when they have been posted.

Now, for this to all happen I will need your email addresses. Please email me at TKrueger5@new.rr.com with W4WDA Newsletter in the subject line. If you do not have computer access, contact me with your information and I will work something out for you.

Ma & Pa Rocker's

Most dates are still available!
Call today to set up your weekend!

**8241 S. Anderson Road
Nebagamon, WI 54849
1-715-374-3671
munchkinsis2001@yahoo.com
www.parocker.net**



**2nd Annual Pa Rocker Memorial
Labor Day Weekend
First weekend in September**

AGAWA CANYON Trailride June 17-20, 2010

Location: Goulias River, Ontario

Itinerary: We will leave Traverse City, Michigan @ approx 10:00 am on Thursday, June 17th. Travel distance is 198 miles with a total time of 4 hours. However the REAL plan would include a stop off for gas in the U.S. first because gas in Canada is a bit more pricey than the U.S. We will then stop for groceries in Sault Saint Marie, Ontario at the Krogers which is on Hwy 17 as you head north out of town. Fresh fruit, meat and even dog food is NOT allowed to be brought over from the U.S. Only a moderate amount of beer or wine is also allowed. Note also that beer, wine, and liquor is ONLY able to be purchased at the 'Beer Store'. You will find a 'Beer Store' across the street from Kroger on the south side. The parking lot @ Kroger is also large enough to fit those towing vehicles. From there we will continue north along Hwy 17 to the campground. There will be some awe inspiring views on this road as you go north. You are headed into Algoma Country and Agawa Canyon. This stretch of road all the way up to Wawa past the Montreal River, 165 miles was one of the most difficult portions of the highway to be built and was only opened in 1960. The Trans-Continental Hwy 17 that runs from Halifax, Nova Scotia to Vancouver, British Columbia, 4861 miles long with the approx halfway point located near Chippewa Falls. Once you weave in and out of the rock formations which the road was cut through only 30 or so years ago, you will come around a bend. You are now heading down an 11% grade hill known as 'Mile Long Hill'. Be careful as speeds at the bottom of the hill left unchecked can approach dangerous levels. You will now be on Moose Flats. Notice the numerous skid marks all along the hill. There are from Truck-Moose collisions. Be careful as these collisions can occur during the day as well as night time. The campground will be another 1/2 mile or so on the right side once you hit the flatlands of Moose Flats. Also be careful on this road as Canada's economy in this area depends on logging. Log truck will be numerous and DANGEROUS. Yield to them at all times, especially when on the back trails. They will also run the paved roads as if they are the only ones on them. Be careful as many can not stop, or don't care to at times.

Things to know before you go: Since June 1, 2009, either a Passport, Passport Card, or Enhanced Drivers License is required for cross border travel.

Cross Border Travel info: <www.cbp.gov> Near the bottom of the page is a 'Border Crossing Requirements'. Click that and it will give you all the info you need.

Camping and Hotel info: We will be camping @ Blueberry Hill Motel and Campground.

Website: <www.onblueberryhill.com>

This campground is situated 1/4 mile off Highway 17 (aka Great Northern Road) and is nestled in VERY mature tall pines. There are 80 campsites there with both 15A, 30A, and 50A service. Blueberry also has 10 motel rooms available. There is also an indoor pool and sauna. Restroom and shower facilities are very modern and up to date. (and ALWAYS clean!)

Great Lakes 4WD Assn has held it's Gitchee Gumees event here for a number of years and is the most outstanding campground facility anywhere in the area. Camping rates are currently \$28.00 Canadian for water and electricity (slightly higher for 30 and 50A sites) which is approx \$26.00 U.S. at this time.

Vehicle requirements: We will confine ourselves to trails that 31"-33" tall tired vehicles can navigate. Vehicles will be required to have appropriate recovery points front and rear.

Trail Riding in Canada: Canadian Bush is a different type of wheeling. More so than anyone understands unless you've been there. For one, cell phone service is nearly non-existent. CB's are as useless as they always are. Ham radio is literally the only means of communication with the outside world. Once you leave the main road, there is no town or civilization that you are eventually going to reach. All trails into the Canadian Bush do just that, head back in. In 99 times out of 100, you will end up coming back out the way you went in. Very few trails will make loops. For every hour trailriding into the bush, it will take 1 day to walk out. Therefore, breakdowns in the

bush can be nearly life threatening. This is not meant to scare anyone but to make you appreciate the gravity of wheeling here. Those requiring special medication should always carry additional days supply. Also, an extra change of clothes is required as is sufficient food and water for potentially additional nights spent out on the trail. This has been the case many times before with the most famous being in 1999 where a group left on a 'stock' run Saturday morning and didn't return for 3 days. This run affectionately became known as 'Three Days and Two nights in the Canadian Bush' and the trail is now infamously known as Trail 17. It now has the ability to swallow 42" tall tired vehicles without batting an eye.

Trailrides: Rides will leave approx 9:00 am each day from the campground and return home around 6:00 ish. Pack your own lunch for the trail each day. We will have rides on both Friday and Saturday with Sunday being an optional day depending on interest.

Trail Riding destinations: We will going to some of the following notable destinations on our ride.

Tribag Mine: The abandoned mine is a copper mine was productively run in the 1960's and closed down in the 70's. It contains a vertical mine shaft which is filled with water a hundred or so feet deep and is a spectacular color of cobalt blue from the copper. Numerous core drills a scattered about the site which still contain copper.

This site is also the site of a Geocache for those of you so inclined to participate and sign the logbook.

Griffin Lake Peak Lookout (aka Batchawana Mountain): This mountain although only 2100 or so feet is the 3rd tallest in Ontario but is the tallest one you can drive to. The other two taller ones are in wilderness preserves and only hiking is allowed there. Griffin Lake has 270* of view from the mountain top overlooking Griffin Lake. In the fall the view is spectacular, but it's not all that bad in the summer either. We will pick the better of the two days to take this ride as the view is too awesome to miss if it's cloudy.

Havaland Bay overlook: This is a short ride overlooking Havaland Bay along Hwy 17. It has numerous locations along the route to test your rock climbing skills if so inclined.

Chippewa Falls/Batchawana Falls/Whitman Dam Falls: Most of these will not be an 'only destination' ride but rather we will stop along the way to take in the sites. Right now I'm only planning on one group unless the demand is greater and then I'll adjust accordingly. There are numerous more difficult trails there and an VERY challenging off road park called Tressle Trail that I will give directions to if there is enough interest.

UNITED REPORT For W4WDA & MW4WDA

January 16, 2010

By Luana Schneider

United member organization dues this year are \$100. Any individual joining through a member organization will pay \$15.00. If individual joining directly to United the dues will be \$20.00

Carla is still on board with United, but not on a retainer. United cannot currently afford this. Also Carla has had some significant personal issues in 2009 that has curtailed her involvement significantly. 2010 should hopefully be a much improved year for her!!

There have been several conference calls amongst the delegates that attended the Annual General (United) Meeting (AGM) in May. One of the objectives was to make sure a legal issue got resolved and that has occurred. Another objective was to find volunteers to submit an application for the unfilled officer positions. This has resulted in Jim Mazzola applying for the Public Relations position and Bob DeVoe applying for the Treasurer position—both of these folks have been appointed until the elections at the June AGM meeting. However, since then the Environmental Affairs officer submitted a resignation with an effective date of December 31, 2009 (as of January 18, the Vice President also resigned). There is a search going out looking for folks to apply for these positions for appointment until elections in June.

The President, Wayne Groom, is currently forming a Nominating Committee for the elections in June—anyone interested in applying to be on that committee should contact Wayne Groom. Also, Wayne Groom will not be seeking another term. The 2010 AGM will be held in Traverse City, Michigan, June 15 & 16 with trailrides either before and/or after the meetings. Do not have any further details on this at this point in time. A good way to keep up with the most current info on this is to go to United's Forum under 2010 AGM.. United now has a liability/event insurance available with a major incentive to member organizations that have their entire membership a member of United. W4WDA has a membership effective date of April 1. Therefore, they should be receiving a billing probably in March. W4WDA has voted to join United and I encourage anyone who is not a member of United through their individual club, to join United through W4WDA and get those dues into Mary Hoerke ASAP so she can have records set up and ready before April 1! Mary will not only need your address, phone number/s, etc. but also your e-mail address. I have also reported to MW4WDA that the legal issues I was concerned with have been resolved so they should proceed and pay the organization dues to United.

Apple Valley Farms Off-Road Park

(hosted by Real Performance Machines)

Next events open to the public:

June 19-20, 2010

July 24-25, 2010

Just a reminder that the first event this year at Apple Valley Farms Off-Road park is only a month away! Go ahead and sign up now to save \$10

per wheeling vehicle. Campers and RV's are welcome, and if you'd like to

get a hotel 6 miles away, click here: <http://www.chetek.com/motels.htm>.

For more event information or to sign up, visit our website at <http://www.rpm4x4.com>.

See you there!

Amanda Holder

Real Performance Machines

<http://www.rpm4x4.com>

Rumbling of Thunder

A Whole New Sound in the Off-road World

By Del & Stacie Albright, Blue Ribbon Coalition

The over-paid, seldom-right weather man spoke with such animation and excitement that you couldn't help but get taken in by his rambling analysis of the on-coming weather pattern (from outer space). But he had me from hello when he mentioned the "rumbling of thunder" and how we would be hearing it for some time to come. I realized at that moment he had just described the new sound I've been hearing in the off-road skies – **thunder!**

Thunder is the sound made by lightning, ranging from a sharp loud crack, to a long, low rumble. I don't think there is any one reason for this "storm," but rather a culmination of people getting fed up with unnecessary closures and restrictions. Can you see the lightning and hear the thunder?

Lightning causes changes in pressure and temperature of the air which results in a sonic shock wave we like to call the clap or peal of thunder. I now can say I hear the rumbling of thunder in our off-road, OHV politics, and it's coming from us! Lightning is striking and about to strike more!

"Rumbling" is an interesting word, oft times used to describe the noise your stomach makes when you're hungry or after a good Mexican food dinner. But for me, this weather man unraveled a riddle that's been bugging me. When he said the rumbling of thunder, he described the new surge in land use and access involvement by recreationists across the country – and we're bringing the lightning with us!

Our "noise" level, while diminishing in our machines, is logarithmically increasing in our voices and outcries. We've had enough of special-interest, anti-access folks trying to shut us out of our lands and

waterways. We're "mad as hell" at unnecessary closures and restrictions to our sports. We're done sitting by and letting someone else preserve our recreation. More of us are in the game than ever before. The rumble grows by the day.

This new rumbling of thunder includes folks flying the American flag more; it includes recreationists with tea bags; it includes parents teaching kids the "right" way to do things in America and not necessarily some misshapen public schools concept of "pc." And it includes tons of new members joining organizations, clubs and groups fighting for our freedoms and access. The rumble grows.

I say, let our RUMBLE be heard loud and clear, from every corner of America to every office building in Washington, D.C. Let our message be clear – coming with the rumble is the LIGHTNING. With pens, shovels, our voices and our votes, we are going to unleash the beast of sound – the rumble of our power as responsible recreationists who are tired of being ignored and put down.

Some national websites to start with include:

BlueRibbon Coalition: <http://www.sharetrails.org>

The Access Army: <http://www.accessarmy.com>

Americans for Responsible Recreational Access: <http://www.arra-access.org>

Off Road Business Association: <http://www.orba.biz>

Save My Trails: <http://www.savemytrails.com>

National OHV Conservation Council: <http://www.nohvcc.org>

MuirNet: <http://www.muirnet.net>

Tread Lightly! : <http://www.treadlightly.org>

Get in the game. Join, renew or extend your memberships in off-road/OHV friendly organizations. Donate to good off-road/OHV causes. And let your voice join in with the choir – the rumble of thunder.

(ARRA Continued from pg 4)

Other News

The Recreational Trails Program (RTP) continues to be held hostage by the failure of Congress to resolve funding issues relating to federal transportation programs. The House and the Senate remain at loggerheads in reaching a compromise, so the future of RTP remains up in the air. We will keep you posted as this issue continues to evolve, but we are hoping for a resolution in the very near future. In the meantime, be sure to use the ARRA website to nominate your favorite RTP project for the 2010 Coalition for Recreational Trails award.

Many of you were probably amused when the Washington area received upwards of 40 inches of snow in two successive snowstorms in February. We had real gridlock for a while, not the political kind but rather the kind only Mother Nature could deliver. This is a city that becomes paralyzed by the prediction of 2 inches of snow let alone the actual delivery of more than twenty times that amount. One amusing sight was seeing a snowmobile riding around Dupont Circle while a massive snowball fight by hundreds of Washingtonians was going on at the same time. To say the least, we are weary of winter and are looking forward to the arrival of spring later this month.

Convention

95-11-09

2010

April 23 – 25, 2010

Best western Arrowhead Lodge & suites
600 Oasis Road
Black river falls, WI 54615
1(715)284-9471

MW4WDA

ROOM RATE \$59.00 PER NIGHT FOR 2 PEOPLE \$10.00 PER EXTRA PERSON
Convention Cost \$25.00 a person including dinner
\$5.00 a person for meetings only!

Send to: Mark white
W762 HWy 23
Green Lake, WI 54941-9735
1(920) 748-7852
Make checks payable to Mw4wda!

Name _____

Name _____

Number for dinner _____ x 25 = _____

Number for meetings only _____ x 5 = _____

Registration due March 31, 2010



Wisconsin 4WD Association
C/O Dawn Krueger, Editor
2329 Minerva St.
Oshkosh, WI 54901-1720

4th Quarter 2009

NEWSLETTER STATS

The W4WDA Newsletter is sent out quarterly to the nearly 600 members of the association. Deadlines for articles

are as follows: **Feb 15th, May 15th, August 15th and November 15th.** E-mail newsletter submissions to

TKrueger5@new.rr.com. Mailing is done via bulk mail to save on costs. The address database is maintained by

Mary Hoernke - Corrections can be e-mailed to her at hoernke1@earthlink.net or by calling (920) 722-3777.