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# ATV BC

Quad Riders Association of British Columbia

NEWSLETTER

March 2009



## Spring Tune Up

by Grahame Go

## Rock Crawling

### Tips

by Grahame Go



# Your Staff



## Elly Pitre

Office Manager,  
ATV/BC  
250 554 7823

I have been married for 32 years; have two grown sons and two young grandsons. I have lived in Kamloops for the majority of my life. We lived in Chilliwack from 1991 to 2003 and then very happily moved back to Kamloops. I was a stay at home mom for the first 12 years of our children's lives and then went back to work out of the home. I first worked as the bookkeeper/receptionist for a Truss Manufacturing Plant in Kamloops and when we moved to Chilliwack I took the Canadian Securities Course and worked in the investment industry as an administrative assistant in most of the major bank owned firms and some private owned investment firms.

I was working for Leede Financial Markets when I saw the ad in the local newspaper for an Office Manager for ATV/BC. Imagine my delight when I thought there was a possibility of working at a place which deals with one the activities I so enjoy doing. Imagine my even bigger delight when I was hired. I was hired as Office Manager in June 2007. I had the opportunity to attend my first AGM last year in Summerland and unfortunately was not able to attend the AGM in Revelstoke due to a nasty fall which broke my foot and tore ligaments in both my feet. (no the fall was not quad related) I also attended my first poker ride in Princeton but was not able to go on the ride due to work responsibilities. However, the people I went with were able to do the ride and they told me it was really good. I have to admit I was a bit jealous I could not ride. I did manage to enjoy myself regardless of not riding as I had the opportunity to get meet a lot people who I had only been able to talk to over the phone. It is always nice to put a face to a voice.

My husband was the first of us to buy a quad and once he took it out for the first time he realized that it would never work for us to go double so he immediately went out and got me my first quad. This was in the fall of 2006. I am still riding on the same quad which is a Yamaha Kodiak 400. He gets the 450. We go every chance we get. We have a 5th wheel trailer permanently parked at a resort so we spend all our weekends in the spring, summer and fall there. There are lots of riding areas there and we are so lucky we can ride straight from our trailer to the endless riding areas nearby. We even go in there in the winter but the riding then is limited however the ice fishing is great. I took a safety course in the spring of 2008 and highly recommend it to anyone who is new at riding and even if you're not new I'm sure you could benefit from the course.

Some of the other things I enjoy are quilting, fishing, and especially spending time with family and friends. Life is short, enjoy it all.



## Terry Wardrop

Land Issues & Communications Coordinator  
Quad Riders ATV Association of B.C.  
Phone 250-554-7823

What can I say about myself? Well I'm old enough to know better but young enough to wonder why I'm doing it again.

I retired from the Ministry of Forests in 2000 after 35 years ending up as one of 2 Operations Managers in 100 Mile House. My time with them started in Lower Post in 1965 and during my 35 years worked all over the province and I don't think there was a function in the Ministry that I didn't do at one time or another. In fact some of the stuff I developed years ago is still in use. My credentials and greatest successes were in the field of Forest Land Planning and Development which gives me a balanced perspective in dealing with issues on your behalf. So far there is nothing that I have done with ATV/BC that I haven't done before, that is why it is so interesting and such a satisfying challenge. Success in one's life is gauged by the legacy that you leave behind. That's why I do this. Upon retirement I was given the Premier's award for Meritorious Service and the only way you can get that is to have everyone agree, politicians included. How is that for negotiation?

I firmly believe we can make difference for our sport if we all work together, not only between ourselves, but other motorized sports and believe it or not the non motorized sector as well. We have accomplished a lot over the last year and we have a lot more to do.

On the personal side I have 3 daughters 8 grand kids but was widowed in 1999 after 32 years together. Not being one to stand still I now have a wonderful woman in my life who keeps me honest and in line. We just got into the sport last year and got ourselves a Rhino but with buying a new house we didn't get much riding in. We have great plans for next year.

# BC Trails Strategy Meeting

BC Trails Strategy Meeting – 15 January, 2009 – Cranbrook – 6:30pm to 8:30pm

Gordon, David and Peter attended the meeting at the Prestige Inn at Cranbrook. About 200 people present, at least ½ were pro-access with a good showing from the Elkford ATV club's Cranbrook members and the Cranbrook Snowmobile club.

There were 5 presenters from MoTCA including John Hawkings, Bill Marshall, Aaron Canuel, Terry Bull and George Schreck. Bill Bennett gave an intro.

John Hawkings presented the strategy for about an hour, the presentation pretty much followed the written strategy but there's a lot of value in hearing him present it. A few interesting statistics given were that there's an approximate 100,000 km of trail in the province, 95,000km of which is FSR and 6,500 are registered trail. John spoke to the importance of insurance and occupiers liability, and described what's been done in some USA jurisdictions to remove liability from trail maintainers by having the users accept the risk. He feels this is a critical success factor to a comprehensive trail network.

About a dozen attendees spoke at the microphone after the presentation. Dave Quinn (Wildsight) asked for more non-motor trails claiming that there are very few non-motorized trails, he estimated 5%. There were a few pro-access statements and questions, but the anti-access speeches outnumbered pro-access comments about 2:1. Casey Brennan from Wildsight claimed that "wildlife and cumulative effects were not named or respected in the strategy, and that government was pushing a political agenda". Bill Bennett went directly to the microphone and publicly asked John Hawkings to clarify whether he as minister had done any directing, John made it clear that staff and the participants really drove this process.

All Skukas - Pres and another from the Trans Canada Trail gave an impassioned plea for keeping motorized and non-motorized use separate, calling for legislation. He didn't elaborate much on what he referred to as conflict of use, but I didn't feel his speech was not really negative towards us.

An excellent speech was given by a young woman from the BC Horseman's association who also rides ATV and snowmobile. She was very balanced, but made the point that some motorized users are irresponsible and that it's incumbent on all of us trail users to clean up after and correct behavior.

Peter Cunningham got up and introduced himself as Elkford ATV Pres, ATV/BC director, ABC Snow director. Peter spoke for a few minutes on the importance of balance, respect and

15 January, 2009 – Cranbrook – 6:30pm to 8:30pm

shared use and told of the last 8 years of land-use meetings in the Elk Valley. While these land-use meetings have closed 480km of 1600km of trail in the Southern Rockies Plan and we don't agree with most of them, at least the process is open and transparent. This new trails initiative doesn't change those plans. Peter related that the Elkford Club was successful in opening 7 km of trail to the top of Big Weary Ridge thanks to an 800 person petition and the tireless efforts of Bill Bennett. Peter also spoke to the working relationship between the Elkford ATV club and Trails BC in keeping existing motorized trails multi-use should the TCT proceed.

After the meeting the 3 of us stayed behind and a number of the Cranbrook membership and other related groups sought us out to discuss what was said and issues of importance to them. Gordon and Dave spoke with members from Creston and Golden. We talked at length with Bill Marshall, John Hawkings and Aaron Canuel about ATV issues, trail registrations, and how we can work together. These are 3 very positive people with MoTCA, Aaron is an ATV rider. John Hawkings has recently completed a safe riders course and is looking forward to riding with us a bit this summer. We tried to entice him to join us if there's a 4-day ride this year, he thought that a whole 4 days might be tough but he could join us for a day or two.

Breakfast Meeting – 16 January, 2009 – Cranbrook

Gordon, David, and Peter organized a breakfast meeting with a few members from the Elkford ATV club's Cranbrook residents. We discussed in some detail the idea of creating a new club in the Cranbrook area, and challenged the guys to come up with some possible names to step forward and organize a new club. One good idea was to try and get the Kimberly ATV Club to come to ATV/BC, they're currently affiliated with the BCWF.

We talked at some length about why Cranbrook members join the Elkford club. While there are certainly a number that join for access to our insurance (now available to BCWF members), quite a few want to be part of an active local club, and part of ATV/BC.

We agreed to make sure that Cranbrook figures heavily in the Elkford ATV spring newsletter before Elkford's AGM in May. Gord Vogel will help us organize a ride schedule that includes lots of activity for the Cranbrook area members with a spring ride in the Moyie area or in South Country. Gord has offered to phone a number of members in the Cranbrook and Kimberly area to generate more interest, and to feel out interest in starting a new local club.

## Canadian Off-Road Vehicles Distribution Council

### **Report to Authorized OHV Dealers Achievements 2008**

#### **Background**

In July 2006, the member companies of COHV implemented a \$33.00 levy to support the sustainability and growth of off-road motorcycle and ATV riding in Canada. The program became operational August 2006 with the first sustaining grants being approved for provincial ATV and off-road motorcycle federations. In February 2007, the first project development grants were approved. To date, over 3.45 million dollars has been provided to provincial federations in sustaining grants and project developments grants.

#### **Accomplishments**

- Recently, the COHV investment in national and provincial federations and OHV trails has helped leverage 25 million dollars from the federal government in expanding OHV trails across Canada;
- A national ATV riders federation and an Off-Road Motorcycle riders council are in their second year of operation and are showing significant organizational and strategic development;
- 9 provincial ATV federations and 5 provincial off-road motorcycle federations are in place;
- over 25 new clubs formed across Canada in 2008 and most federations report significant increases in membership (some as high as 150 %);
- over 30,000 km of ATV and ORM/C trails mapped for use and more will be mapped in the future (all mapping projects include plans to publish trail maps to assist riders);
- new approved OHV trails were developed and have been opened in British Columbia, Alberta, Ontario and Nova Scotia, and additional trails were improved in Quebec, New Brunswick and Newfoundland;
- most ATV provincial federations are undertaking safety education and/or rider training as part of their grant funding;
- both national rider federation are working to develop national safety training programs for implementation at

the provincial level

- All federations have shown a strong advancement in government relations and a representative has been appointed to provincial government land access committees in BC, Alberta, Ontario, Quebec, NB and NS;
- COHV funding has been leveraged in many provinces to obtain shared-cost funding on trail projects and safety initiatives. Total amount received from government sources in 2008 exceeds 3.6 million;
- Every provincial federation believed that they were better able to deal with land use management issues because of the funding provided
- Improved communication with local and provincial governments have led to protection of existing trails and the ability to develop new ones;
- Memorandum of Understanding signed with the National Off Highway Vehicle Conservation Council (NOHVCC) in the States to share resources, promote responsible riding on both sides of the border and protect/develop riding areas;
- Strong collaboration and learning between provincial federations, between provincial and national, and at international level with NOHVCC;
- Significant dissemination of COHV safety and environmental materials (Adventure Trail CD and activity book, NatureWatch and SafetyWatch resources) by provincial federations and consumers, safety organizations, law enforcement agencies, community health groups across Canada;

#### **Future Expectations**

- National and provincial federations will become self-financing through membership fees, diversified revenue sources;
- A national OHV trail system will be established;
- Off highway vehicle sales are expected to stabilize and then begin to grow by 2010;
- Off highway vehicle sales as a group are expected to be higher beginning in 2010 than would be the case without the special levy;
- OHV sales and usage will be better safeguarded and put on a more solid basis than would be the case without the special levy

# Spring ATV Tune-Up



**A**s the weather begins to warm,

ever so slightly, ATV owners everywhere are itching to get out there and ride.

In light of the ensuing season, I wanted to bring you some tune-up tips that can get you started and your ATV ready for riding, before you ride.

I always recommend you refer to your owner's manual for specifications, tips and regular maintenance schedules, but this should get you started. If you did a year end wrap on your bike before you stored it, some of these things can be skipped, but always note, if you do not test it before you leave the driveway, inevitably something fails, especially on the first ride of the season.

1) Tires and Wheels: Check the air pressure of your tires with the appropriate low pressure tire gauge. Seems obvious, but you'd be surprised how much air loss can happen while parked. Inflate to the pressure specified in your owner's manual. Look for wear-and-tear on the treads; cracks, bulges or embedded objects indicate stress on the tire and may need to have the tire replaced/repaired. Look at your wheels (rims) for roundness, cracks and dents. Look for bent, broken or missing spokes. Replace if necessary. Always make sure you pack a low pressure tire gauge, a tire plug repair kit and 12 volt pump in your ATV tool bag!



2) Controls: Review the levers to make sure they are still lubricated, adjusted and fitted properly. The throttle cable should move freely and not binding through its full range of movement. The throttle cable should snap closed when released. You definitely do not want to be stuck going in high speed on a trail. They should not be broken, bent, or cracked. Inspect cables to make sure they are not frayed, kinked, or folded into sharp angles. Also, test to make sure your ATV's cables, at no time, interfere with your ability to steer. Check hoses for cuts, cracks, leaks, bulges, chafing or deterioration. Like cables, hoses should not interfere with your steering or suspension, and should not be folded into sharp angles.



3) Lights: If you removed your battery over the winter, install it-your owner's manual should tell you how. Check the battery to make sure the terminals are clean and tight. Make sure it's properly charged and secured. Check to see if the battery fluid levels are topped up. Check the vent tube to confirm it is not kinked or plugged, and is routed properly. Look over the lenses on the bike to make sure they are not cracked or broken, are securely mounted and do not have excessive condensation trapped within. Condensation is the sign of a broken seal which may need replacing. Water and electricity just don't mix and condensation makes for lousy reflections. Check to ensure the reflectors are not cracked, broken and are securely mounted.

Review the ATV's headlamp for cracks. Confirm it points at the right height and direction. Test the operation of the high beam and low beam options.

Test the tail lamp and brake lights to make sure they work when they should, and they are not cracked.



4) Oil and other fluids: Check the levels and quality of the engine oil, hypoid gear oil, shaft drive, hydraulic fluid, coolant and fuel. Replace or top-up fluids that need it. Check for leaks of these same fluids. You may wish to change out the old fuel if has been sitting all winter. Condensation may have accumulated in the fuel tank during the winter.

5) Chassis: Review the condition of the frame, looking for lifting paint, cracks, or dents. Make sure the front shocks and rear shocks are properly adjusted. Check the tension of the belt or chain. Lubricate the chain if needed, while inspecting the teeth of the sprockets confirming they are not hooked and are properly mounted. Replace broken or missing fasteners and tighten if loosened.

6) Miscellaneous: The other parts of this tune-up are for the rider. Ensure that you have your ownership and liability insurance in your wallet or in your ATV bag. (remember being a member of ATV BC entitles you to a insurance discount) Now that it's quadding season, you may as well just keep it there. Ensure your ATV BC sticker is up-to-date and renew it if your membership has come and gone. Get out the warm jacket and riding pants, chances are you will run into snow once you get up in the mountains in the spring. You will probably be on some mud hole speckled trails or ice covered puddles in the early riding season. BE PREPARED!! Wear your helmet, riding gloves, warm clothes, boots and goggles! You should never ride without them. Bring a lunch, lots of drinks, a gps and don't forget the TP! Don't forget to bring that ATV grin... you know the one! One last thing, tell someone where you are going and when you are expected to be home.



Don't forget, if you ride stupid, you will get hurt so RIDE SMART, RIDE SAFE!  
Tread lightly  
Grahame





# ATV Rock Crawling 101

By Grahame Go

**R**ock crawling is a favorite past time when I was 4x4ing with my Jeep equipped with air lockers and a 8,000lb winch. I did my share of "Cruch!" "Wham!" "Scape..." and "oh... thats gonna leave a mark!" scenerios in my offroading lifetime. If you have done some rock crawling you know exactly what I mean and you are probably experienceing some battlefield flashbacks right about now particularly if you are offroading in B.C. Good rock crawling can be found in the mountainous areas of the east as well. Below are some driving tips for rock crawling.

Real rock crawling is not for the faint of heart. If you loathe the scraping, banging, crunching sounds under your quad, find a different place to go ATVing. If you're good at it, you'll hopefully keep these sounds to a minimum. First of all, nothing is a substitute for experience and good skid plates! As you gain experience, you also gain judgment, which is the key element in rock crawling. Also, knowing the capabilities of your ATV before hand with regard to clearance and a general sense of know where your wheels are placed, 4 low or high selection helps. Again, this is best gained through experience.

### ATV Mods

One thing you really want is to have your ATV setup for rocks. Stock ATVs although having lots of ground clearance in most cases still leave A-arms, tie-rods and oil pans vunerable to that stealth rock. Good ground clearance can be achieved by larger rims and tires. You want to ensure that you have the proper setup to ensure greater capability and durability. We all want to bring our ATVs back home the same condition that we left in.

Consider the following tips prior to attempting the rocks;

- **Aggressive tires with minimum 3-ply sidewalls:** Bias Plys even better due to their increased off road strength over a radial. See <http://www.carlisletire.com> for tire information. Radials can be notorious for sidewall damage. You should run a durable 3 ply side radial on as narrow a rim as reasonable to minimize sidewall exposure to the rocks at all air pressures. It also better protects the bead on the rim. Tires with aggressive tread are good for jagged rocks and mud. By lowering the tire pressure, the tire gains in traction on the rocks. Just remember to bring a pump to restore the tire pressure to recommended pressure after completing the rock obstacles.
- **Stiffer shocks:** IFS ATVs lose ground clearance under critical components as the suspension compresses. Driving off that

ledge with lumpy rocks below often ends in slamming the ATV down on the front skidplate or cross member, or worse. Shocks with stiffer valving, or best of all, adjustable shocks on their stiffest setting in front and softest in rear will work well and help protect the underside of the ATV from nose diving and doing damage. Most ATVs have adjustable shocks. Don't forget your wrench to adjust the shocks on the trail.

- **Skid Plates and Sliders:** The stock sheetmetal or plastic skidplate in front is a one time use product. Once you smack it good, it's usually destroyed. The puny bolts holding it on can also get wiped off on rocks causing it to flap loose on the bottom and eventually getting up into your steering components. Either build or invest in a full underside skidplate for the ATV. Be warned that skidplates are not cheap but it pays for itself in saved damage and piece of mind. Steel of 3/16" 5052 H-32 aluminum or better should be used. Quality plates can be obtained from [www.utahsportcycle.com](http://www.utahsportcycle.com) or and your ATV dealer. A quality rear diff skid is a good idea, and some do one better and truss the axle at the same time. Look for one that hugs the diff as closely as possible as not to hinder your ground clearance that bad. Sliders save rocker panels and can allow a vehicle to skid around a rock instead of smashing sheet metal on it.
- **Recovery equipment:** Any recovery equipment can be helpful when you get into "major pucker factor" off camber situations or have breakage. Winches are best - IF you have something to use as an anchor. That can be hard to find in the desert unless you got a buddy with you. Other things to have are snatch block, straps, shackle rings and tow hooks. Duct tape works wonders when fenders gets caught up and torn off on the rocks. This makes for quick trail repairs as well as zap straps! Bring a good assortment.
- **Lower gears:** Utilizing the Low 4 wheel drive selection often saves carnage. The old saying of go slow and crawl avoids damage unforeseen under the rig. Additional traction can be achieved by lowering the tire pressure.

### Driving Tips

- Driving slow is the key to keeping the ATV and you in one piece in the rough stuff.
- Select the lowest gears possible and run in low range.
- Obey your spotter (refer to spotting tips section below).
- If wheeling alone, get off the ATV and pick your lines before you tackle them.
- Keep tires on the high spots. If a rock looks too tall to straddle, look for alternate places for your wheels while keeping the truck on as level ground as possible. That'll keep you from smacking the undercarriage.
- Be careful when driving off the large rocks. When the suspension compresses you can whack that rock with the rocker panels.
- Driving steadily without heavily gassing the ATV is best. You're in a high traction situation. Punching the gas when you are in low range and up against a large rock can easily cause breakage. Accelerate and power over obstacles as gingerly as possible.
- Avoid "sawing the wheel" as much as possible. CV's are most vulnerable the farther the wheels are turned or the suspension is drooped. Be cognizant of this, especially when applying throttle or trying to climb over something. Be sensible. Your ATV isn't going to drive up that four-foot shelf. Drive within the means of you and your vehicle's ability. Know when you're getting in over your head. Wait until your confidence and ability improves over less challenging stuff before really going for it. It can damage your truck and can also get you hurt. Wear your helmet!

### Spotting Tips

After some recent trail rides, I've seen many serious no-no's when spotting.

### Here are a few tips:

1. Let the most experienced in the group do the spotting.
2. Use only ONE SPOTTER if going forward. If in a situation where the person needs to back off and try again, another behind the vehicle can be used.
3. Be sure you understand basic hand signals. A good spotter uses two hands. One to wave forward or to give a sign to stop, and the other to indicate left or right. Figure this out before attempting the obstacle.
4. Lift your helmet visor or pull out the MP3 player ear plugs so you can hear what your spotter is telling you. Trust your spotter and do what he tells you to do. He's directing you that way for a reason.
5. Have everyone else SHUT UP. 2 or more people yelling at the rider telling him what to do gets confusing and frustrates the rider and the spotter who the rider should be paying attention to.
6. If spotting someone while backing up, be sure to stand where you can see the rider's face in the mirror or make eye contact.

### Conclusion

There are hundreds more tips people can offer on this topic, and most are founded on their experience. First time wheelers aren't up to the task of driving over the nastiest boulder you can find. Sometimes experienced ones aren't too. Use extreme caution and good judgment and this pastime may prove to be a great challenge and a lot of fun.

# ATV B.C.

## News Bits

Jeff Mohr is now an official member of the Prince George SFMP (Sustainable Forest Management Plan) PAG (Public Advisory Group). Working with the BCSF representative we will do our best to ensure the interests of motorized recreation gets recognized and understood. ATVBC will be participating with the PG ATV Club, Ridgeriders ATV Club and Fournier Insurance in the Prince George ATV and Motorcycle Show on March 20 and 21 at the Civic Center in Prince George. Admission is free and all the major dealers in Prince George will be present. ATVBC has been invited to participate with The Moose ATV Club in the Ft St John Trade Show on April 17, 18, 19, 2009. Check out the Moose ATV Club web site [www.moosetvclub.com](http://www.moosetvclub.com) The Ridgeriders ATV Club is having its annual Poker Ride on Sunday June 28 at Norman Lake west of Prince George. Look for more information on the Ridgeriders ATV Clubs web site [www.ridgerider-sATVClub.ca](http://www.ridgerider-sATVClub.ca)

Larry Olsen, President of the Cowichan Valley ATV Club announced that the Club now has a signed Land Access Agreement with TimberWest Forest. The Club also has a key to all of TimberWest Forest gates in the Duncan and Chemainus area. The actual agreement is confidential, but this agreement does allow Club members to ride legally on private forest lands owned by TimberWest Forest. This agreement is a first for an ATV Club to establish a land use agreement with a major Forest Company on southern Vancouver Island. The Land Use Agreement that ATV/BC has, was used as a model for this agreement.

Sheila Mathews Has resigned her position and Cal Kaytor has been appointed to take her place until The AGM in Elkford.

Sarah Johnson has resigned her position due to her being unable to fulfil her duties because of her new life on the coast on the ocean blue. No one has been appointed to take her spot and We will leave it open until the AGM.



### ATVs Banned in B.C.

Now that we have your attention, here are some facts.

There is an ongoing effort to restrict where you can ride your ATV. There are groups attempting to restrict riding on long established trails. Large areas where ATVs will not be allowed.

What or who will speak on your behalf to "protect your right to ride"?

There are an estimated 80,000 ATVs in British Columbia, only 2,700 in 40 Clubs are supporting the attempts to defend your right to access the trails and areas we have had access to .

With your support we can continue in our efforts and by showing you care we will be able to present your concerns to those that make the decisions.

Without your support there will be restrictions that will affect "your right to ride".

Join the QUAD RIDERS ASSOCIATION OF BRITISH COLUMBIA, ATV/BC help us help you.

Wayne

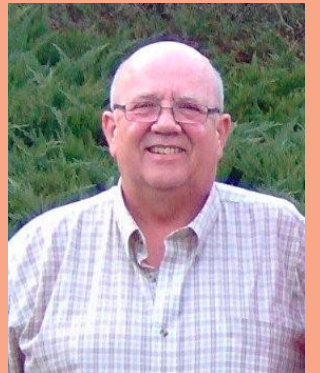
### National Trails Initiative

The Federal Government, in their spring Recovery Budget, provided \$25 million to the National Trails Coalition, of which we are part, for the construction of trails within Canada. This initiative is for this year only and must be completed by March 31, 2010. The National Trails Coalition is made up of COHV representing Provincial ATV and Motorcycle Rider Federations, Canadian Council of Snowmobile Organizations and the Canadian Trails Federation.

As your Provincial Organization we are working hard to maximize the opportunities within our province for the benefit of all trail users. So far we are working with the BC Off Road Motorcycle Association and the B.C. Snowmobile Federation on joint projects combined with our own clubs individual projects. This should result in a major benefit to our sport.

### National Off Highway Vehicle Conservation Council

In September 2008 COHV along with the All Terrain Quad Council of Canada and the Motorcyclists Confederation of Canada signed a Memorandum of Understanding with the National Off Highway Vehicle conservation Council headquartered in Great Falls, Montana. This move combines efforts to promote safe and responsible use of off highway vehicles and develops and expands communication and co-operation among all levels of the OHV community. I have been appointed as the provincial partner with NOHVCC and will be attending the national conference in Houston Texas at the end of March. I should be able to provide a report to everyone in the next newsletter. If you are interested in seeing the benefits of this agreement please take a look at the NOHVCC website: <http://nohvcc.org/>



### Local Solutions to Local Issues

A constant question asked by everyone who is an ATV Enthusiast is where we are going to ride this weekend. For a lot of us this is an easy question to answer but to others it is a problem.

To help answer this question in the lower mainland the three clubs in the Lower Fraser Valley, The Explorers ATV Club. The Valley Trail Riders and the Lower Mainland ATV Club along with ATVBC have combined their efforts to identify and increase the riding opportunities available to the riders in our major urban centers. A Steering committee was struck to work with Recreation Site and Trails division of Ministry of Tourism, Culture and the Arts to identify opportunities and work together in the development of these opportunities. This is an excellent example of clubs working together to address issues within their local areas.

This is just one example of how local clubs are working on local issues. There are a lot of others and to be honest I am only aware of some of them. As we go forward I will be citing similar examples that are spread across this province. But in the meantime My compliments to all of you as you represent what sport and recreation is really about, working together, My compliments to you all.

### Terry Wardrop

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Phone 250-554-7823



### An example of a request for the ATVBC Trailer

The Arrow Lakes ATV Club along with a request from the local RCMP would like to have the ATVBC Display Trailer made available to us for a few days in Nakusp during the month on May. With enthusiastic support from the Principals of both the Secondary and Elementary Schools in Nakusp the trailer would be set up on the school grounds with members of the RCMP and our local club on site to promote safe and responsible use of ATV's. The trailer would be visited by various classes during the school day and would remain on site for visits by others after school hours. Could you provide me info when the trailer would be available to us along with any materials for distribution that ATVBC has available so that we may handout these materials to the students. Our preference dates to have the trailer available to us would be sometime between the 11th and 22nd of May. Thx- Geo Bonacci-Pres. Arrow lakes ATV Club



Membership Rates for 2009

Primary Member: 2009 ATV/BC Dues \$40.00 (club dues extra)

**\*\* ATV/BC Now offering a Secondary membership for 2009**

Secondary Member: 2009 ATV/BC dues \$25.00 (club dues extra)  
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On June 24 2008 Terry Wardrop of the ATVBC office in Kamloops made arrangements with John Hawkings , the Provincial Trails Manager to meet with the three lower mainland ATV Clubs . Two representatives from each club ,Lower Mainland ATV Club [LMATV] , Valley Trail Riders ATV Club [VTR] and the Explorers ATV Club met with Terry Wardrop and John Hawkings . The agenda for this meeting was to introduce John to the challenges that the lower mainland clubs face and to develop a program to address the riding issues in and around the Lower Mainland area . This was a proactive session with all three clubs inputting their riding concerns .

Next meeting was held Sept 11 2008 . The Committee established areas of riding concern ,Harrison FSR East and West ,Hemlock Valley, Sylvester Road , the Coquahala Corridor [Carolin ,Larson and Coldwater areas] and loop trail from Larson ,Carolin to Boston Bar . Due rumors of the Harrison West FSR possibly being up graded or paved as a alternate route for the Olympics in Whistler , the West Harrison was chosen . Sept 27 2008 a group from the committee set out to GPS and document possible day use areas for parking and RV sites for over night camping .

Due to unseasonable weather for Vancouver things slowed down and the next meeting was held on Feb 4 2009 ..Two groups had been to establish to explore the possibilities along the West Harrison FSR . The first group established 12 possible sites for development from Weaver Creek Hatchery to the north end of Harrison Lake . The second group concentrated on the Brett Creek area approximately 12 km north on the Harrison FSR from Weaver Creek Hatchery . Of the dozen sites it was decided to pick three that could be done fairly quickly and with minimum cost . The three are the Weaver Creek Hatchery area for day parking ,Weaver Lake Rec Site for day use and RV camping and Brett Creek for a new day use and ATV style RV/camping .

Feb 12 2009 Meeting,First order of business was to establish a name for this committee and South Western AT Trails Committee or [SWATTC] was picked .Mike Peters ,Chilliwack Rec Officer , attended this meeting and with his suggestion the group is going to contact the First Nations leader in the area to keep them up to date . Next was to prioritize our objectives . Mike Peters informed us that the Weaver Lake Rec site was on his list for improvements ,but Brett Creek would have to wait until next year .

At the Feb 25 2009 meeting with Mike Peters and John Hawkings , John was brought up to date with our proposals . He made some suggestions to help put this forward to Tourism Ministry and the First Nations . At this time we are waiting for funds from the Provincial and Federal Governments to proceed .

# Peachland Poker Run Photos Hosted by the Vernon ATV Club

