

QuadNews



ATV/BC NEWS

It's membership renewal time

by WAYNE DREGER

Another year has gone by and it's time to renew your ATV/BC membership. Without your support we cannot continue to fight for your right to ride.

It is your support that allows ATV/BC to act on your behalf and represent the quad riders of this province. You can obtain your membership through a local club, online or with a participating insurance agency. Make sure your liability insurance is up to date, as we have been notified that there will be increased enforcement this coming year.

Mark your calendar for July 17 and attend the ATV/BC Poker Ride in Princeton. The AGM and Jamboree will be in Vernon on August 20 and 21.

Keep up to date on events and news in the quadder's world by checking the ATV/BC website. Club rides can be posted on the site. If your club is going on a ride, take some pictures, write a short story and send it to me (or the ATV/BC office) and it may appear in the ATV/BC newsletter.

There is information on the website pertaining to registration and it is updated as received. If you have any suggestions as to how we can improve communication, please let us know. Remember, you are ATV/BC—each and every member. Without you, there is no ATV/BC. For info, visit us at www.atvbc.ca.



AND THEY'RE OFF: The 2009 Poker Ride brought together ATVers from all over the province. ATV/BC members enjoyed rides over much of the impressive terrain that Princeton has to offer.

PRINCETON, B.C.

6th Annual ATV/BC Poker Ride

The event of summer 2010 will be taking place July 17th

by MONIKA FERGUSON

Book some time off to enjoy your summer and attend the ATV/BC social event of the year. Following the great success and participation of the previous ATV/BC Poker Rides, plans are well underway for the 2010 event.

The grounds will be open Tuesday, July 13th to Monday, July 19th, with the actual Poker Ride taking place on Saturday, July 17th.

The event will be held on the (PXA) rodeo grounds in Princeton, B.C. Camping will be available on the grounds, and there will be a communal firepit where everyone can meet and greet—and swap stories with old and new friends. There are washrooms and showers for those participants who are roughing it.

Oasis Insurance is sponsoring a pancake breakfast on Saturday. The concession will be open Friday through Sunday providing breakfast, lunch and dinner.

Top prize: Polaris Trailboss

The Poker Ride will follow the normal format in that there will be several rides of different lengths and difficulty to choose from and poker hands to be purchased—and, of course, there will be a large number of prizes. The first prize is a 2010 330 Polaris Trailboss.

Leading up to the Poker Ride, there are plenty of trails to explore. You may also partake in the largest ATV parade recorded in the province—in 2009 there were more than 300 ATVs. Many of the ATVs were dressed in a Hawaiian theme, and a sasquatch was even spotted more

than once during the event.

Tickets for the 2010 ATV raffle will be available on the grounds; this year it is a 2010 500 HO Polaris. The draw will take place on Saturday, July 17th and only 1,900 tickets are printed. Tickets are just \$10 each.

Manufacturers will be on site with displays and will be offering demo rides.

There were about 500 riders in 2009 from all over the province as well as from Alberta and Washington state. Organizers are anticipating a great turnout for 2010, so be sure to mark your calendar—you don't want to miss this event.

If you would like more information about the Poker Ride, send us an email at pokerride2010@live.com or visit www.atvbc.ca.

How ATV/BC got started

The Felske family realized there was a need for an ATV association in the 1990s

Submitted by the FELSKES
The Felske family are avid outdoor riding enthusiasts. In the early 1990s, they rode three months of the year sledding and wanted to continue riding. They bought three off-road motorcycles that everyone took turns riding. Mel and the girls had no

problems, but Bev kept falling off the machine. The last trip, Bev walked the machine home half a mile, kicked it and said, "I need something with four wheels." The next weekend, Bev had a new Yamaha 250cc ATV; the following year, Mel bought a new Suzuki ATV. The family then

looked around for an ATV club. In 2000, Bev asked the BC Snowmobile Federation—which she was part of—if they would consider having an ATV division. They said no, but lent her \$600 to start a separate provincial body for ATVers. Thus, ATV/BC was born.



ATV/BC Quad Riders ATV Association of British Columbia
#203 - 1139 12th Street, Kamloops, BC V2B 7Z2

Dear ATV/BC Members,

The 11th Annual General Meeting, AGM, of the Quad Riders ATV Association of British Columbia, ATV/BC, will take place on Friday, August 20, 2010, in Vernon, B.C., commencing at 7 p.m. PDT.

Remember that in order to vote at the AGM, proof of membership will be required; do remember to bring your Membership Card with you!

The Nominating Committee would like to ask that you submit names of nominees for the position(s) of Director(s). **These nominations must be received in writing by August 6th, 2010**, at the ATV/BC office address, fax or email address below, no later than the date of August 6th.

Each nomination form **must** be accompanied by a one-page bio outlining the nominee's qualifications.

Thank you,
Nominating Committee Chair:
Dennis Webb

C/O #203 – 1139 12th Street, Kamloops, BC V2B 7Z2
Toll free fax: 1-866-215-7114
Email: atvbc@telus.net

Nomination Form

We hereby nominate _____
(Print Name) (Membership No.)

for the position of **Director** of the Quad Riders ATV Association of British Columbia, ATV/BC.
The nominee has agreed to allow his or her name to stand as shown on this nomination form.
Two (2) signatures are required for each nomination:

Nominator 1

(Print name)

(Sign name)

(Membership No.)

Nominator 2

(Print name)

(Sign name)

(Membership No.)

I will allow my name to be submitted: _____
(Signature of Nominee)

All spaces on the nomination form must be filled out or the nomination will be considered spoiled.

ATV/BC HISTORY

Membership growth:

- 2000: 229 members
- 2001: 800 members
- 2002: 1,700 members
- 2003: 1,100 members
- 2004: 1,200 members
- 2005: 1,650 members
- 2006: 2,000 members
- 2007: 2,300 members
- 2008: 2,700 members

Club presidents:

- 2000-2004: Beverley Felske
- 2004-2006: John Blinston
- 2006-2007: Patrick McHugh
- 2007-2008: Beverley Felske
- 2008-2010: Zan Boyle

Club numbers:

- 2000: 3 clubs
- 2001: 13 clubs
- 2002: 20 clubs
- 2003: 25 clubs
- 2004: 28 clubs
- 2005: 30 clubs
- 2006: 35 clubs
- 2007: 38 clubs
- 2008: 42 clubs
- 2009: 42 clubs

Jamborees & AGMs:

- 2000 - Green Lake: host club - Quad Squad S. Cariboo (50 attendees)
- 2001 - Revelstoke: host club - Revelstoke (125 attendees)
- 2002 - Kelowna: host club - Kelowna (250 attendees)
- 2003 - Princeton: host club - LMATV & Princeton (155 attendees)
- 2004 - Elkford: host clubs - Elkford, Creston QS (164 attendees)
- 2005 - Pouce Coupe: host club - Pouce Coupe (125 attendees)
- 2006 - Mt. Washington, Vancouver Island: host club - Campbell River
- 2007 - Summerland (114 attendees)
- 2008 - Revelstoke: no jamboree (64 attendees)
- 2009 - Elkford: 118 registrants from 22 clubs

Ride responsibly this summer

Show you care about the trails, environment and other users

Submitted by the BCORMA
Spring riding has started to happen all over the province. While we now don't have to worry about fire dangers and closures, riding in loose, muddy soils can ruin a trail and cost thousands of dollars to repair.

Please be careful where you ride, and don't go into areas that are soft. If you don't have the skill to ride the trail without spinning and trenching, don't go there. Save that trail for when the conditions are better and when your skills have improved. Do your part and show them we care about our trails, the environment and other users.

The British Columbia Off-Road Motorcycle Association (BCOR-



PETER CUNNINGHAM PHOTO

We need to preserve the fantastic riding we have in B.C.

MA) and its clubs spent over \$2.4 million on trail stewardship in 2009 to provide better parking, new bridges, new trails, trail improvements, new maps and signs to help riders find their way on the trails.

We have it all here in British Columbia. We have incredible vistas while riding dual-sport,

national-calibre MX tracks and thousands of kilometres of single-track—from the dense, temperate rainforest of the coast to the grasslands of the Interior. From six-foot ferns to 200-foot spruce and fir, northern desert to the Rocky Mountains to mossy coastal rock, open forest service roads to expert-level terrain—we have it all.

Government estimates we have more than 100,000 kilometres of trail in the province, with the vast majority open to responsible off-road motorcycle riders. Do your part and show them we care about our trails, the environment and other users. We have some of the finest riding in the world. Let's keep it.

The BCORMA agreement

Collaboration and co-operation benefits all summer motorized sports

by TERRY WARDROP

Summer motorized sports have taken a major step in working with government and protecting our access to Crown land. In April at our Face to Face board meeting in Chilliwack, the B.C. Off-Road Motorcycle Association (BCORMA) and the Quad Riders ATV Association of B.C. signed a memorandum of understanding (MOU) on collaboration and co-operation for the benefit of all motorized sports.

We have been working with BCORMA on an informal basis for the last two years, but by taking this co-operation to this level, our combined voice in dealing with government has increased substantially and they now know when they talk to us they are talking to the whole sport of summer motorized recreation. The value of this agreement can be best summed up in the introduction and purpose of the agreement.

Introduction

With the increasing population in B.C. comes added pressure on our public lands. In most instances, motorized recreational users are represented on many of the issues with regard to back-country access by volunteers, who do not have the financial resources to effectively present factual arguments against the arguments put forward by the multimillion-dollar, foreign-funded environmental groups and others wanting to control these public lands; therefore, the necessity for a united approach to protect our interests.

Purpose

The purpose of this memorandum of understanding is to foster co-operative co-ordination with government and others on issues that may be in the best interest of both organizations and motorized sports in general. This MOU commits both organiza-

tions to work together regarding current or emerging issues currently under review in British Columbia that will directly or indirectly affect motorized recreation; government initiatives that can and will have a direct effect on motorized recreation; development of local or provincewide trail systems; local and provincial initiatives relating to motorized recreation; and the enhancement and protection of the sport of motorized recreation on behalf of their members and the motorized sports enthusiast.

This combined approach has made a difference already with government by influencing the decisions that could affect our combined sports.

We suggest that local clubs make contact with any motorcycle clubs in your area and work together. We have common goals and both want the same thing—mainly, continued access to Crown land.

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CLUB NEWS

Three Valley GPS ATV Ride

by ALLAN OBRIGEWITSCH
The Revelstoke and Sicomous ATV clubs will be hosting their third annual GPS ATV ride. If you have an ATV and a GPS, you will not want to miss this event. Not only will you gain experience using your GPS but you can also win a prize.

This ride is not a race. We want you to enjoy this scenic area and have fun riding your ATV and using your GPS.

Some items you should bring with you—other than your ATV and GPS—are a digital camera, maps or mapbooks (i.e. backroads mapbook Vol. 3), a compass, paper and pencil, lunch, rain gear and extra gas.

This ride will be held July 10 and 11, starting just off Highway 1 on the Wap Lake Mabel Lake FSR west end of Three Valley Lake (50° 55.672" N by 118° 28.920" W Alt. 540 m). The ride will start at 8 a.m. on Saturday, July 10.

There will be plenty of parking at the staging area and lots of area for dry camping. There will be a concession on site for both Saturday and Sunday.

I hope to see you out on the trails. This is going to be a great ride and I look forward to meeting you.

For more information about the ride, contact Allan Obrigewitsch, president of the Revelstoke ATV Club, at: 250-837-4582; email 3valleyal@gmail.com; or visit our website, www.atvrevelstoke.com.



JIM TREDWELL PHOTOS

MAKING CONNECTIONS: Terry Wardrop (top L); Mike Peters, recreation officer, Chilliwack (top R); Tom Timmerman, BCORMA president, and Zan Boyle, ATV/BC president, sign the MOU (bottom R).

CHILLIWACK, B. C.

ATVers connect face to face

Our spring meeting provided great opportunities for sharing

by ZAN BOYLE

I'd like to take this opportunity to thank all those who participated in the Face to Face Spring meeting/workshop, which was held in Chilliwack, B.C., on Saturday, April 24th, 2010. It was a big success.

Robert Hergott of the Fort St. John ATV Club did an excellent job of organizing the event, especially since he had to do it from his home in Fort St. John, B.C.

I would like to say a special thank you to the speakers.

Dave and Marg Hodgins

Dave and Marg shared with us their knowledge of trail and bridge building. Powell River Club members are extremely fortunate to have such dedicated people working to ensure they have safe riding opportunities in their area.

Robert Hergott

Robert took the mystery out of applying for grants from government agencies. He has truly done a remarkable job for the Moose ATV Club in acquiring funds for trail maintenance and construction.

Terry Wardrop

As always, Terry was forthcoming with his knowledge of what is happening around the province.

Ken Anderson

For his knowledge on insurance—and of course the lunch we were provided with on Saturday—and the affinity cheque we were presented with, I'd like to thank Ken very much.

Allan Obrigewitsch

Attendees were given a quick course in GPSing made easy, thanks to Allan (Three Valley Al)

Obrigewitsch (pictured above in bottom centre photo). Trying to condense a full day's course into an hour is not easy, and for those wishing to take a full GPS course, I would recommend contacting Al directly. Don't forget that the Revelstoke ATV Club is holding its GPS ride on July 10 and 11 in Revelstoke.

Clint Ingham

Clint, who is the vice-president of the Vernon ATV Club, updated us on the upcoming AGM and Jamboree, to be held in Vernon from August 18 to 21 this year. Thanks, Clint.

To all those who participated in this event, thank you. With the comments we received on the evaluation form that you filled out, we can plan on making the next meeting just as successful.

Thanks for your participation.



ATV/BC.ca

Quad Riders Association of British Columbia

CLUB NEWS

A ride every week in Vernon

New for 2010, the Vernon ATV Club is planning a ride every week, alternating between Saturday and Sunday each week so more people can attend. We welcome your suggestions—you may view the schedule and suggest your favourite ride for one of the upcoming dates by emailing ride@vernonatvclub.ca.

Riders of all levels are welcome on club rides; difficulty and length of rides will be posted to give you an idea of the type of ride that is planned. Ride leaders will run through our safety checklist at the beginning of each ride. If you have any questions or concerns please discuss them with the ride leader or contact the Vernon ATV Club.

For more information contact us at:
info@vernonatvclub.ca
or visit our website at
www.vernonatvclub.ca

SAFETY NEWS

UTV training course is new for spring

The Canada Safety Council is currently developing a new course for the utility terrain vehicle (UTV)/side by side. This course is being developed to meet the needs of industry as well as the public sector. Our records show that 20 per cent of all new off-highway vehicles sold in the last two years are UTV/side by sides.

The Canada Safety Council is looking forward to having this course available to all who want or require training. Its expected release date is the early summer of 2010.

For more information on the program or to become an instructor, contact George Smith at 613-739-1535, ext. 227.



BEING PAMPERED: Ladies of the Vernon ATV Club left their cleaning cloths behind and took to the dusty trails on the Ladies Only Ride; (top) guys and gals enjoyed a healthy lunch with a view.

Ladies Only / Mother's Day Ride

The Vernon ATV Club hosts a worry-free ride one week before Mother's Day

by DENNIS WEBB

The morning broke with cloudy skies and the very vague possibility of some sunny periods. This prospect did not deter my enthusiasm for the day's upcoming ladies day ride. My girlfriend was going along as a passenger in a brand new Razor for the first time out on the trails. I hoped she would be prepared for the changing weather as well as just perhaps discovering a newfound love of quadding. I thought, if I am successful, I will have helped to create a lasting new partner for riding.

How it all started

Sliding back to the origins of this endeavour, the Vernon ATV Club set up a Ladies Ride Only/Mother's Day Ride—this all began at an executive meeting. We had an idea of doing something just for the ladies who belonged to our club. A plan was set into motion, with Clint Ingham taking the bull by the horns and organizing the event.

First, we needed to decide

where and when, then how and why. "Get her done" was Clint's motto. Posters were made up and distributed, and the website was set up to advertise the event and handle online registrations. He set it up so that the men would not be left out of a ride by incorporating their skills at attending to loading and unloading their lovely ladies' machines and ensuring all was in good working order. This is an important issue with some of the ladies—that the bull does the bull work and the dove is ready to attend without the worry (you know, the hauling and unloading and tying down of the machines).

A lady-style lunch

With 25 registrants, the ride was on. We wanted to make this a day of no worries for the ladies. It was a \$5 donation for lunch, which would be set up at the midpoint, and the ladies would not have to do a thing. Clint had a great lunch organized with all the lady-style grub on the menu. There was vegetarian chips

along with carrots, celery, cauliflower (you know, a veggie plate), as well as plenty of whole wheat bread tuna or egg salad sandwiches; there was no white bread to be found. There was a lot more to eat, like fruit and cookies—all that girl stuff. Note: Clint's mom, Marian, had a lot to do with getting it right—hats off to her. Even on a Mother's Day ride, it seemed that we still needed our moms—thanks Mom.

The morning started out with setting up and posting signs on the highway to guide the participants to the staging area. Then, we had to unload all the donated demo machines that were given by all the local dealers for those on the ride who didn't own a machine. We had some ladies representing BC Tourism as well as a reporter from the local newspaper—all of whom needed machines. Thanks to the dealers for so generously making these machines available to us. We had to set up the registration table

Continued next page ▶

► LADIES RIDE

Cont'd. from previous page

and have it manned, get the traffic running smoothly and so on. We decided at the last minute to ask for a donation towards breast cancer research along with the small fee we were asking for participation. Organizing the riders as to where to park and unload and get the eager ladies set and raring to go was all part of the setup.

Sorting out the riders

With a total of 25 ladies, we separated them into two groups and then broke those down into experienced and novice riders. The experienced riders discussed who would lead and who would bring up the tail end. The novices would be led by one experienced rider with another one at the end of their group. A quick safety orientation was held for the novices. The ladies did a pre-ride talk, while the men sat around and waited. It was hard for the men to do that, but after all, this was a day for the ladies.

The trails were all set out and well marked by Lee Yarrish, Larry Zinz and Clint and Ryan Ingham the day before. This made the unsure participants most secure knowing that all would be safe on the ride. Thanks to all who helped set up the trails for the ride.

And the riders set out

There was much excitement as the experienced group left and we could all hear their machines humming along, winding up the trail climbing through the lower portion of the old skidder road. The novice group was organizing and shuffling into their places as they waited. They were all pensive but eagerly wanted to begin; for some, it was the first time riding off into the wild. Away they went, and all that was left were the men alone with their thoughts of what might be and how and when we would let them start out. Ten minutes passed and they were getting antsy—it was like trying to hold

back the tide. They drove their machines back and forth with the occasional shot of gas to show just how powerful their stallion was. After 15 minutes they were all zooming back and forth but did not break the trail until at last we released the hounds. The harmonious drum of the ladies' machines as they left was not in any way like the stampede by the guys. The guys were off on a different route with the same midpoint. I was left to assist Clint in taking the truck up the FSR to the midpoint to set up lunch. The ride to the top was uneventful although a very rough ride; my quad is a much smoother ride.

Ladies first

We arrived at the lookout and parked the truck on as level a spot as we could find, while attempting to block the gentle and very cool breeze. We had to set the tables, get out the food, light the campfire—all while the ladies were arriving. Once lunch was ready, the ladies dug into the very fine spread that had been prepared. Of course, I told them I had done all the prep and sandwich making on the way up in the truck. The women just laughed—they knew I could not have even come close to making such a fine lunch. Ryan arrived and the fire was lit and he did his best to get a small fire going to warm the chilly ladies. By the way, it was Ryan who left before anyone else and dragged the firewood to the pit. He was like a chicken hawk zooming here and there all along the trail, keeping everything running smoothly.

Lunch was well underway when the guys' group arrived. Of course, the guys were supposed to bring their own lunch, but they milled around looking starved. When the ladies had had their fill, we opened the lunch table to the men. It was like a feeding frenzy as they came over to the wonderful cornucopia, only to ask if we had any deep-fried veggies or artery-

clogging fare. They had to settle for what was there and ate a large portion of the remaining grub. The veggie plate wasn't touched to the best of my knowledge.

The rule for the guys was "if you eat, you have to help tear down and put away." They did a great job and we were ready to go again after the group photo overlooking the valley with Vernon and Coldstream far below.

Happy trails

Continuing on, the ladies headed south and the guys backtracked north. Clint and I made our way leisurely back down the FSR. The ladies' trail passed over the FSR in a number of places and we came upon one of these crossings as one group was coming through.

We waited and flagged them, only to discover that there were three not coming out with the rest. Ryan, who was everywhere it seemed, was already with them and was attempting a trail repair of a gear problem. We waited and the disabled machine made its way slowly to the road.

After determining that it required more than we could do here, we decided to rearrange all of the equipment on the back of the truck and load it and haul it down the mountain. The lady rider, disappointed that her machine was dead, happily climbed on a two-up and away they went to rejoin the rest of the group. She got to enjoy the ride to the end with no worries about the minor item of a broken machine.

When Clint and I arrived at the staging area, everybody was there laughing and socializing and having a good old time. With army-like precision, the loading and manoeuvring of trucks and trailers and reloading and tying down was accomplished. What a great day—and, yes, my girlfriend is bitten and asked when I was going to let her ride my machine and when we were going on a ride again. I've created a new riding partner.

CLUB NEWS

Vernon hosts 2010 AGM & Jamboree

The Vernon ATV Club is proud to be hosting the 2010 ATV/BC Annual General Meeting & Jamboree in beautiful Vernon, B.C., August 18 - 21, 2010.

Guided rides will take place on Wednesday, Thursday, Friday and Saturday. The Friday rides will be shorter to ensure everyone is back at the campsite in time for the AGM.

There will be a big steak dinner and live music after Saturday's ride; bring your instruments for a jam around the campfire. Onsite dry camping is provided. There is no running water or electricity but there will be a water truck to supply fresh water at the site. Dogs are not allowed as we are surrounded by a working cattle ranch.

The cost is \$100 per person, which includes camping and the Saturday evening steak barbecue.

More details and the registration form will be posted soon. Sign up for the notification list to receive updates when AGM/Jamboree information becomes available and is posted to the website.

For details, registration and late-breaking news, please visit the Vernon ATV Club website at www.vernonatvclub.ca/index.php/atvbc-agm-jamboree.

CLUB NEWS

RidgeRiders host annual Poker Ride

The Prince George RidgeRiders annual Poker Ride will be held on Sunday, June 27 at Norman Lake.

Registration is from 9:30 a.m. to 11 a.m. Hands are \$5 each or five for \$25, which gives you 12 chances to win. For more information about the ride, visit www.ridgeridersatvclub.ca.

Responsible off-road vehicle use

Crown land will be patrolled in spring, summer and fall

In addition to people exploring the outdoors, spring also brings patrols of Crown land and forest service roads to ensure off-road vehicles are used responsibly, Minister of Forests and Range Pat Bell reminded riders.

"ATV, 4X4 and dirt bike use increases from April to October, and riders should be prepared for a trip that brings no harm to themselves or the environment," said Bell. "Most people value the experience and respect the land they are recreating on, but those who cause environmental damage will be held accountable."

Environmentally sensitive areas such as grasslands, wetlands, streams, hillsides and alpine lands provide critical habitat for a wide range of plants

and animals, but can suffer long-term damage from a single use of a motorized vehicle. People found damaging sensitive areas may be issued a violation ticket of \$575 or face penalties of up to \$100,000.

Crown land in B.C. will be patrolled throughout the spring, summer and fall. Patrols will be

The public is urged to respect the environment

both random, and target sites that have been damaged by off-road motorized vehicles in recent years. The public is urged to respect the environment and stay on authorized roads, trails and designated motorized vehicle areas.

A brochure about responsible off-road vehicle use can be found at: www.for.gov.bc.ca/ftp/hen/external!/publish/web/otherPublication/ProtectOurForestsAndRangeLand.pdf.

All motor vehicle operators on forest service roads must have a valid driver's licence for the vehicle they are driving.

All operators must also carry a minimum of \$200,000 third-party liability insurance, available through insurance agents.

The public is encouraged to use forest and range lands responsibly and report any suspected forestry or range contraventions or crimes to the province's toll-free, 24-hour, Report All Poachers and Polluters (RAPP) line at 1-877-952-7277.

ATV size recommendations

Ensure children's safety in operating a properly sized motorized vehicle

ATV/quad vehicles can offer many hours of enjoyment for the operator and passenger (as per manufacturer's recommendation) if done so in a safe and responsible manner. Individuals, including children, operate ATV/quad vehicles for various reasons.

ATVs are not toys

Probably the most popular use is for recreation; however, utilitarian and competition purposes are also recognized. These vehicles are not designed by the manufacturers to be used as toys, although they appear simple to operate and easy to handle. Fine-tuned motor skills, balance, strength, and the ability of the driver to manoeuvre his/her body weight while operating an ATV/quad vehicle is critical to staying safe.

It is without doubt that the popularity of ATV/quad vehicles

has grown over the past decade. While ATV/quad vehicle-related incidents and deaths do occur, one should be aware that most are not usually caused by a single factor, but rather an interaction of factors (not wearing a helmet, inattentiveness, speed, fatigue, driving while under the influence of alcohol or drugs, unfamiliarity with the vehicle and lands you are operating on, etc.).

The next generation

Parental supervision is a key element to keeping children safe while operating all-terrain/quad vehicles. Children are as prone to injuries in everyday life as adults are. Make every effort possible to ensure your child is operating the properly sized ve-

hicle, wearing personal protective equipment and is ready mentally and physically to operate the vehicle. They are the next generation of ATV/quad riders.

Teach them well, keep them safe. Although safety instruction cannot guarantee safe, responsible behaviour, it can provide the knowledge and skill for riders to manage and minimize the risks associated with ATV/quad vehicle operation.

Age and ATV/quad size recommendations are subject to provincial law.

The All Terrain Quad Council of Canada recommends the following ATV/quad model sizes be restricted to the ages found in brackets:

- Less than 70cc (age 6 & older)
- 70cc up to and including 90cc (age 12 & older)
- Greater than 90cc (age 16 & older)

These vehicles are not designed by the manufacturers to be used as toys

ATV/BC SPONSORS



Laeger's

National
Motorsports.ca

Oasis Insurance

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ATV/BC NEWS

The official opening of Grace Lake

This project involved establishing an off-loading site on the West Harrison forest service road (FSR) approximately three kilometres past the Weaver Creek fish hatchery. The gravel road from the hatchery parking lot to the Weaver Lake rec site turnoff is considered public roadway and you can be ticketed by the RCMP for various offenses such as no insurance, speeding (40 kilometres per hour speed limit) and riding on a public road.

The committee has been given the Grace Lake recreation site to use, and the contractors are close to completion. The Grace Lake site has been cleared with three levels for day-use parking and off-loading of ATVs. A site further up West Harrison FSR at Wolf Creek (the 3.3-kilometre mark) is also available for off-loading.

The official opening of Grace Lake took place March 27.

The SWATT Committee (or South Western All Terrain Trail Committee) is made up of the three local ATV clubs— Explorers, Valley Trail Riders and Lower Mainland ATV Club. Each club has two representatives with the combined objective to establish safe off-loading sites and trails with funding and help from ATV/ BC, the provincial government and the government of Canada.

Special thanks to the Chehalis Indian Band for their co-operation.

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MURRAY HAIGHT PHOTOS

LIMITED ACCESS TO A VALUABLE AREA: There is only one designated trail in the upper Elk Valley. Switching back up the hill, riders come back down the same way. The view is spectacular.

Big Weary Ridge ATV trail

This closely monitored trail is open by permit only from July 1 to August 31

by PETER CUNNINGHAM

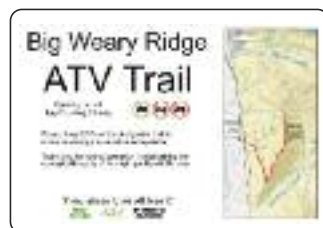
Through the 1990s most of the Upper Elk Valley was closed to motorized use through creation of Upper Elk Lakes and Height of the Rockies provincial parks, and the Upper Elk Valley Access Management Area (AMA). Other AMAs in Weigert Creek, Fording River and Grave Lake areas further reduced riding opportunities.

From 2001 through 2003 the Southern Rocky Mountains Management Plan expanded these closures to include Boivin Creek and Brule Creek, along with numerous closures in the Flathead and Wigwam drainages south of Highway 3.

In 2003, East Kootenay MLA Bill Bennett came to Elkford to meet with citizens and the district of Elkford with then Minister of Sustainable Resource Management Stan Hagen. They listened to our concerns and agreed that some accommodation should be made to allow riders to legally access some of the land.

Environmental groups and the guide outfitter vehemently opposed such a relaxation but the Elkford ATV Club circulated a

petition and obtained more than 800 signatures in just two weeks. In 2005, Minister of Environment Barry Penner requested staff to work with us to open Big Weary Ridge and the Weigert Creek Lookout roads, both of which are hard-surface trails with desirable lookouts and little opportunity for abuse.



A field trip was conducted on June 3 of 2005 with two biologists, an outfitter, and two members of the Elkford ATV Club. Details of that field trip are posted on the Elkford ATV Club's website: www.elkfordtrails.com/files/bigweary/default.htm. Photos and maps from the subsequent helicopter trip with Environment Minister Barry Penner and MLA Bill Bennett are also posted on the website.

Please ride responsibly

The five-kilometre track in red (inset) was the one we were

given access to in 2006. The trail was officially made available for ATV use for the months of July and August, with the condition that the trail and surrounding areas be closely monitored for abuse or non-compliance. If we are successful in demonstrating stewardship, we may in future be able to extend the time period or similarly gain access to other areas.

Elkford ATV Club and the district installed a 15-foot ATV bridge at the base of the trail about 75 metres from the trailhead. The initial berm at the trailhead is to be left intact, and any brushing or clearing was to be limited to ATV width (approximately four feet). The trail is in good condition otherwise with some light brush at the meadow, and slightly heavier brush about half a kilometre south of the rock cairn. Please keep ATVs on the designated trail to minimize damage to sensitive ecosystems. Thank you for your co-operation in maintaining the ecological integrity of this high quality wildlife area.

For a GPS track of this trail visit the Elkford ATV Club website: www.elkfordtrails.com.