

Snoflyer

The official publication of the
Washington State Snowmobile Association

July 2022
Volume 44

***Take advantage of the weather!
The snow will be here before you know it!***



Inside:

***Avalanche Fatalities Report
USFS Trail Partner Survey Results
ISHOF Inductees for 2022***

Cover: WSSA members represented Washington snowmobilers at the International Snowmobile Congress in Iowa in June.



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GROOMED TRAIL REPORT



UPDATED DAILY



Table of Contents

Meetings & Events	3	Snowmobile Clubs	18
Membership Application	3	ISHOF Inductees for 2022	19
Leadership Article	4	WSSA Contacts	22
WSSA Award Winner	4	State Parks Update	23
WSSA Raffle	4	ACSA E-News	24
District Reports	5	ISMA Update	26
Associate Members	6	Why Join WSSA?	26
Avalanche Fatalities Report - BCA	10	USFS Trail Partner Survey Results	27
WSSA Trail Grant	11	Membership Matters	31
Know Before You Go - Avalanche	11	WSSA Member Discount Partners	31
Club News	12	Matt's Misc	32
WSSA Snowmobile & Power Sports Expo Flyer	17		

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Tell Them You Saw Them in the Snoflyer!

Priest Lake Chamber of Commerce	2	SK Northwest	13
Brandin' Iron Inn	5	Premier Polaris	15
Three Fingered Jack's Saloon.....	8	Polaris Ride Command	16

WSSA MEMBERSHIP

APPLICATION

Membership valid until August 31, 2023

Annual Dues (circle one): Individual/Family or Club - \$25 Associate - \$50

FAMILY/INDIVIDUAL: (\$25)

Last Name: _____ First Name: _____ Spouse: _____

Mailing _____ Address: _____

City: _____ State: _____ Zip code: _____

County: _____

Phone: _____ Cell Phone: _____ Email: _____

of Registered Sleds: _____ Number of Riders: _____

Legislative District _____ Congressional District _____

ASSOCIATE- Business or Dealer (\$50) and CLUBS (\$25)

Name of Business or Club: _____

Owner/Business Contact or Club Contact: _____

Mailing Address: _____ City: _____ State: _____ Zip code: _____

Street Address: _____ City: _____ State: _____ Zip code: _____

Business Type: _____ Snowmobile Dealer? (circle one): Yes No

Phone: _____ Email: _____ Website: _____

WSSA MEETINGS AND IMPORTANT EVENTS 2022/2023

WSSA Summer Meeting & Campout Blu-Shastin RV Park, Peshastin August 19th - 21st, 2022

Join us for a weekend of fun and information. Chili dinner on Friday night. Saturday breakfast and then our meeting, followed by fun fundraisers and a potluck dinner. (Lunch served too!) Final breakfast on Sunday morning. Spend the weekend with snowmobilers and learn what's in store for the 22/23 snowmobile season.

WSSA Meeting October 10th 2022

Zoom meeting, 7pm to 8:30pm. Get the latest details on the upcoming snowmobile season.

WSSA Expo & Swap Meet October 14th & 15th 2022

Big changes with this 30th anniversary event! Now a Friday/Saturday show! Open 3pm to 9pm on Friday and 9am to 6pm on Saturday. Stay tuned for further details!

WSSA Meeting November 15th 2022

Zoom meeting, 7pm to 8:30pm. Get the latest details on the upcoming snowmobile season.

WSSA Meeting January 12th 2023

Zoom meeting, 7pm to 8:30pm. Find out what is going on with snowmobiling in Washington.

Winter Rendezvous & WSSA Meeting In Yakima February 17th - 20th, 2023

Join us over Presidents' Day Weekend for three days of riding and evening entertainment. We'll announce newly elected officers, WSSA award winners, and the winner of the Legal Action Fund Sled Deck Raffle. Family-friendly and separate rides for beginners to advanced!

WSSA Meeting at the Lake Wenatchee Rec Club March 11th 2023

Our annual budget meeting. Starts at 9am. A lunch option will be provided. Hoping to schedule rides for Friday and/or Sunday. Help set the financial direction of your state snowmobile association.

Snoflyer Advertising Targets Snowmobilers!

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Matt Mead, Publicity Secretary

(509) 424-1575 or snoflyer@wssa.us

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Leadership

Delia Alred, President
delia.alred@wssa.us • (509) 965-8305



I hope all our snowmobile people are having a great summer. I know several of the clubs are out at the sno-parks cleaning and clearing the trails. We have an amazing bunch of volunteers!

I went to Iowa in June to attend the ISC (International Snowmobile Congress). This is an event attended by people from the USA and Canada.

We met for breakfast at 7am every morning. At 9am we had speakers covering topics such as the comeback trail, ISMA (International Snowmobile Manufacturers Association) update, and overcoming adversity.

The rest of the day was filled with meetings including the mountain and trail riding groups, the American Council of Snowmobile Association (ACSA), Western Chapter Roundtable, and the International Snowmobile Council Board Meeting.

There were seminars scattered throughout the three full days we were there and the topics included:

- How to work with your local police, fire department, and emergency management.
- Ride like a girl-women in snowmobiling.
- Avalanche research and development.
- Modern avalanche education - a panel discussion.
- How to write a successful grant application.
- Trespass and how to protect our access.
- Groomer roundtable discussion.
- Behind the scenes of a snocross team.
- Common snowmobile injuries – prevention and treatment.
- Daily routine to decrease avalanche accidents.

As you can see, we had a lot of information given out to us. I have a few ideas on how our board can put some of these ideas to work for our snowmobilers here in Washington.

I'm looking forward to our summer meeting over the weekend of August 19th-21st. It's at the Blu-Shastin RV Park. We make a weekend out of it. Families are welcome as they have a swimming pool, table tennis, horse shoes, and hiking/bicycle paths. Dean Meakin is in charge of the event this year; please let him know so he can reserve a campsite for you. E-mail him at dean@abacus-llc.com or call (509) 220-1001. I hope to see you there!

Notes

WSSA Annual Award Winner

In the April Snoflyer, we posted pictures of all the WSSA Award Winners we had received. Here is the final picture from that select group. Congrats to all of our winners!



Mark Tharp
Groomer Coordinator of the Year
Presented by Ron Lind (right)



Winner of the WSSA Legal Action Fund Raffle Sled Deck



In mid-March, Jeff Hambelton took delivery of his new North Cascades sled deck he won in the WSSA raffle. Congrats!

District Reports



District 1 North

By Hans Brubaker
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Greetings everyone! On the cusp of July, a few dedicated snowmobilers are still enjoying snowfields in Whatcom and Skagit Counties thanks to ample spring snow. I've enjoyed seeing some of these trips documented online and making our area somewhat famous for 'summer snowmobile season'. Congratulations to everyone who extracted the most days possible from our season this year!

Earlier in May and June, snowmobilers had a great run of spring riding on the Mount Baker National Recreation Area and other local trails. April storms produced the best powder of the entire winter. The Northwest Glacier Cruisers organized volunteer sledgers to support the Mount Baker Ultra Marathon and contributed greatly to the success of this event. I am especially impressed how this partnership has for several years now brought together user groups (running, mountaineering, and sledding) which traditionally have not needed to work together. This is a good example of cooperation leading to everyone having an opportunity to enjoy the backcountry.

The late arrival of summer pushed back removal of the warming huts to July. While waiting for the huts to melt out, Whatcom Club members have done some emergency trail work on Canyon Creek to keep the road open. North side riders are also anxiously awaiting news on the resolution for Glacier Creek Road which washed out in December. By the time this issue hits the press we should have word if a temporary bypass is in the works. Otherwise repair of this road will likely take another year or two for funding to be released.

The 'off season', aka summer, provides a break to re-gear and plan with anticipation for the coming winter. Along with working out riding goals and plans with friends and family, I'd like to encourage everyone to give some thought to how they can help sustain the sport of snowmobiling. Your support of WSSA is an important part. Consider expanding on this by contacting your legislator, winter recreation manager, or other key decision makers important to our sport. Additionally, you don't have to be a WSSA board member or officer to participate in a WSSA committee. If you have some ideas for im-

provement, consider contacting your WSSA district representative to see how you can get involved. Stay tuned as I am working on an event in our district to allow for exchange of ideas.

I hope everyone has a great summer, and with the shorter days we will soon once again be back in the hills chasing snow and building great memories.



District 1 South

By Glenn Markovits
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 (253) 297-1774

Hello everyone! I hope you're enjoying summer in the Pacific Northwest even though it may

(Continued on page 8)

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Washington State Supporting Businesses

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LLUMIN8 Lighting	18715 95 th St E	Bonney Lake	WA	98391	www.llumin8.com	253-233-7547
Mission Outdoors	PO Box 7530	Bonney Lake	WA	9391	www.missionoutdoors.org	253-831-8309
Jay's Snowmobile Service	1325 Hanson Loop	Burbank	WA	99323		509-845-2089
Evans Marine	1058 E Woodin Ave	Chelan	WA	98816	www.evansmarine.com	509-682-4402
Mountain Addiction	362 Porcupine Ln	Chelan	WA	98816	www.mountainaddiction.com	509-881-8016
High Country Outfitters & Camp Wahoo!	1780 Nelson Siding Rd	Cle Elum	WA	98922	www.campwahoo.com	509-674-8331
MotorToys Snowmobile Sales, Svc, Rentals	1313 Spansky Way	Cle Elum	WA	98922		509-674-6807
Sportland Yamaha Inc	4402 Bullfrog Rd	Cle Elum	WA	98922	www.sportlandyamaha.com	508-649-2259
The Cottage Cafe	911 East First St	Cle Elum	WA	98922	www.cottagecafecleelum.com	509-674-2922
Bennys Colville Inn	915 S Main St	Colville	WA	99114	www.colvilleinn.com	509-684-2517
Clark's Marine & Powersports	192 DeGrief Rd	Colville	WA	99114	www.clarkspowersports.com	509-684-4581
Colville Motor Sports	165 W Birch Ave	Colville	WA	99114	www.colvillemotorsports.com	509-684-5540
Gibsons North Fork Lodge	100 West Boone	Conconully	WA	98819	www.gibsonsnorthforklodge	509-826-1475
Kozy Kabins & RV Park	111 East Broadway	Conconully	WA	98819		509-826-6780
Shady Pines Resort	125 West Fork Rd.	Conconully	WA	98819	www.shadypinesresort.com	509-826-2287
Lone Fir Resort & Café	16806 Lewis River Rd	Cougar	WA	98616	www.lonefirresort.com	360-238-5210
Cascade Towing and Repair	2560 E Sparks Rd	Easton	WA	98925		509-656-2400
Bob Feil Boats & Motors	2131 Sunset Hwy	E Wenatchee	WA	98802	www.bobfeil.com	509-884-3558
The Fab Shop	10315 16th St E	Edgewood	WA	98372	www.thefabshop.com	253-568-9124
Central Powersports	2310 W. Dolarway Rd	Ellensburg	WA	98926	www.centralpowersports.com	509-933-1737
Ellensburg Powersports	309 S. Main St	Ellensburg	WA	98926		509-925-9330
Ellensburg Tire Center	400 W. University Way	Ellensburg	WA	98926		509-925-1044
Luft Trailer Sales	907 N Hibbs Rd	Ellensburg	WA	98926	www.luftrailers.com	509-962-5445
Clem's Enumclaw Powersports	408 Roosevelt Ave	Enumclaw	WA	98022	www.enumclawsuzuki.com	360-825-4502
High Cascades Power Sports Apparel	2001 S 292 nd St	Federal Way	WA	98003	www.highcascades.co	253-886-8944
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Soundview Consultants LLC	2907 Harborview Dr	Gig Harbor	WA	98335	www.soundviewconsultants.com	253-514-8952
Pacific Logging LLC	9823 163 rd Ave NE	Ganite Falls	WA	98252		425-508-9150
I-90 Motorsports	200 NE Gilman Blvd	Issaquah	WA	98027	www.I-90motorsports.com	425-391-4490
Trailside Homes	P.O. Box 1829	Issaquah	WA	98027	www.trailsidehomes.com	509-674-6828
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Washington State Supporting Businesses

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Lifestyles Honda Skidoo	3302 Cedardale Rd Ste E100	Mount Vernon	WA	98274	www.lifestyleshonda.com	360-416-3950
Elk Ridge Campground	13880 SR 410	Naches	WA	98397	www.elkridgecampground.com	509-658-2093
Gold Creek Station	18431 SR 410	Naches	WA	98937		509-658-2583
Xtreme Powersports	1930 2 nd Ave N	Okanogan	WA	98840	www.shopxtremepowersports.net	509-826-5771
WA State Parks Winter Rec Program	1111 Israel Rd SW	Olympia	WA	98504	www.state.parks.wa.us	360-902-8595
Blu-Shastin RV Park	3300 US Hwy 97	Peshastin	WA	98847	www.blushastin.com	509-548-4184
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Sundance Landscaping	11609 172nd Ave NE	Redmond	WA	98052		425-533-6008
The Last Resort Operations	14254 Salmon LaSac Rd	Ronald	WA	98940	www.thelastresort.us	509-649-2222
Repin Construction LLC	PO Box 541	Roslyn	WA	98941		509-649-3323
Dianes Tank Removal Services LLC	PO Box 77738	Seattle	WA	98177	www.dianestankremoval.com	206-510-9497
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Kart-O-Rama Inc	13701 24 th St E Unit A4	Sumner	WA	98390	www.kartoramainc.com	253-891-3490
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Twisp NAPA Auto Parts	214 S Methow Valley Hwy	Twisp	WA	98856	www.napaonline.com	509-997-2461
Premier Power Sports	2615 Main St	Union Gap	WA	98903	www.premierpowersportswa.com	509-965-9889
Procaliber Motorsports, Inc	P.O. Box 1679	Vancouver	WA	98668	www.procaliberbend.com	360-256-5000
G & G Automotive Machine	34 S Palouse	Walla Walla	WA	99362		509-525-2890
Wenatchee Power Sports	3031 G.S. Center Rd	Wenatchee	WA	98801	www.wenpow.com	509-665-6686
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Three Fingred Jacks	176 Riverside Ave	Winthrop	WA	98862	www.3fingredjacks.com	509-996-2411
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Mountain Village Resort	Jct Hwy 21 & 75	Stanley	ID	83278	www.mountainvillage.com	800-843-5475
SK Northwest	250 SE Division Place	Portland	OR	97202	www.sknorthwest.com	503-238-2510
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District Reports *Continued*

(Continued from page 5)

not seem like summer yet with the colder and wetter weather we have had over the last several months. Some Cascade Drift Skipper members have been riding their sleds up to a couple weeks ago! Nevertheless the calendar says it's summer and pretty much all of the snow is gone for now, but I can assure you it will be returning in a matter of weeks as the days are now starting to get shorter as we slowly work our way back into the fall and winter.

Summer is a good time to spend exercising and getting in shape for the winter months ahead of us. Even a daily brisk walk, short run or hiking will keep your cardio healthy.

It's a good idea to also keep your sled healthy by using fuel stabilizer in your gas tank and fogging your engines. Also don't forget to remove the batteries from you avalanche beacons, and order those snowmobile parts needed for your sleds now so you are not fighting the rush next winter. Take advantage of the downtime to change your carbides and hi-faxes and do any other maintenance on your sleds and trailers so you will be all ready to go next winter.

On June 11th the Cascade Drift Skippers had their end-of-the-season club picnic and awards banquet at Lake Sammamish State



Young 12 year old Clare winning an award.



Darren King serving pork for lunch.

Park. Thanks to Mike and Sherri Hyytinen for roasting a pig for lunch.

I would like to remind everyone the Snowmobile Advisory Committee Summer Budget Meeting is on Saturday, August 6th, and I encourage everyone and anyone who wants to see how our snowmobile grooming program is funded and what your snowmobile license is paying for, to participate in this public meeting. Here is a link for additional information: <https://www.parks.wa.gov/139/Advisory-Committee>

WSSA is hosting our annual summer campout/summer meeting at the Blu-Shastin RV Park on Blewett Pass August 19th-21st with the official meeting being on Saturday August 20th. Everyone is welcome and encouraged to attend this summer meeting so you can see the decision making process with your WSSA leadership.

Yes, we are having a WSSA Snowmobile and Power Sports Expo at the Puyallup Fairgrounds this October, however there will be some significant changes so stay tuned to the WSSA Snoflyer and Facebook page for updated information as we get closer to October.

(Continued on page 9)

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Lunch & Dinner 11:30 am - 9:00 pm
Drinks until closing

District Reports

(Continued from page 8)

Stay safe and get outdoors! I hope to see everyone at some of these important upcoming summer events and the October WSSA Expo.



District 2 South

By Matt Kensrud
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Its just starting to get warm here in Leavenworth but there is still snow in the high county; it was definitely a strange season.

Things are happing in the district; the Lake Wenatchee Rec club had there annual Dirt Face Dual Sport Ride with over 200 riders!

The Bavarian Boondockers moved there warming hut down to the bottom of Eagle creek.

I will be attending the WSSA Summer Meeting and hope to see you there.

Enjoy your summer and see you at the snow shows in the fall.



District 5 North

By Jason Holmes
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Well, it is sort of a summer at this point. The Upper County Recreation Association (UCRA) took the jeeps out last weekend and were amazed at how much snow there is at 4500' +.

I am currently preparing for the Snowmobile Advisory Committee Funding Meeting taking place the first week of August. This is where we find out what the budget will be for the next winter season. Honestly, I am not preparing for good news. Snowmobile registrations are down which will result in a downswing of \$190,000 for funding. Its apparent funding for the removal of snow and plowing at the sno-parks are underfunded, which means more dollars need to be directed toward those efforts. Additionally, if the price of diesel/parts continues to rise, or even stays at the same levels, operational costs for the groomers will significantly increase. In short, be prepared for some tough decisions needing to be made for the grooming schedules.

Now more than ever it's really important

for clubs and individuals to help our partners with trail brushing and clearing trees to keep the groomers on the snow moving down the trails. Please work with your riding friends and clubs to schedule some time working on the trails.

I'm working on a few projects with U.S. Forest Service and State Parks to source additional funds for the grooming/snow plowing program. One is to recognize commercial operations using the groomed trail(s) and in my opinion they should be paying more into the grooming fund.

The grooming fund is sourced from a 'recreational user' profile, specifically meaning, an average recreational user rides their sled 30-ish times a year. A commercial operator has a fleet of sleds that uses these same trails four to five times a week which over a 16 week grooming schedule is approximately 80 trips per year for each sled on the groomed trails. I feel that is beyond recreational usage and will be working to find a solution that works for all parties.

I am in initial talks with State Parks to raise sled registrations. Sled registrations and motorized sno-park passes are how we receive funds for grooming and snow removal. This program is severely underfunded, period. Looking at it from a business model and speaking with numerous grooming owners, it is not a program that is funded for success. Also, an emphasis will need to be placed on having our law enforcement officer's (LEO) enforce sled registrations. Last year we witnessed a tremendous emphasis by the LEO's enforcing parking and sno-park passes. All of the LEO's in Kittitas County did an amazing job and I look forward to continuing fostering this partnership.

UCRA has been working with The Nature Conservancy to open up Patrick Mine Road for winter recreation/grooming. UCRA plans to complete this project in the fall. UCRA is a grant based association that works on local projects in Kittitas County that primarily support motorized recreation.

The Snomads from Easton have been extremely busy as usual with the Fish Derby, Memorial Day Parade and all of their summer projects directed to support the Easton community. You can find their social media page on Facebook at <https://www.facebook.com/SnomadsofEaston>

Thank you for your time.



District 6

By Chris Shires

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 (509) 521-5511

The Blue Mountain Snowmobile Club conducted their annual wood cutting and restocking of the Godman warming shelter. Thanks to all 20 who showed up to help. Even the kids helped!

Trail trimming is planned to happen sometime later this fall.

The Pomeroy club will do their stocking later in the fall.



**Make New Friends,
 Join a
 Snowmobile Club**



**You'll Never
 Ride Alone**

This snowmobiler deployed his BCA Float avalanche airbag and was fortunate to survive an avalanche in central Utah last March 2022. Photo Credit: @austineor.



U.S. Motorized Avalanche Fatalities Report for Winter 21/22

Info presented by Backcountry Access (BCA)

Avalanche safety educator and BCA sled ambassador Mike Duffy of Avalanche1 compiles the U.S. Motorized Avalanche Fatalities Report to educate the snowmobiling community at the end of each season. This 21-22 winter

report is significant because total U.S. avalanche fatalities (all users) were down 54% as compared to last season. Of the total, motorized avalanche fatalities dropped 33%, from nine to six from the 20-21 to 21-22 season. Common accident problems and patterns contributed to the deaths, including lack of on-snow snowmobile safety training, riders triggering slides on persistent weak layers of snow, and lengthy rescue times due to inadequate knowledge and avalanche safety gear.

Duffy presented the U.S. Motorized Avalanche Fatalities Report - Winter 21-22 at the 54th Annual International Snowmobile Congress in Dubuque, IA, on Saturday, June 11th, 2022. The conference brought together International Snowmobile Council (ISC) members, manufacturers, suppliers, and representatives from snowmobile organizations worldwide for education, collaboration, and networking.

The good news for the U.S. is that we experienced 54% fewer U.S. avalanche fatalities (all user groups) between winter 20-21 and winter 21-22. But compared to skiers and snowboarders, motorized users were a more significant percentage of overall fatalities in winter 21-22 compared to the prior season.

- Total U.S. avalanche fatalities 21-22 = 17. Motorized users = 6. (35% of total).
- Total U.S. avalanche fatalities 20-21 = 37. Motorized users = 9. (24% of total).

The motorized community has made considerable strides in the last 12 years by cutting average annual avalanche fatalities in half within the U.S. However, we are seeing some of the same patterns in snowmobile avalanche fatalities over the last seven years.

The common accident problems and patterns we have seen with motorized avalanche fatalities are:

- Victims not having on-snow avalanche training.
- No on-snow avalanche training within the riding group and the victim.
- Insufficient avalanche forecast availability in popular areas.
- Riders triggering avalanches on slopes with Persistent Weak Layers (PWLs).
- Victims all-male.
- Lengthy rescue due to not having proper gear or not being proficient with the gear.

There continues to be a problem getting riders to take on-snow motorized avalanche safety classes. More riders than ever are taking level 1 classes, but it's a small percentage of the overall riding population. Duffy feels higher avalanche training can further reduce these fatalities. Investing in avalanche airbags before investing in on-snow level 1 classes is common among motorized users.

Some of the most popular snowmobile destinations in the U.S. do not have an avalanche forecast. These areas include Island Park, ID; Big Horn Mountains, WY; and the Snowy Range, WY. Backcountry Access and the

Avalanche Alliance are contributing money to local avalanche centers and other groups to initiate forecasting in these areas. Local groups will be crowd-sourcing avalanche information sites in the Snowy Range and Big Horns this winter, along with a forecast for Island Park, ID.

Consider the winter 21-22 avalanche fatalities statistics:

- 33% of the motorized fatalities in winter 21-22 occurred in areas without a forecast.
- Avalanche danger rating at the time of accidents: Low - 1, Moderate - 2, Considerable - 1. No forecast for the area - 2. When taking into consideration the avalanche danger rating in adjacent areas for the accidents without an avalanche forecast: Low - 1, Moderate - 3, Considerable - 2

The typical motorized victim has been the long-term western local. 83% of victims were riders from the Midwest. Twenty years ago, Midwest riders were 50% of the fatalities. The fact Midwest riders were the most significant percentage of deaths among motorized users in the U.S. in 21-22 has not happened for many years. While we are not sure why this happened this season, we do know that many Midwest riders did not travel to ride in winter 20-21 due to COVID.

- All victims were male, with an average age of 37. Actual ages were 17, 30, 34, 40, 43, and 58.

Duffy prepares and presents this information so that the snowmobile community can learn from these tragic accidents and adapt avalanche training to address rider behaviors in the hope of reducing accidents. Future avalanche incidents can be avoided by ensuring that everyone you ride with has taken a motorized avalanche safety course and ride with the necessary avalanche safety gear.

Key points when teaching to prevent accidents among motorized users:

- Recognize avalanche terrain/consequences. Most riders are not using inclinometers.
- Understanding Persistent Weak Layers (PWLs) and the correct mindset for managing is avoidance. Teach patience and discipline.
- Read into the forecast. Too many are just reading the avalanche danger rating and not considering the dangers of PWLs. Get the big picture by reading observations, summaries, and avalanche problems, then making observations on snow. Teach riders how to submit observations. The forecast is a starting point, and riders must constantly evaluate conditions.
- Carry and get the training to know how to use it—(no \$20 shovels, which all too commonly fail.)
- Keep a visual on riders who are in or under avalanche terrain—Buddy system.
- Avoid multiple riders on a slope, don't help a stuck rider in avalanche terrain. Multiple riders on an avalanche slope can result in a multiple burial situation, which statistically is more likely to end up with a fatality. If someone is stuck, you may want to coach them by radio and direct them on how to get them unstuck. Keep an eye on them from a safe location. Avoid riding out to help, as this can increase the stress on the snowpack and the odds of multiple burials.
- Ensure Level 1 or higher training is essential for riding in the mountains.
- Pick your riding partners carefully. All hope of live rescue depends on those with you at the time of the accident.

We should have avalanche forecasts in every popular motorized area as an industry. We encourage local avalanche centers to be thinking beyond popular backcountry ski spots to include all popular motorized areas.

While the information in this report is a reminder of proper backcountry sled protocol, Backcountry Access stresses that reports are not a substitute for avalanche education. To get educated about backcountry travel, find a local avalanche education program in your area and enroll for this coming winter.

WSSA Trail Grant

2022 WSSA Trail Grant recipients announced

**By Jim Kingman,
WSSA Trail Grants Chairman**

I hope this finds everyone having a great summer. I know it's really hard to think about snowmobiling this time of year but this is when the WSSA Trail Grant program really kicks into high gear. I had more applications than budgeted money this year so that's a good sign we all want to do our part for the snowmobile community.

We had a total of 10 applications but only enough funding to totally fund six.

I had four committee members who scored them for me so all I had to do was prep them, making sure they met all the requirements, sending them out to my committee, and then totaling them up after the scoring process. Sounds simple but it easily took me 12 hours or more to do.

Congratulations to those who were granted funds for your projects. Those clubs were: Selkirk Trailblazers, Yakima Ski-Benders, Upper County Recreation Association, Blue Mountain Snowmobile Club, Drift-A-Way Snowmobile Club, and Lake Wenatchee Rec Club.

Club contacts, please remember to follow up with me at Jim.kingman@wssa.us and snoflyer@charter.net with updates and current photos. Even if your project is not completed, I really need updates including photos or it will stop your next grant application dead in the water. I send out applications in February if possible so if you send one in next year, please read the requirements listed to be considered. E-mail me with questions or leave me a message on my phone as I do call back if you leave a message. My number is on the contact page for WSSA board members and committee chairs.

Have a great summer and see you all at the WSSA Expo in October if not sooner.

WSSA Trail Grant Testimonial

WSSA has a trail grant program available for Washington snowmobile clubs. This has been very helpful in some projects to clear trails and other projects.

The Pomeroy club re-chinked their Mt. Misery warming shelter. The Blue Mountain Snowmobile Club has used the trail grants to trim back overgrown trails and will do so again this fall. They may repaint the warming hut at some point as well.

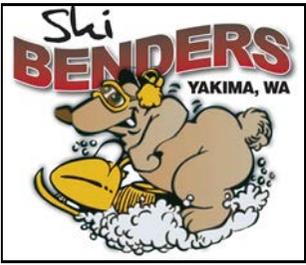
-Chris Shires, District 6 Representative



(Brushing on a snowy June day in 2021).



Club News



Yakima Ski-Benders

By Liz Van Amburg, President

Hello from 100-degree Yakima! I hope everyone is enjoying summer, finally! I know we are.

The Ski-Benders just finished up with Chinook Fest a couple of weeks ago! The theme this year was the roaring 20's. Kelda Hage-meier had the great idea to do a 'speakeasy shirt'. We all had a lot of fun with this.

The festival was awesome; we ran three bar areas with only 25 volunteers for four days. It is a lot of work but fun at the same time.

We came out with a good chunk of change to run our club events. We will have a board meeting soon to figure out where we will donate funds to; more on this later.

I want to give a huge shout out to everyone who volunteered; you guys are rock



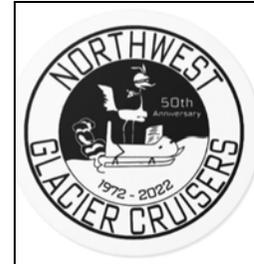
The Yakima Ski-Benders had another successful fundraising event at Chinook Fest in June. Money raised funds upcoming club events and annual donations.



stars!

Save the dates: These dates are not concrete, but should be close to last year's dates. Crab Feed - Dec. 3rd; Poker Ride Chinook Fun Run - Jan. 28th; Kids Ride - Feb. 25th; and Chinook Fest - Jun. 8th-11th. WSSA will be having Winter Rendezvous in Yakima on Feb. 17th-20th.

The Ski-Benders would like to thank WSSA for choosing our club as one of the receivers of the \$ 1,000 Trail Grants they gave out this spring. We are building two emergency shelters to put on Chinook Pass and White Pass. We have already purchased a 40' container to be cut in half. We are working with Selah High School's ag class to help build them. Stay tuned for more on this project.



Northwest Glacier Cruisers

By Tina Shields, Secretary

The Mount Baker Ultra was a huge success thanks to our snowmobile team of volunteers and Search and Rescue (SAR) members. SAR ended up hauling two participants out on sleds. One due to severe hypothermia and one injured knee. So glad we were there to help save someone's life.

We hauled in two miles of rope in May and we were able to get the rope hauled back out this year due to all the late snow we had.

The Mount Baker NRA (National Recreation Area) is officially closed for the season. It was a great season. We will be hauling our huts out soon.

We have our summer camp out on August 27th-29th.

Monthly meetings start in September!

Thanks for a great season and have a safe and fun summer!



Winter Knights

By Al McCarty, President

I've always tried to make the best of things. I learned that from my mother. She had it rough most of her life, but didn't let that get her down. So, when I started complaining recently with a work client about how the hot weather

(Continued on page 14)

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Club News *Continued...*

(Continued from page 12) seemed to attack us without warning, I caught myself mid-rant and felt a little embarrassed as I feebly tuned down the angst. As a frequent rider on the 'summer sucks' bandwagon, it's far too easy for me to fall into a pattern of negativity by stagnant heat and blinding sunshine. With an educational background in science and nature, I can logically understand the purpose of all this thermic oppression, but for some reason I can't help but let the stinging saltine sweat dripping into my eyes determine my mood. I can hear my mother now, with something very cheerful to say about the beautiful warmth and bright light surrounding us all, encouraging me to calm my internal ills by accepting this phase of the seasons. After all, you can't have the yin without the yang, or the epic days of glistening winter powder without the contrasting swelter of summer heat. It amounts to understanding the cycle and adopting a positive attitude for something much larger than us all, and remembering not to poison the moment with the vile of unacceptance. My mother must have figured this out long ago. **It's now my turn.**

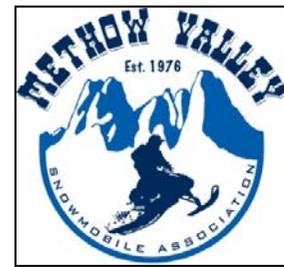
In the vein of making the best of things, our club's board has met a few times this off-season to brainstorm about a variety of things that will eventually culminate into a survey sent out to the membership. We decided to take this usual down-time to learn what is important to our members and to initiate an open dialogue that will hopefully guide us on our leadership path. One item up for consideration will be a major project directed at updating the aging roofline of our warming hut near Kings Lake. This hut was built by the Club many years ago and is maintained by the membership. Our hope is to generate enough interest to complete the proposed two-day roof repair project with help from more than just the regular over-taxed members. We also cut, split and stack firewood each fall and tidy things up around

the hut in preparation for the winter riding season. The goal is to use this project as a focal point to rally support for the club and to heighten involvement of those on the fringes. The run-down condition of our hut and the proposed project to remedy its condition may just be the catalyst we need to move forward with a unified interest.

Our Board has also centered on the need to increase membership by bringing in a younger group of families and individuals to help keep the winter sport's spirit alive. To do so, the idea was floated to widen our philanthropic scope by volunteering at some local charity events. Recruitment is much easier if you have a strong visible presence in the community, and by establishing relationships with the right organizations, the younger more vibrant enthusiasts already giving of their time to charities may find themselves migrating in our direction once they see our level of like commitment. "If you want something done, give it to a busy person". This adage rings so true. The people most likely to join a club and become willing participants are those actively engaged in good causes already. We just need to be in the right place at the right time, participating with the right people. This can't happen if we don't make the effort and commit to something much larger than us all. "Give freely and expect nothing, and what is needed will come". I'm not sure if my mother ever said this in these words, but she lives it every waking moment. Another lesson to be learned.

In a few months the cold winds will begin to blow and winter will be here before we know it. The uncomfortable heat of summer will be just a memory as the cycle continues. Life has really thrown a slew of wild curve balls lately and it can be easy to retreat into hiding. Thinking positively and working with what you have without complaint of what you lack is what I believe to be the key to acceptance. I'm very fortunate to have a board willing to step out and try something new, and move forward to bring back the vitality necessary for a healthy club in spite of the obstacles we face. I applaud their unwavering dedication. Hopefully our efforts will pay off and we'll get that roof fixed with a lot of new faces and increase our family memberships by giving first. If our efforts fall short, I will accept it as long as we honestly did our best by acting with positive intent,

and as long we all remembered to make the best of things.



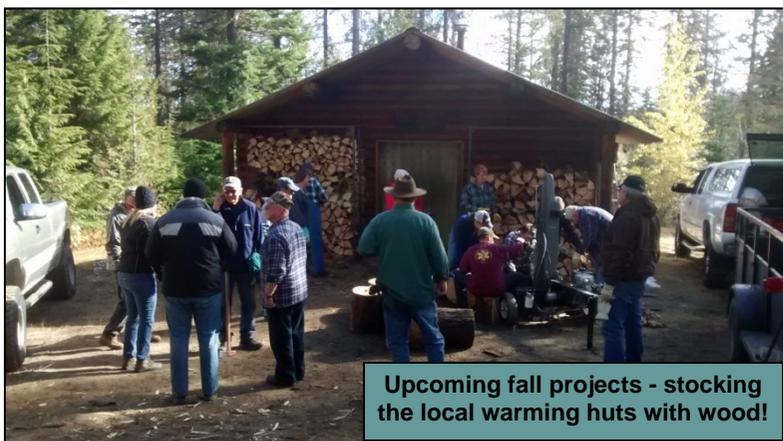
Methow Valley Snowmobile Association

By Evie Johnson, Secretary

It was a cold and stormy spring in the Methow this year and we're grateful for many reasons. The April snow storms combined with the late season grooming made for some pretty epic rides out at Harts Pass. I was lucky enough to sneak *(Continued on page 15)*



Mid-week, bluebird, powder day!



Upcoming fall projects - stocking the local warming huts with wood!

Club News *Continued...*

(Continued from page 14) a weekday bluebird/ powder day out there and was happy to see all the other folks who also took advantage of the good conditions. There was even (just barely) enough parking for everyone.

We noticed a fairly sizable, rider-triggered slide up in a large bowl that day. We can't stress enough about checking the NWAC (Northwest Avalanche Center) information before you go.

The Methow Valley Snowmobile Association had a successful end of the year barbecue complete with a pulled pork cook-off. It was so great to be able to gather and celebrate our sport and the land we love! The mobile huts are off the hills and in summer storage thanks to the help of our members. Time to do your snow dance in your board shorts! See you next season.



Sno-Jammers Snowmobile Club

By
Christina Markovits

Summer has finally arrived! We hope you have been able to enjoy the sunshine and spend some time outdoors while the weather has been nice!

The Sno-Jammers have been making some big plans for the summer and fall. We have an adult's day out event at the Go-Kart track on July 23rd. If you attended last year, you know how much of a blast it was! Contact Mark Loftis at bigmark_96@msn.com for more details.

Our outdoor family movie night was a hit last year, so we have plans to do another one in August. During this event Bill Yager will also be sharing his sled recovery expertise where you can get some hands-on rope

and GPS training. This will be a family event, so bring the whole crew! More details will be shared on Facebook.

Before we know it, fall will be here and our annual work party events will be taking place. We are always looking for volunteers to help with these projects, so if you are ever interested, the club and snowmobile community would greatly appreciate it!

We have plans to continue our Cabin Access Road Project and build a woodshed at the Government Meadows cabin. Every year we also host a 70 Road clean-up and camp-out party in September. This is always a FUN event, and the club will supply meals for those who participate, so we encourage you and your family/friends to attend!

Our first meeting of the 2022/2023 season will be held on September 7th at the Round Table in Puyallup. EVERYONE is welcome, so come join us for pizza and learn about all the FUN events we have in store for the upcoming season.

(Continued on page 16)



Clubs:
Are you sharing your news in the Snoflyer? If not, why not?!



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Club News *Continued...*

(Continued from page 15)



Drift-A-Way Snowmobile Club

**By Matt Mead,
Secretary**

Just when you think it is over... it isn't!

Late season snow had several members riding into May, and even early June, although they were having to share the roads with the big-tire 4x4s. We are lucky to have some higher elevations in the Ahtanum and on White Pass to do this.

The late season snow did foil our spring campout and sno-park clean-up as the sno-park we planned to clean all of a sudden had snow in it again. Members will still get the sno-parks cleaned up before fall whether we have a chance to camp or not.

Members voted and we have a new logo! You can see it here with this article. Now we

need to add it to some club merch!

The club is currently taking a break from meetings, but they will resume in the fall in September or October. Watch the Snoflyer for upcoming dates.

Are you looking for a low-key family club with friendly members? If so, get in touch! (You can find the president's contact info... as well as mine... on the WSSA Contacts page in this Snoflyer.)



June riding on White Pass!



Bavarian Boondockers

**By Matt Kensrud,
President**

Summer made it to Leavenworth and the town is getting busy!

Not much going on in the District. The warming hut committee moved the hut down and it is all safe and sound at Bert and Donna Seageman's.

The club officers are working on Snow Fest 10! WOW, 10 years, crazy! The date is November 19th. Big things to come for the show this year.

We will be having a summer meeting some time late in July to discuss upcoming events.

If you have any questions, feel free to e-mail me at bavarianboondockers@gmail.com.

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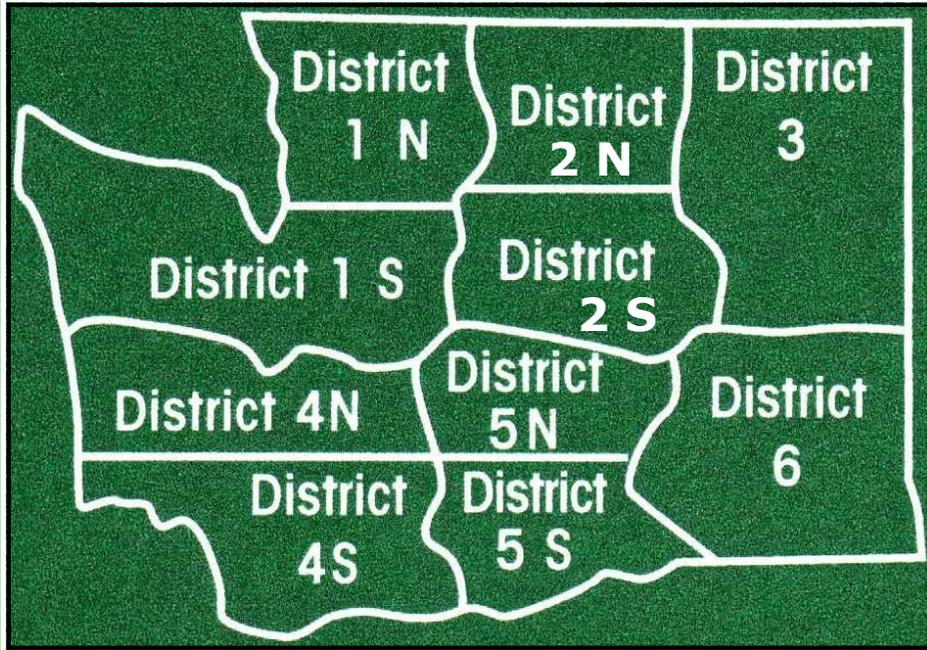
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Snowmobile Clubs



Note: Facebook addresses in blue

District 1 North

(Clallam/Jefferson/Kitsap/Skagit/Snohomish/Whatcom Counties)

Northwest Glacier Cruisers

Tom Shields
(360) 661-0003
northwestglaciercruisers@gmail.com
www.northwestglaciercruisers.com
[Northwest Glacier Cruisers](#)



Whatcom County Snowmobile Club

Clark Morgan
(360) 927-5825
whatcomcountysnowmobileclub@gmail.com
[Whatcom County Snowmobile Club](#)



District 1 South

(King County)

Cascade Drift Skippers

Darren King
(360) 224-5411
darren.j.king@hotmail.com
www.cds.clubexpress.com
[Cascade Drift Skippers](#)



District 2 North

(Okanogan/Ferry Counties)

Bonaparte Snowmobile/ATV Club

Mike Olmstead
(509) 486-1134
bonaparte.snowmobile.atv.club@gmail.com
[Bonaparte Snowmobile/ATV Club](#)



Butte Busters Snowmobile Club

Ron Hirst
(509) 486-2284
whistlerman_2000@yahoo.com
[Butte Busters Snowmobile Club](#)



Methow Valley Snowmobile Assoc.

Craig Stahl
(509) 996-2378
methowsnowmobilers@gmail.com
www.mvsnowmobile.blogspot.com
[Methow Valley Snowmobile Association](#)



Mountain Trails Grooming Assoc.

Bob Wagner
(509) 739-4430
mountaintrailsgrooming@gmail.com



North Central ATV Club of WA

Tim Weller
(509) 826-6780
ncatvclub@live.com
[North Central ATV Club of Washington](#)

Republic Tree Benders

Brian McKay
(509) 775-3511 • bam2604@yahoo.com
[Republic Tree Benders Snowmobile/ATV Club](#)

Tri-Rivers Snowmobile Club

Kurt Hensley
(509) 689-2843
wakefield63@gmail.com
[Tri-Rivers Snowmobile Club](#)



District 2 South

(Chelan/Douglas Counties)

Apple Country Snowmobile Club

Jim Burts
(509) 860-3980
applecountysnowmobileclub@yahoo.com
www.applecountysnowmobileclub.com
[Apple Country Snowmobile Club](#)



Bavarian Boondockers

Matt Kensrud
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www.bavarianboondockers.com
[Bavarian Boondockers](#)



Lake Chelan Snowmobile Club

Devon Griffith
(509) 679-9704
devongriffith64@gmail.com
www.lkchelansnowmobileclub.com
[Lake Chelan Snowmobile Club](#)



Lake Wenatchee Recreation Club

Michelle Kocher
(509) 763-3858
www.lakewenatcheerecclub.com
[Lake Wenatchee Rec Club \(LWRC\)](#)



District 3

(Grant/Lincoln/Pend Oreille/Spokane/Stevens Counties)

Chewelah Sno Posse

Howard Justice
509-233-8027

Selkirk Trailblazers

Brian Ford
(509) 964-7665
selkirktrailblazers@gmail.com
[Selkirk Trailblazers Club](#)

Spokane Winter Knights

Al McCarty
(509) 279-5741
spokanewinterknights@gmail.com
www.winterknights.com
[Spokane Winter Knights Snowmobile Club](#)



District 4 North

(Grays Harbor/Lewis/Mason/Pacific/Pierce/Thurston Counties)

Barnyard Racing

Eric Clark
fj55@comcast.net

Junco Snowmobile Club

Joshua Simpson
juncosnowmobileclub@gmail.com
[Junco Snowmobile Club](#)



Lewis County Drift Skippers

Jim Beslow
(360) 494-6690 • beslowsap@gmail.com

Northwest Boondockers

Mike Eveler
(360) 893-3035
mike.eveler@cpfd.com

Sno-Jammers Snowmobile Club

Tanner Hamlyn
(253) 376-2739
tanner.hamlyn@wssa.us
www.snojammers.org
[SnoJammers](#)



District 4 South

(Clark/Cowlitz/Skamania/Wahkiakum Counties)

Mt Adams Snowmobile Club

Duane Warren
(360) 521-9728
mtadamssnowmobileclub@gmail.com
[Mt Adams Snowmobile Club](#)

Mt St Helens Trac Riders

Dan Frazier
(360) 903-6185
jwatson98626@gmail.com
[Mt. St. Helens Trac Riders](#)

District 5 North

(Kittitas County)

Hi Country Beelers

Dan Johnson
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Snomads

BJ Oswald
(206) 227-2912
bjoswald21@gmail.com
[Snomads of Easton](#)



Stampede Summit Seekers

Jim Sternod
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stampedesummitseekers@gmail.com
[Stampede Summit Seekers](#)



District 5 South

(Benton/Klickitat/Yakima Counties)

Cascade Snow Drifters

Nina Gottschalk
(509) 945-2511 • 98shay@gmail.com

Chinook Pass Snowmobile Club

Roxanne Brittain
(509) 658-2045 • rbfossil@gmail.com

Drift-A-Way Snowmobile Club

Jim Kingman
(509) 698-3658
mtnmax777@yahoo.com



Yakima Ski-Benders

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yakimaskibenders@hotmail.com
www.yakimaskibenders.net
[Yakima SkiBenders](#)



District 6

(Adams/Asotin/Columbia/Franklin/Garfield/Walla Walla/Whitman Counties)

Blue Mountain Snowmobile Club

Jeremy Nichols
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www.BMSCWA.com
[Blue Mountain Snowmobile Club](#)

Mt. Misery Snow Drifters

Kent Flynn
(509) 566-7012 • klflynn@msn.com
[Mt Misery Snowdrifters](#)

Tollgate Trail-Finders

Brandon Christensen
(509) 830-3706
tollgatetraifinders@gmail.com
www.tollgatetraifinders.org
[Tollgate Trail Finders Snowmobile Club](#)



Pacific Northwest

Pacific Northwest Vintage Snowmobile Club

Stephen Phillips
(603) 203-5344 • pnwvsc@gmail.com
pacificnorthwestvintagesnowmobileclub.org
[Pacific Northwest Vintage Snowmobile Club](#)



Vintage Snowmobiles of the Inland N.W.

Dave Brummer
(208) 755-8334 • dbrummer@stimsonlumber.com
www.wsvsa.com/VSOTINW.html

ISHOF Class of '22

We are honored to officially announce the inductees to the International Snowmobile Hall of Fame (ISHOF) as part of the Class of 2022. For 33 years, this prestigious Hall of Fame honor is bestowed upon the incoming class of recipients in recognition of their achievements in the sport of snowmobiling, as awarded each year from select categories that include: • Inventors, Designers & Manufacturers • Explorers & Adventurers • Trail & Program Developers • Volunteers & Club Organizers • Publishers & Journalists

Let's meet the ISHOF Class of 2022 inductees:

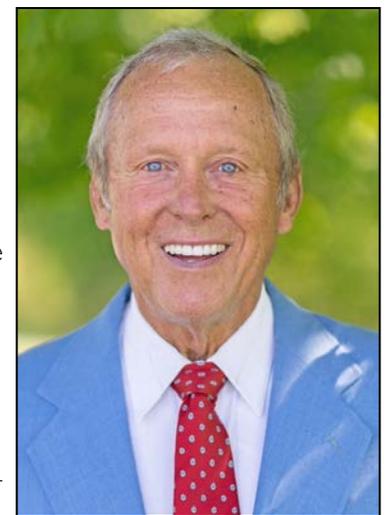
Jason Howell - West Yellowstone, Montana - Inventor, Designer & Manufacturer

Jason started riding snowmobiles at a young age. His parents bought a Kitty Cat for him and his brother and they would ride for hours every night after school. This would mark the beginning of his passion for snowmobiling. The Howell family started an Arctic Cat/Yamaha dealership and the first snowmobile rental facility in the 1970's in West Yellowstone. He attended college at Montana Tech in Butte, Montana, where he graduated with an engineering degree. Upon graduation he started working for the State of Montana Department of Administration as a Supervising Engineer. Eventually his passion for snowmobiling called him back to West Yellowstone to manage the Yellowstone Park sled rentals and the family's dealership. Jason's involvement with Arctic Cat grew well beyond the dealership. With his input, Arctic Cat soon realized they were headed down the wrong path with their mountain sled development. In 1997 Jason was hired by Arctic Cat as their engineering team manager to head up the new mountain sled division. He convinced Arctic Cat to build a research and testing facility in the West Yellowstone area and Jason began recruiting his team of engineers. The result of those efforts became the M series (mountain) division. In 2008, Jason left Arctic Cat to come back to West Yellowstone to assist in the daily operation of the family snowmobile business. His mechanics and guiding certifications proved to be a good fit for the dealership and rental business. Jason became involved in other aspects of the snowmobile industry. In 2012, he began his service as the Vice President of the Montana Snowmobile Association (MSA) which continued for four years. He then served as President of MSA from 2016 to 2021. The Howell family played an instrumental role in keeping Yellowstone Park open to snowmobiling. Jason learned from the best. His father, Bill Howell, was also inducted into the International Snowmobile Hall of Fame in 1991. Jason is involved in many other snowmobile related organizations. He is active in the Montana Trails Coalition, serves on the advisory committee for the State of Montana's Snowmobile Program, is a member of the Gallatin County Search and Rescue, as well as serving on the West Yellowstone Grooming Association. He attends the International Snowmobile Congress each year and is active in the American Council of Snowmobile Associations. Jason is very deserving of induction into the International Snowmobile Hall of Fame, Class of 2022.



Ed Klim - Haslett, Michigan - Inventor, Designer & Manufacturer

With his strong background in economics and communications, Ed Klim honed his skills being involved with a Chamber of Commerce, worked in the RV industry, and served in the U.S. Army. He then took on a whole new challenge in 1995 when he became President of the International Snowmobile Manufacturers Association (ISMA). A role like this was unprecedented. For the first time, all four snowmobile manufacturers worked together as a united group to develop programs keying on snowmobile safety and promoting the snowmobile industry worldwide. Ed was the catalyst the snowmobile manufacturers relied on to set the programs in motion to shed a more positive light on the sport of snowmobiling and to improve its image. Ed soon realized snowmobiling was a huge economic generator for many rural areas throughout the Snowbelt. However, there were many negative myths about snowmobiling that needed to be dispelled regarding snowmobile safety, noise and emissions. Ed addressed these head-on by developing the *Snowmobiling Fact Book*. The fact book is updated annually with a circulation of over a half a million in printed and digital copy. This was just the beginning of programs promoting the snowmobile industry in a more positive manner. Programs also include Safe Riders, Emissions and Sound Standards, Clean Snowmobile Challenge, ISMA Land Access Grants, Family Friendly ISMA Photo Shoots, Take a Friend Snowmobiling and most recently, Take the Pledge. These programs became well known and accepted by a wide audience from manufacturers, dealers and snowmobile riders to perhaps most importantly, the media. ISMA developed these programs under the watchful guidance and promotion done by Ed Klim and several sub-committees directing the Public Relations and Public Affairs programs. He took the lead with Yellowstone National Park to make sure the Park was kept open to snowmobiles. This was a major undertaking working with all manufacturers, lobbyists, media, user groups and local leaders to provide legal assistance and letter writing campaigns for many years to find a solution to keep snowmobiling active in Yellowstone. He visited legislators regularly in Washington D.C. armed with *Snowmobiling Fact Books* to 'tell the truth about snowmobiling' on behalf of manufacturers and snowmobilers throughout the entire U.S. It is for all of this and his tireless dedication and enthusiastic communication skills that make Ed Klim a most deserving candidate for induction into the International Snowmobile Hall of Fame, Class of 2022.

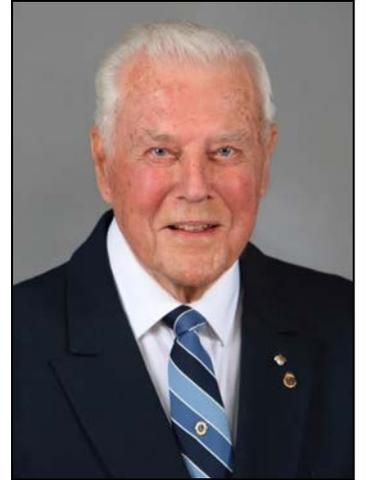


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David Low - Wayland, Michigan - Volunteer and Club Organizer, Explorer and Adventurer

While running his citizen band (CB) radio sales and service business in the 1970's a customer suggested a barter of a new CB radio for his Scorpion snowmobile. David knew nothing about snowmobiles at the time but after a single ride that all changed. He was hooked and his passion for all things snowmobile related began. Soon David became a shining example of what a volunteer and club organizer was all about. David became involved in his local snowmobile club, served on several committees and was elected to positions on local and state levels. Before long, David distinguished himself as one of the most dedicated snowmobilers the Michigan Snowmobile Association (MSA) has ever known. He served as President of MSA and worked to increase the participation of the Grant Sponsors Program by coordinating Groomer Workshops to provide training and education in all aspects of the program. David can be counted on as the first guy to put his hand up when there is a call for help. He never says no. David loves snowmobiling and all his efforts were soon recognized with a multitude of accolades and awards. David was presented with the MSA President's Award in 2008 and 2015. He was MSA's Snowmobiler of the Year in 2009. In 2019, David received the American Council of Snowmobile Associations (ACSA) Snowmobiler of the Year Award. David Low can, without question, be considered an Explorer and Adventurer. As an example of David's snowmobile travels, he has participated in every MSA Ride-In since he became a member. David is also a longtime and active member of the MichCanSka International Snowmobile Club. In 2010, David (along with 11 other members) set out and completed a 4,000-mile (about 6,437 km) snowmobile adventure encompassing five states and five Canadian provinces and the Yukon Territory. In 2015, (again with the MichCanSka club), he completed the World Tour Ride of more than 4,400 air-miles and another 4,080 miles (about 6,566 km) on snowmobiles through 12 time zones which included Michigan, Ontario, Norway, Finland and Russia. In 2019 he participated in MichCanSka's Western Ride through Yellowstone, Idaho and Montana. All these adventures were done as fundraising events for Juvenile Diabetes Research helping to raise more than \$160,000 for that foundation. David Low can easily be considered a true ambassador to all snowmobilers literally around the world. For that, David is most deserving of his induction into the International Snowmobile Hall of Fame, Class of 2022.



Craig Nicholson - Toronto, Ontario - Publisher and Journalist

Popularly known as 'The Intrepid Snowmobiler', Craig Nicholson is a print, radio and TV journalist, social media influencer and communications consultant specializing in motorized recreational activities, especially snowmobiling. Craig has been a high mileage touring snowmobiler for many years, logging tens of thousands of kilometers on the snow across Canada and the U.S. His one-of-a-kind book, *Canada's Best Snowmobiling - The Ultimate Ride Guide* chronicles many of his adventures. During his distinguished career, Craig's been touring editor for *Supertrax International*, North America's largest circulation snowmobile magazine, and prior to that for *Snow Goer Canada* magazine. He has also served as editor for the Ontario Federation of Snowmobile Club's *Go Snowmobiling Ontario* magazine. Craig's touring and tips articles also appeared in a variety of other snowmobiling publications such as *SnowTech*, *Michigan Snowmobiler*, *Motoneige Quebec*, as well as many mainstream newspapers and magazines. His syndicated 'Intrepid Snowmobiler' on radio feature aired on many stations in Alberta, New Brunswick, Nova Scotia, Ontario and Saskatchewan, while Craig also had a regular presence on *Snowmobiler Television* for many years. Craig is well known both within and outside of the snowmobile community through this substantial media exposure, including his strong social media presence. Craig is a consummate professional journalist whose exciting, intriguing snowmobile travel features and stories promoted snowmobile tourism far and wide. His ability to tell readers what it's like to ride in literally hundreds of different destinations is second to none. In various volunteer roles, Craig furthered responsible use, developing and participating in many snowmobile safety and environment initiatives through the Ontario Federation of Snowmobile Clubs and the Canadian Council of Snowmobile Organizations, where he also volunteered as Communications Chair. Since the 1980's, Craig has been an influential and passionate advocate for, and defender of, both organized snowmobiling and the snowmobile industry, while also reaching out to promote snowmobiling to the general public. His support and contributions, both as a journalist and a volunteer, have made the snowmobile community stronger and healthier. It is this service and commitment to snowmobiling that lands Craig Nicholson squarely among the inductees in the International Snowmobile Hall of Fame, Class of 2022.



Other Special Award Recipients of 2022:

Rome Sno-Bandits - Rome, Wisconsin - 2022 International Snowmobile Club of the Year - sponsored by Woody's, Midwest Chapter, American Council of Snowmobile Associations & International Snowmobile Council

The Rome Sno-Bandits always have fun in everything they do, no matter if they are working on trails or enjoying a club ride. They are a small town community-based club that supports the local businesses and the surrounding area. Located in northern Adams County, the

(Continued on page 21)

News

(Continued from page 20)

Sno-Bandits are dedicated to providing the finest trails for recreational family snowmobiling in their area. The Rome Sno-Bandits started in the late 1960's when about eight couples from the Rome area decided to form a club. As the sport grew so did the Sno-Bandits. Today, they are 200 members strong and together they maintain 35 miles of snowmobile trails. They have two grooming units to keep the trails in tip-top shape. The Sno-Bandits host a club ride each Wednesday and Saturday. They also plan an annual club trip to various locations in northern Wisconsin. The Sno-Bandits are continually active year-round. After every May and October meeting, members participate in the Wisconsin Department of Transportation's Adopt-A-Highway program by picking up trash along Highway 13. Every November they have their annual trail brushing, signing and chili dump. Starting early in the morning, members will split up in groups to brush and place signs on their trail system. By mid-afternoon they meet back at the groomer shed to enjoy the chili and conduct their November meeting. Every December the Sno-Bandits participate in the 'Christmas in Rome' event where trees are decorated throughout the town, hayrides are offered and kids young and old are greeted by a visit from Santa. During Father's Day Weekend (since 2001) they hold their Classic Car, Motorcycle and Snowmobile Show, considered the club's largest fundraiser. It is this club's devotion to the small town of Rome and surrounding area that makes it our pleasure to designate the Rome Sno-Bandits as the International Snowmobile Club of the Year for 2022.



Track Side - Eagle River, Wisconsin - 2022 International Snowmobile Dealer of the Year - sponsored by Snow Goer, Midwest Chapter, American Council of Snowmobile Associations & International Snowmobile Council

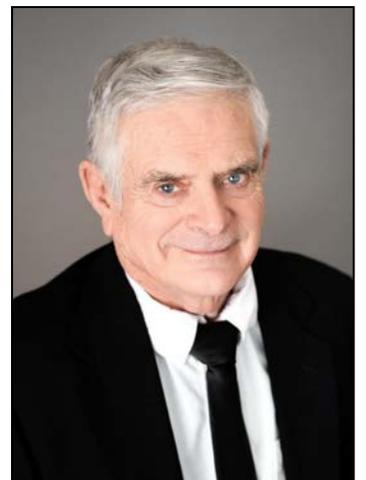
A snowmobile dealership named Track Side can hardly be known by any other name when considering its geographic location - only a few hundred feet from the start/finish line of the famed World Championship Derby Track. Under new management in 2018 with owner Chris Petreikis, Track Side is committed to being involved in organized snowmobiling. Although always vigilant of the racing history and the obvious 'Win on Sunday... Sell on Monday' mentality, Track Side has always devoted significant support toward the local clubs and the trail system in Vilas and surrounding counties as well as Upper Michigan. Without hesitation, Track Side participates in the yearly 'Groom to Ride' fundraising raffle. They donate the grand prize snowmobile, provide their showroom area for tickets sales and host the drawing. The proceeds earned during this raffle support three clubs grooming efforts nearest to Eagle River. A major sponsor on the state and national level, Track Side has played a key role sponsoring VIP rides and sleds for state legislators, Department of Natural Resources and tourism personnel and snowmobile clubs throughout Wisconsin. Track Side has donated most of their rental fleet in support of the Military Appreciation Ride held annually the Monday after Derby Week. All snowmobile clubs responsible for maintaining trails in or near Vilas County can count on Track Side for fundraising merchandise and sponsorship help with trail expenses. A dealership this committed to organized snowmobiling makes Track Side a deserving choice for the 2022 International Snowmobile Dealer of the Year.



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Bob Keller - LaPine, Oregon - 2022 International Groomer of the Year - sponsored by Arrowhead Groomers, Track Inc., Pisten Bully, Prinoth, Ltd. and SnoBoss Groomers

Over the past two decades Bob has volunteered countless hours grooming the 150+ miles of trails in the Newberry National Volcanic Monument located in Deschutes National Forest in Oregon. Bob has worked closely with the Park Service establishing and managing the snowmobile trail system in and around the Newberry Crater. Bob schedules, grooms, manages and maintains a grooming program that ensures his trails are free from hazards and always freshly groomed for club rides and key community events. Bob's track record of safety and readiness has been unmatched over the years and has resulted in a trail riding experience that thousands of snowmobile riders enjoy every winter. Bob always makes a point to spend ample time with his groomer operators to provide positive feedback. He and his team keep the trails in outstanding condition throughout the winter season. It has been this way consistently for close to two decades. His humble expertise and outstanding people skills have resulted in numerous groomer operators being trained on various grooming equipment. Bob's ability to instruct while building driver confidence is among his best attributes. Bob and his team are always willing to do whatever it takes to keep the trails in the Newberry National Volcanic Monument ready for snowmobilers' riding pleasure seven days a week. It is this unwavering dedication that makes Bob Keller an excellent choice for the 2022 International Snowmobile Groomer of the Year Award.



(Continued on page 22)

News

(Continued from page 21)

Bill McFarlane - Franconia, New Hampshire - 2022 Edgar Hetteen Memorial Award of Merit - sponsored by Elmer Cone Family and the Iron Dog Brigade

Bill started snowmobiling in 1981 with Tug Hill, New York, as his first destination on a Moto-Ski Mirage. Three years later he and his wife Jule Dele made their first trip to the Saguenay Region in Quebec. That's when they became the first American members of the Saguenay Snowmobile Club in which they have been active ever since. Bill and Jule's main residence is New Hampshire but spend most of the snowmobile riding season at the Delta Saguenay Hotel in Jonquiere. His personal love for snowmobiling coupled with his outgoing personality made him a champion of active promotion of this sport for more than 30 years. After he gets his own day of riding in, you will find 'Saguenay Bill' in the lobby of the Delta Hotel sharing valuable trail riding information with any and all touring snowmobilers who stop in. Bill keeps up on the latest trail developments such as grooming updates, weather, restaurant recommendations, fuel and dealer locations. When he gets a break from personal contact with guests at the hotel, he is busy returning phone calls, answering e-mails and posting on social media, all in an effort to ensure folks riding in the Saguenay Region have the safest and best snowmobile riding experience possible. In 2019 the Saguenay Snowmobile Club and local tourism group re-named a 65 kilometer trail the 'Bill Trail' after 'Saguenay Bill' for his contributions to the region. Bill's in-depth knowledge and willingness to share makes him the ultimate ambassador of snowmobiling and most deserving of the 2022 Edgar Hetteen Memorial Award of Merit.



Join us for ISHOF Induction Weekend in Eagle River, Wisconsin, on Friday and Saturday, September, 16th and 17th. We Invite YOU to honor the Class of 2022 and Special Award Recipients with a banquet and induction ceremony in their honor. The International Snowmobile Hall of Fame Induction Ceremony Weekend celebrates and honors those involved in the sport of snowmobiling, recognizing a NEW class being inducted into the Hall. Join the celebration. We invite all industry representatives, dealership personnel, club members, motorsports enthusiasts, friends, fans and supporters alike to attend the ISHOF annual special event weekend. YOU can join this year's ISHOF Induction Weekend with FUN activities in Eagle River, Wisconsin. The festivities begin on Friday, September 16th, with a Fish and Chicken Buffet and special award presentations for Groomer, Club and Dealer awards. Saturday there will be a formal New York Strip or Chicken Dinner to officially honor the Class of 2022 as they're inducted into the Hall on September 17th. Both the Friday and Saturday meals will be at Eagle Waters Resort, 3958 Eagle Waters Road, Eagle River, Wisconsin. Saturday's event is a semi-formal affair so please dress accordingly for the event. Show your support for the newly inducted Hall of Fame Class of 2022 and all special award recipients by registering online www.ishof.com to attend. ALL major credit cards are accepted for secure online payment with immediate receipt and event information provided to you via e-mail with your paid registration. NOTE: Registration is REQUIRED for ALL guests and supporters to attend. Registrations closes on September



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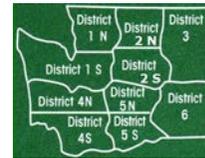
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State Parks Update



State Parks Winter Recreation Program

Provided by State Parks Winter Rec Staff



Year in Review

The Winter Recreation Program has been through some challenging times during the past year with COVID-19 still hanging around, multiple staff changes, and (as always) unpredictable weather. Speaking of unpredictable weather - December and January brought heavy snow which required emergency funds to keep sno-parks open. Despite these challenges, the program staff remained resilient and flexible, starting with last summer's Snowmobile Advisory Committee (SMAC) Budget Meeting which was held in a hybrid environment. The in-person meeting was held in Wenatchee with an online Zoom option for those who were unable to attend in person. We appreciate the adaptability of our team as we overcome these challenges and others yet to come.

Program Leadership

As most of you know, Pamela McConkey retired from State Parks after 40+ years with the Agency, with 14 years in the Winter Recreation Program. Her smile, mentorship, and knowledge of the Winter Recreation Program will be missed, and we wish her the best in retirement.

In the interim, Corey Tolar has been named Acting Winter Recreation Program Manager. For the last four years, Corey has been serving State Parks as the budget lead for both the Winter Recreation and Boating Programs. He will guide the Winter Recreation Program through the summer Winter Recreation Budget Meetings and up until a new manager is in place. A nationwide recruitment effort begins in July for a permanent Program Manager, with interviews held in August.

Looking Ahead

Despite the staff changes and challenges of the past year, the Winter Recreation Program is on solid footing and ready for the future. The Winter Recreation staff at State Parks is hard at work

preparing for next season including partnering with the U.S. Forest Service and Department of Natural Resources on a Blewitt to Colockum trail connection, preparing 11 Request for Proposals (RFPs) for both trail grooming and snow removal contracts state-wide, amending over 80 active agreements, managing five RCO (Recreation Conservation Office) grants, and much more. We stand ready and willing to make winter recreation in Washington State the best in the country.

Summer Budget Meeting

This year's SMAC Budget Meeting will be held virtually August 6th from 8am to noon, utilizing Microsoft Teams. Be sure to check the winter website for more information as the date approaches.

Snowmobile Registrations

As of May 2022, there has been a decline in the number of snowmobile registrations from 25,025 in 2021 to 22,837 in 2022. With one month of snowmobile registration data to collect, it is expected that snowmobile registrations will be down approximately 2,000 from 2021.



Snowmobile Registrations

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY 21-22 Difference
July	149	145	134	148	166	151	186	35
August	531	676	782	2,307	222	249	1,291	1,042
September	2,968	3,145	2,946	1,682	2,974	3,220	3,418	198
October	1,662	2,139	2,489	1,882	3,357	3,189	2,274	(915)
November	3,129	3,362	4,360	2,960	2,372	5,009	2,860	(2,149)
December	11,575	13,170	6,973	8,320	6,726	7,229	7,681	452
January	3,528	3,196	3,358	3,433	4,514	3,295	3,337	42
February	1,164	1,513	1,166	1,602	1,293	1,541	1,072	(469)
March	298	686	674	958	355	636	449	(187)
April	82	181	175	258	89	219	153	(66)
May	32	93	93	90	135	108	116	8
June	30	84	71	83	126	179		
Total:	25,148	28,390	23,221	23,723	22,329	25,025	22,837	(2,009)



ACSA E-News

**Contact: Christine Jourdain, Executive Director,
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Electric Tow Vehicle vs Gasoline Tow Vehicle

YouTube publisher Fast Lane Truck did a comparison between an electric and a gas-powered pickup to determine how far each could tow a 3-ton box trailer.

The contestants were an electrified Ford F150 pickup and a GMC Denali Ultimate Edition with a 6.2-liter V-8 gas engine.

Each towed an identical new 'toy hauler' trailer about 25 feet in length that, while empty, was large enough to transport an entirely-sheltered automobile.

The vehicles began their test in Longmont, Colorado, heading southbound on Interstate 25 toward Denver, about 33 miles away.

The F150 charged up and the GMC filled up before heading out. **The electric truck's computer estimated 160 miles of range, which included calculating for the size and weight of the trailer.** The gas-powered GMC's computer, also taking the trailer into account, estimated 264 miles of range.

The first destination was a fast-charging station 147 miles away. After six miles, the electric truck recalculated from 160 miles to 150. The destination was then changed to a charging location 45 miles closer.

After traveling 50 miles, the electric truck once again recalculated - it was down to 20% of remaining battery. The driver turned around and headed back to the closest exit with a fast charger.

With low battery warnings blaring and power automatically reduced to 90%, the truck pulled in with 9% remaining on the battery.

However, another problem occurred - battery chargers tend to be lined in rows on the edge of parking lots. They do not provide a drive-through like a traditional gas pump, and are not able to accommodate a vehicle with a trailer.

The gas powered GMC truck? It showed 129 miles remaining, enough range to return to their starting point.

The GMC, after returning to the starting point, traveled 156 miles and used 17.3 gallons of premium gasoline, costing \$93.79 (60.1 cents per mile), with 65 miles of range remaining.

The electric F150, after 45 minutes, was charged 74% at the cost of \$27. As a result, its 86-mile trip cost 38.6 cents per mile.

To see the YouTube video, click here: <https://www.youtube.com/watch?v=-e55Vued028>

The Great Salt Lake

The Great Salt Lake in Utah hit a new historic low level recently, reaching an average daily surface water elevation of 4,190.1 feet, officials announced.

The announcement marks the 2nd time within a year the lake has reached a record low elevation.

The previous historic low elevation recorded in October, when it was measured at 4,190.2 feet. Prior to that, the lowest recorded elevation was 4,191.3 feet in October 1963.

Lake Mead

Lake Mead, the nation's largest reservoir, has declined to about a quarter of its former size amid a 23-year drought, restricting electricity to about 350,000 homes and drinking water to roughly 25 million people across the Southwest.

Carbon Offset

The build up to COP26 saw the rise of commitments: 153 countries have put forward new emissions targets. More than 5,000 businesses and nearly one third of the FTSE (Financial Times Stock Exchange) 100, have **signed up to the United Nation's Race To Zero campaign.** These commitments show determination to make net zero a reality.

Now it is time for turning the talk into the walk.

Carbon offsetting allows people and businesses to purchase certificates for projects that remove carbon from the atmosphere or protect forests and land from being destroyed.

For carbon to be offset, the emissions need to be locked away. Forever. Popular projects include tree planting as it is relatively cheap. There is access to a wide-range of offset projects including renewable energy projects from wind, solar and hydro, improving recycling practices, clean water projects and biodiversity projects to name a few. Different options offer different projects.

Will protecting forests in one region lead to increased logging in another region? The demand for the material or land doesn't change. Will there be violations and illegal logging?

Unfortunately there is no way to guarantee the trees planted will remain standing. There will always be wildfires. There will be demand for infrastructure.

Carbon Offsetting is an option - but is it the only option?

(Editor's Note: What is COP26? The recently concluded global climate summit in Glasgow is known as COP26, with COP standing for Conference of the Parties. In diplomatic parlance, "the parties" refers to the 197 nations that agreed to a new environmental pact, the United Nations Framework Convention on Climate Change, at a meeting in 1992.)

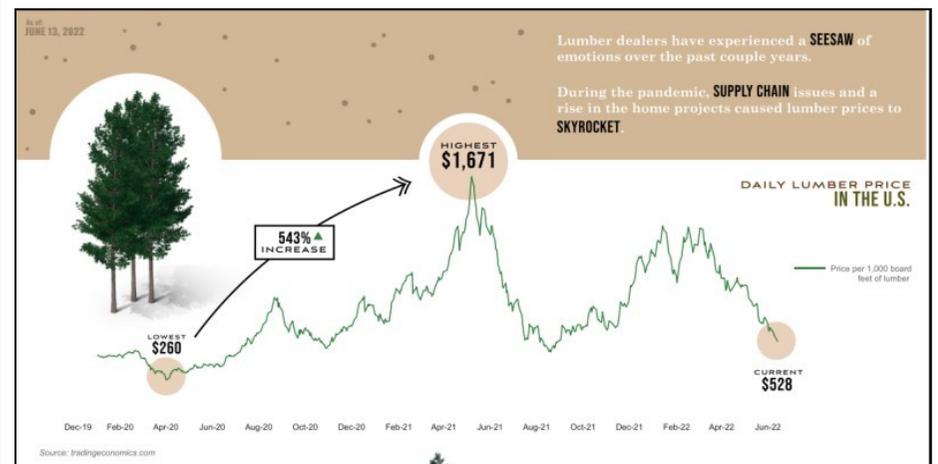
BRP Agrees to Acquire Great Wall Motor Austria

BRP (Bombardier Recreational Products) to acquire Kottlingbrunn-based Great Wall Motor Austria GmbH, a subsidiary of Great Wall Motor based in Baoding, China, for an undisclosed sum.

The leading Electric Vehicle R&D (Research and Development) centre in Austria specializes in e-drive systems and transmissions and currently employs highly skilled individuals who will receive ongoing employment as part of this agreement.

Lumber Prices

Lumber prices in the U.S. have experienced huge increases due to COVID



and the supply issues, this graph shows some improvement.

From the left, the lowest at \$260 in April, 2020, to a high (increase of 543%) to \$1,671 in May, 2021, to current prices of \$528. Prices per 1,000 board feet of lumber.

Lumber Companies Merge Amid Crashing Prices

Boise Cascade has announced its acquisition of Coastal Plywood Company for \$512 million.

Coastal sells plywood, lumber, and treated wood products across the Eastern United States, while Boise Cascade is a leading distributor of building products across the country and one

(Continued on page 23)



(Continued from page 24) of the largest producers of plywood and engineered wood products in North America.

Lumber prices fluctuated during COVID; prices crashed to below \$260 per thousand board feet as the economy screeched to a halt during the lockdowns. As the U.S. economy roared back in Q3 2020 and boomed during 2021, there was a huge need for lumber.

Prices peaked in March 2022, a 463% increase over the lows of 2020, punishing everyone from builders to furniture makers with higher prices that were largely passed along to end consumers. But since March, prices have crashed again, down 63% since the peak.

U.S. Forest Service Prescribed Burns

It started small, with a team of federal employees using drip torches to ignite a prescribed burn in the Santa Fe National Forest, aimed at thinning out dense pine woodlands. But as the April winds howled, it grew to become one of the most destructive fires in decades.

The losses, over 341,000 acres, hundreds of homes destroyed and thousands displaced, have created a backlash against the Forest Service. In an internal review of the burn set on April 6th, Forest Service investigators found fire managers had followed a plan within approved limits. But a **subsequent analysis of weather and vegetation showed that "the prescribed fire was burning under much drier conditions than they understood."**

It has also been reported some automated weather stations were offline; National Weather Service forecasts were used instead of relying on 'local expertise' to understand the variable wind conditions, and relative humidity dropped 'well below' the forecast range.

On May 20th, the Forest Service, announced a 90-day pause of prescribed fire operations on all National Forest lands, giving officials time to study the program and how it has been carried out.

Forest Service employees made multiple miscalculations, used inaccurate models and underestimated how dry conditions were in the Southwest, causing a planned burn to reduce the threat of wildfires to explode **into the largest blaze in New Mexico's recorded history, the agency said.**

Individuals are held responsible for starting fires. The unknown, as of now, is to what extent, if any, the federal government will be held responsible as a result of the prescribed burn.

Endangered Species

Recently the U.S. Fish and Wildlife Service (USFWS) announced a final rule rescinding a Trump-era regulation that established a definition of 'habitat' under the Endangered Species Act (ESA).

House Committee on Natural Resources Ranking Member Bruce Westerman (R-AR) issued the following statement in response: "Policymaking always hinges on fine details, and this back-and-forth on what is considered wildlife 'habitat' is no exception. Under former President Trump, USFWS established a commonsense definition of 'habitat' to prevent USFWS from creating expansive, economically harmful and unrealistic critical habitat designations. Now, the Biden administration will be removing that definition, allowing the agency to broaden what it can designate as critical habitat and what it can prohibit from use and development. They're essentially writing a blank check for themselves, and we can be sure radical, litigious groups will cash it in to further weaponize the ESA. This was never Congress's intent for the ESA, and it's disappointing to see this administration take yet another step backwards."

Federal Gas Tax Holiday?

House Democrats and climate advocates are suggesting President Biden should be pushing for a transit fare holiday, rather than a gas tax holiday, if he's serious about tackling climate change and cutting emissions from America's car-centric transportation system.

"There's a whole series of things we could do to reduce our dependence on single-occupancy vehicles, which is killing people," Rep. Earl Blumenauer (D-OR) said, who often wears a bicycle pin on his lapel.

A gas tax holiday will cost the Highway Trust Fund over \$6 billion for the 90-day federal tax holiday.

Federal gas taxes are 18.4 cents per gallon and 24 cents per gallon of diesel. The rate has increased 10 times since 1933 - but has not been increased in 25 years - since 1997.

State gas taxes will remain in place. Pennsylvania has the highest gas tax at 57.6 cents per gallon while Alaska has the lowest at 8.9 cents per gallon.

Pay Raise Coming for Federal Firefighters

President Joe Biden has signed off on giving federal wildland firefighters a hefty raise for the next two fiscal years, a move that affects more than 16,000 firefighters and comes as much of the West braces for a difficult wildfire season.

Pay raises for the federal firefighters had been included in last year's \$1 trillion infrastructure bill, but they had been held up as Biden administration officials studied recruitment and retention data to decide where to deliver them. An unfortunately-worded section of the legislation said the temporary pay increase would only apply in locations where it is difficult to recruit or retain fire personnel.

A temporary pay increase of \$20,000 a year, or 50 percent of their base salary, whichever is less, was supposed to be implemented on October 1st, 2021. Firefighters were to begin receiving the additional salaries on July 3rd, with the retroactive pay due since October 1st, 2021 to follow.

Federal Government and the Legal Payouts to Activists

President Joe Biden's Department of the Interior (DOI) has rolled back a Trump-era 'transparency and accountability' order creating a public litigation website so people can track details pertaining to lawsuits from outside interest groups that Republicans argue cost taxpayers unwieldy sums.

Interior Secretary Deb Haaland revoked the order, which was issued in September 2018. The order had made details concerning settlements and consent decrees, as well as cash amounts paid to lawyers of private entities, accessible online.

The DOI entered into 460 settlement agreements and consent decrees between January 2012 and January 2017, costing taxpayers over \$4.4 billion, according to the Trump administration's 2018 order. It appeared there was collusion between the government and outside interests behind closed doors that sue and settle.

For instance, the DOI handed the Center for Biological Diversity, an environmental law firm, **\$140,000 in attorneys' fees in 2021 after a lawsuit** was brought challenging federal agencies for allegedly not complying with the Endangered Species Act.

Recently, the Center for Biological Diversity and another environmental group sued the Biden administration to block over 3,500 oil and gas leases in Wyoming and New Mexico. Any settlement will no longer be required to be reported.

Are You Following Us?

www.facebook.com/AmericanCouncilofSnowmobileAssociations

(Information pulled from weekly e-mail blasts and edited for publication in the Snoflyer.)



Visit www.snowmobile.org for Safe Riders! material. Please use to promote club membership and snowmobile safety!



New Snowmobile Sales Data for Winter of 2021-2022

Contact: Ed Klim, President, ISMA, (517) 339-7788

Snowmobilers enjoyed the winter of 2021-2022, finding reasonable snow conditions in many parts of North America. 130,644 new snowmobiles were sold worldwide, a 2% decline from the previous year, which was a strong sales year supported by a long winter season. Sales in all three major markets, (United States, Canada, and Scandinavia) were strong overall, supported by record breaking sales of parts, garments and accessories. Sales in the United States were 53,821 new snowmobiles sold, while 50,943 new snowmobiles were sold in Canada.

Sales in Europe showed a slight increase in Finland, reporting 3,736 units sold compared to 3,437 units last year, and Sweden continues its strong sales activity with 8,671 new sleds sold following last year's sales of 8,443 sleds. Overall sales in Europe and Russia were 25,880 snowmobiles sold – a 10% increase in sales from last year.

There are 1.2 million registered snowmobiles in the United States and over 601,000 in Canada. The registration numbers continue to increase, showing snowmobiling continues to be an active, healthy winter sport.

Surveys show 74% of the snowmobiling households own two snowmobiles, and 39% own three snowmobiles. Registration in Northern Europe is steady, and there are 320,000 active snowmobilers in Scandinavia.

Snowmobile-related tourism continues to increase in North America and beyond. This can be seen in recent economic studies conducted by major colleges/universities. Miles ridden by snowmobilers, which is always predictive of economic impact, showed that riding and related tourism continued on a steady pace compared to previous years.

The average age of a snowmobiler this past season was 53 years of age. Approximately 88% of snowmobilers are males and 12% female.

Snowmobilers are outdoor enthusiasts and most participate in activities such as boating, camping, fishing, ATV and motorcycle riding, and more. Over 70% of snowmobilers in North America are club and/or snowmobile association/federation members. They are also active in raising money for charity and annually raise over \$3 Million dollars for national charities.

The Go Snowmobiling website and the Go Snowmobiling Facebook page serve as another strong indicator of the interest in snowmobiling. This year the Go Snowmobiling website, www.gosnowmobiling.org, received over 2.4 million visits. We have also seen continued growth and expansion of the Go Snowmobiling Facebook page, www.facebook.com/GoSnowmobiling, with followers interacting with us on a daily basis, sharing their snowmobiling stories and pictures.

Families enjoy snowmobiling because it is a great outdoor recreation activity. People go snowmobiling for the following reasons:

- To view the scenery.
- Be with family and friends.
- To get away from the usual demands of life and to be close with nature.

The snowmobile clubs and state and provincial snowmobile organizations continue to expand as they serve as a great conduit for snowmobiling and are involved in local issues supporting their local communities. Economic impact studies show snowmobiling is growing in importance as part of the overall economic engine and job growth for winter tourism. Snowmobiling generates over \$30 Billion worth of economic activity in North America. Snowmobiling joins other outdoor recreation activities in generating over \$689 Billion worth of economic activity in the United States. Economic activity generated by snowmobilers provides many jobs and investment opportunities and generates considerable tax revenue for local governments which eagerly support snowmobiling. The most recent surveys show snowmobilers spend over \$3,500 per family supporting snowmobiling activities, on average, and that does not include the purchase of a snowmobile and trailer.

In many parts of North America and Northern Europe, snowmobilers are the economic engine for winter tourism. Snowmobiling is a vital component of the rural America development effort and is recognized as such by land managers.

Join WSSA and help support snowmobiling in Washington State!

What Does WSSA Do For YOU?

- WSSA's Legal Action Fund defends snowmobiling in Washington against adverse land-use actions.
- WSSA members work on behalf of all Washington State snowmobilers' in Olympia's Capitol.
- WSSA District Reps represent snowmobilers' interests with local land officials and in regional trail grooming councils.
- WSSA travels to Washington D.C. to discuss snowmobile related issues with your congressional representatives and national land managers.
- WSSA represents snowmobilers on the national level with a voice in the American Council of snowmobile Associations and the International Snowmobile Council.
- WSSA hosts the annual Snowmobile Expo & Swap Meet in Puyallup – the largest snowmobile event in the Pacific Northwest.
- WSSA's successful Trail Grant program helps fund new snow-parks & warming huts, trail upgrades & facility improvements.
- WSSA's annual Winter Rendezvous offers you the opportunity to ride in different parts of the state with guided rides and evening social gatherings.
- WSSA supports snowmobile and non-snowmobile projects and charities to boost the image of snowmobilers across the state.

News

The following information provided by ARRA, Americans for Responsible Recreational Access:

U.S. Forest Service Reveals Trail Partner Survey Results

In the fall of 2021, the National Off-Highway Vehicle Conservation Council (NOHVCC) encouraged its State Partners to participate in a United States Forest Service (USFS) survey conducted by the USFS in partnership with the University of Colorado Denver. The survey, which had over 1,300 respondents, aimed to provide insights into the experiences and perceptions of trail volunteers and partners working with the Forest Service.

The survey results are intended to help inform the implementation of the Forest Service’s 10-Year Trail Shared Stewardship Challenge (Trail Challenge), which focuses on working in shared stewardship with partners and volunteers to increase the collective capacity to maintain trails and increase trail sustainability.

Perhaps the most glaring revelation from the survey was that the USFS recognizes it has staffing issues, and it relies heavily on volunteers to build and maintain safe, sustainable trails. USFS employees are asked to do more with fewer resources, which means recreation sites may not receive all the attention they deserve from volunteer engagement. Additionally, the USFS recognizes it needs to improve communications and advertise opportunities to increase volunteer involvement to expand and enhance partnerships and address adverse staffing impacts.

“Partnerships and a clear understanding of what’s needed on our trails is vital to keeping public lands open for the riding and driving we love so much,” said Duane Taylor, Executive Director of the National Off-Highway Vehicle Conservation Council. “We appreciate the U.S. Forest Service for reaching out and trying to better understand its partners and also the volunteers who provided such valuable feedback. Most people don’t know that thousands of volunteers put in tremendous amounts of work on public trails nationwide. We’ll maintain our relationships with the USFS and the OHV community, and continue working with agencies, enthusiasts, and the industry to fulfill our mission of creating a positive future for OHV recreation.”

(The PowerPoint slides below and on the following pages provided by the Washington D.C. Office for the National Trails Program in partnership with the University of Colorado, Denver.)

FY22 Partner Survey - Trail Program

A survey conducted by the Washington Office Trails Program in partnership with the University of Colorado Denver

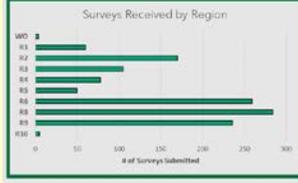
Purpose: To evaluate the current perceptions of the US Forest Service (FS) trail partners and volunteers on their experiences working with the FS on topics such as:

-  [Being a Partner or Volunteer](#)
-  [Project Work](#)
-  [Trainings](#)
-  [Barriers](#)
-  [Staffing Impacts](#)
-  [Partnerships & Experiences](#)
-  [COVID-19](#)
-  [Diversity, Equity, & Inclusion](#)
-  [Communications & Collaborations](#)
- [Forest Service Priorities](#)
- [Feedback & Next Steps](#)

Washington Office
National Trail Program
Feb. 2022

1,299

Completed Surveys



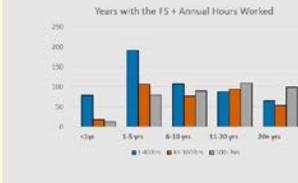
108

Forests/
Grasslands



“Not enough Forest Service workers to coordinate and work with the volunteers...There is an army of volunteers waiting to help but the FS **does not utilize public media well** enough to let the public know what is needed. There must be **more FS recreational trail employees** added because volunteers cannot work by themselves.

Years with the FS + Annual Hours Worked



Age Range



(Continued on page28)

NEWS Continued...

(Continued from page 27)

Our Partners & Volunteers



*Other category consisted of backpacking, 4x4 driving, trail maintenance, running, and water trails.

Why Volunteer?

"Engage youth on the importance of maintaining and creating safe and sustainable trails."

"If we don't do it, the trails will disappear."

"Keep public access open."

"Civic duty."

"Using our mules for a good purpose."

"Seeking partnerships for trail planning and building is part of our mission."

"Helping the US Forest Service as they are understaffed."



"I own a local business and recognize the value of trails to attract visitors."

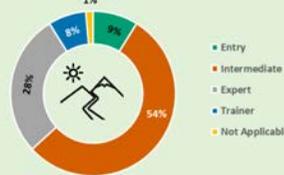
3

Project Work



Technical Trail Skill Level

(Respondents self-identified their level of technical trail skills)



Levels of Time Commitment



2/3 of respondents participated in 'close to home' projects.

Top 5 Tasks/Projects Performed

- 1 - Annual Maintenance:** (brushing, trimming, maintaining blazes of trail signs, etc.)
- 2 - Heavy/Deferred Maintenance:** (replacing worn-out structures, de-berming, etc.)
- 3 - Chainsaw or Crosscut Saw Work**
- 4 - Community Engagement/Outreach**
- 5 - Trail Planning, Design, and/or Layout**

Over half of respondents self-identified their technical trail skills as **intermediate**.

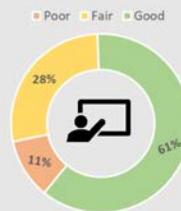
4

Trainings



Many respondents reported **receiving training** through their partner or volunteer organizations.

Training Availability



"Training must resume. We are unable to do anything because we **can't get the certifications** we need to be allowed to work. We usually **wait 2 or 3 weeks** to get a meeting with USFS to discuss trail issues...."

Most Important Trainings Needed

- 1 - Trail Construction:** (Clearing, hand built/mechanized trail construction, etc.)
- 2 - Drainage Features/Water Management**
- 3 - Maintenance Specifications:** (Understanding maintenance standards)
- 4 - Tread Maintenance:** Hand Tools (crosscut and other hand tools)
- 5 - Corridor Clearing:** Hand Tools (crosscut and other hand tools)

5

Barriers



"Retired **FS recreation employees** are **not being replaced**. Employees are asked to do **more with less people** and **neglect recreation sites**. We need these beautiful areas maintained, improved, & enlarged."

Most Common Barriers to Accomplishing More Trail Work with Partners & Volunteers

- 1 - Lack of FS Employees' Availability to Coordinate/Support Work**
- 2 - Not Enough Partners/Volunteers**
- 3 - Lack of Knowledge of Opportunities**
- 4 - Lack of Training Accessibility**
- 5 - Too Many Paperwork Requirements**

"Backlogged maintenance could be accomplished if the USFS **made getting involved easier** and wider known. **Advertise opportunities**. Make sure personnel is there to take phone calls and reply in a timely manner."

6

(Continued on page 29)

NEWS *Continued...*

(Continued from page 28)

Staffing Impacts

"There is **not enough bandwidth** across FS staff to adequately respond to all our requests, proposals, and inquiries."

"We **rely** on our **local FS staff** to prioritize and assign us to projects suitable for our group. We understand they are spread thin, so it is a situation that exacerbates itself."

"At meetings we are told FS will provide materials or services, but it often doesn't happen because there just **wasn't staff available** to do it."

"I'd love to see **more staff available** to support trainings for partners and **more consistency** in communicating about trail standards and trail sustainability."

50% of respondents selected **lack of Forest Service (FS) staff** to coordinate or support work as a barrier to accomplish **more trail work**.

"We need **FS staff availability** to engage in trail projects."

"Recreation staff have been **cut over the years**. Volunteer organizations have picked up the slack but the planning [NEPA] has become the **roadblock** due to a lack of FS staff."

"An ongoing issue is **lack of engagement** by local FS staff. Simple, **basic questions** remain **unaddressed** for sometimes years on end. It took one group three years to begin to implement new trail construction that was specifically given a high priority in the Forest Plan..."

"We need **FS staff** at the ground and leadership level - the agency's inability to fill vacancies or support hiring through funding mechanisms like the Great American Outdoors Acts. We **can't do good work** as a partner if we don't have the FS staff to coordinate."

Partnerships & Experiences

Volunteers are **willing to do the work**...When you expect to work projects then get told to just pick up trash, it makes the **volunteer feel used**. Appreciation and acknowledgement is key...There needs to be a **standard retention policy/practice**.

Top 10 Contributing Factors for a Successful Partnership and Volunteer Experience

- | | |
|-----------------------------|-------------------------------------|
| 1 - District Ranger Support | 6 - Agency Support |
| 2 - Communication | 7 - District Tools Cache |
| 3 - Coordination Help | 8 - Project Oversight |
| 4 - Volunteer Coordinator | 9 - Limiting Bureaucracy |
| 5 - Trainings | 10 - Clear Expectations & Standards |

Other Factors Mentioned...

Federal Funding Staff Buy-in Timely Approvals
 Camaraderie Staff Involvement Trust
 Prompt Responses Sawyer Certifications
 Collaborative Efforts Outreach Provide Materials/Tools
 Timely Notification of Opportunities/Trainings

Staffing Impacts - Leadership

"Every spring we have a **meeting** with the Ranger and other personnel about trail work, etc..."

"If the supervisory FS Personnel are **not supportive** then **nothing gets done**."

"Need district ranger support to **allow** well-proven **volunteer organizations** to take on tasks that are going undone due to lack of staff or priority."

"The ranger has to **want trails** and **want volunteers to assist**. I wish we could get rangers... to have the same interest and outreach."

District Ranger support was identified as the **most common contributing factor of success** and **experience** for partnerships and volunteers.

"Dialogue with the District Ranger to **understand scope of work** and for **mutual support**."

"We have **never met the District Ranger**. It'd be nice if they came by during training, planning sessions, or a monthly meeting to thank us for the work... it'd be nice to have **some recognition from Management**."

"...Districts where Rangers are **interested in working** with our group, we get a lot of good work done. It's very discouraging when a Ranger **doesn't support collaborative solutions** between competing user groups even when they agree on a solution... trail users suffer because of it..."

"I would like to see **more support/advocacy** from leadership to actively support volunteer programs. Recognize that partnering requires sharing power and giving volunteers who have the training/experience some decision-making ability."

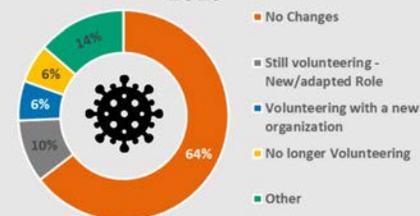
COVID-19: Impacts

Over half of respondents noted **no changes** in their volunteer involvement with the Forest Service since COVID-19.

"Reduced opportunities and limited FS staff capacity to manage volunteer-led projects has impacted our ability to get projects done."

"A lot of online work, less outdoor group work."

Changes in Volunteering since March 2020



"I can't do heavy trail work, but I would love to help with training and outreach."

"Our partnership has diminished since COVID in part due to housing restrictions and staff working remotely."

"...Virtual meetings are very problematic or don't work well when someone lives in a semi-remote location."

(Continued on page 30)

NEWS *Continued...*

(Continued from page 29)

COVID-19: Learning from Impacts ❄️

“Communication was one-way, restricting the activities of volunteers...It would have been helpful to have **meetings with volunteers** to develop procedures and update best practices.

Good/Open Communication
 Lessen Restrictions Online Resources/Trainings Explain Policy Changes/Updates Adjust/Adapt Policies
Outdoor Opportunities Staff Involvement/Presence
 Improve Communication Don't Shut Down Work Lessen Restrictions Working Outdoors

Improving Volunteer Experiences Considering Pandemic Impacts

Allow Small Group Trainings/Opportunities No Impact Keep Forests Open Communicate More
 Consistent Guidelines Clearly Advertise Volunteer Opportunities Keep Facilities/Offices Open
 Mandate Vaccine, Testing, Masks

Good Job So Far
Allow Trail Work to Continue

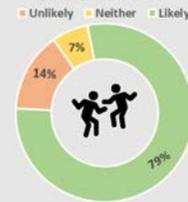
“COVID protocols are **not followed consistently** across districts and forests...It's challenging to enforce our protocols when FS employees aren't holding themselves to the **same standards**.

11

Diversity, Equity, & Inclusion 🧑🏿🧑🏻

“Hire more **diverse rangers**...consider **recruiting** at Historically Black Colleges and Universities, Hispanic-Serving Institutions, and Indigenous-serving institutions. Have **more opportunities** on the **weekends**...Make it clear that they don't need special equipment or gear especially when first starting out....

How likely are you to recommend volunteering with the Forest Service to someone else?

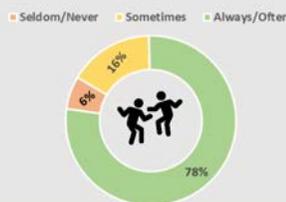


“Volunteers gravitate where they feel comfortable. In many cases, **trail users are unaware** that nearly all **trail maintenance** on our forest is **performed by volunteers**. **Raising awareness of available volunteer opportunities** to everyday trail users will drive increased participation and diversity.

12

Diversity, Equity, & Inclusion 🧑🏿🧑🏻

How welcomed do you feel with the Forest Service?



“It **doesn't seem** like many FS employees have received **basic DEI training**. We regularly have interactions where FS employees **dismiss** the sharing of **pronouns**, make **microaggressions** focused on gender identity and sexual orientation or use **racial stereotypes**. These instances have been dealt with by leadership, but these behaviors seem **pervasive**.

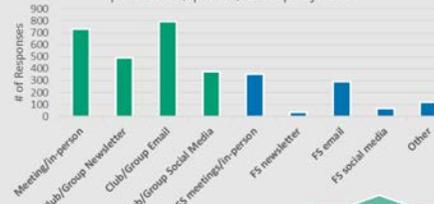
Improving Inclusivity for a Wider Audience

Welcoming Environment Personable Staff **Communication** Underrepresented Group Partnerships Appreciation
Value Partnerships Limiting Bureaucracy Provide Food, uniforms, or other perks
Staff/Trainer Diversity **Staff Involvement**
Intentional Outreach Listen to Needs Share/Recognize Partnerships
Good Job So Far **Provide Trails Training**
Enough/More FS Staff **Advertise Opportunities** **Timely Notification of Opportunities**

13

Communications & Collaborations 🗣️

Communications - Forest Service(FS) trail priorities, plans, and projects

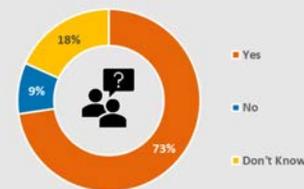


“An email is sent out 1-2 days prior to a workday. This **needs improvement**.”

“This **information is not readily available** from the Forest Service. I have to specifically request it and often no information is provided.”

“When you get to know FS staff well enough, they will call you or email you to advise you of events happening...”

Trail Organizations Collaborations in Local Area



14

(Continued on page 31)

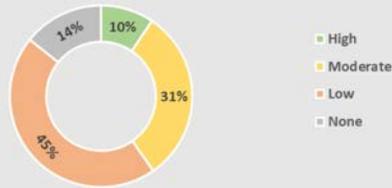
NEWS Continued...

(Continued from page 30)

Forest Service Priorities

Familiarity – FS Trail Priorities

(10-Year Trail Shared Stewardship Challenge & National Strategy for a Sustainable Trail System)



Over 50% of respondents have little to no familiarity with the Forest Service Trail Program's current priorities.

“I had **not heard** about the 10-Year Trail Shared Stewardship program until recently, there should be a **better method of sharing** with volunteer groups. The public should be **involved in the process** from the start, not after the USFS has made the plan. A lot of **important knowledge is being ignored** when volunteers are excluded.”

15

Feedback

“My group of maintainers are getting older. How do we setup a pipeline of volunteers to take over more leadership roles?”

“Trail programs will be the face of the future.”

“A volunteer coordinator at the Forest level would go a long way in accomplishing more work from volunteers on USFS lands.”

“Their needs to be a change in culture within the agency from looking for reasons why it won't work to finding solutions to make it work.”

“The Forest Service needs to be sensitive to the multi-user aspect of trail design and use. Safety concerns must be paramount.”

“You've got great people. Especially Trails people in the FS. They are passionate, skilled, and they are TIRE D.”

Next Steps...

The Washington Office Trail Program staff have started holding listening sessions with various levels of leadership to professionalize the trail program and improve communication.

For any follow up or feedback:

Contact us at WO_Trail_Program@USDA.gov

Washington Office
National Trail Program
Feb. 2022

16

Membership

Membership Matters

By Wayne and Florence Mohler, Membership co-chairs

It won't be long until the membership reminders will be going out for the 2022-23 membership year. We will be getting the electronic reminders out in August with the U.S. Postal Service reminders going out shortly thereafter. Club Express allows the family/individual members to print their new membership card from the WSSA website. For those without e-mail, we will continue to mail the membership cards as in the past. As WSSA continues to celebrate 50 years of supporting snowmobiling in Washington, we invite members to share recollections of events and issues faced by the association in the formative years of our association. Just send us a note and we will follow-up.

The manufacturers will be working with their dealers again this fall (October) to celebrate snowmobiling. Hopefully all the dealers in Washington will participate and the celebration will generate a lot of enthusiasm for the coming season. Stay tuned – more to come on this!

The International Snowmobile Council Congress (ISCC), held in June in Dubuque, Iowa, was well attended with approximately 325 attendees. It was great to see our Canadian counterparts and the snowmobile administrators group again as there was a lot of enthusiasm and a wealth of information to be shared. The Iowa State Snowmobile Association (ISSA) hosted this year's congress and Andrea Willey and her group of volunteers did a bang up job! It's not too soon to start planning to attend the 2023 event which will be held in

Moline (aka Quad Cities), Illinois, just a hundred or so miles further down the Mississippi River.

In closing, remember to renew your membership in the next few months, and ask a friend to join, too. There is strength in numbers and we will be having many challenges to keep our riding areas open. Remember - Your membership matters!



WSSA's Associate Partnership Program

Luft Trailer Sales in Ellensburg is offering a 10% discount on parts.



Are you next? Add your business name here!

With all the challenges facing everyone during this past year, we're starting a program with our Associate members to try to bring our snowmobile members together with our Associate members through an affinity or loyalty program. It's very simple and straightforward – As an Associate, just let us know how you would like to participate. WSSA will publicize the Associate members and what they are offering in the Snoflyer and on social media. Just contact membership@wssa.us to get signed up!

Matt's Misc.

When was your final ride of the season? On Facebook I saw a few folks still riding Baker in early July. Wow, pretty amazing! Especially when you consider the snow was winding down at the official end of the season on April 15th and many had already put their sleds away. But there was some **late snow and if you didn't mind competing** with the wheeled vehicles, there was good riding to be had in late April and early May. When was my last ride? I snuck in a ride on June 7th up on White Pass and rode very little dirt. Amazing!

Tracked UTVs/ATVs; how did it go? I know a few naysayers out there will want to paint a picture of near death and destruction out on the trails all last season, but there is no evidence to back that up. What we did see though was probably the worst possible scenario where we had early deep snow and a lot of traffic (by sleds, tracked UTVs/ATVs and snowbikes), followed by a solid freeze, locking in whatever tracks had been made. In normal conditions, the groomers would have been out during this time and grooming **the trails smooth, but as you'll recall, we had** a series of storms bringing down trees making grooming secondary to plowing snow-parks and then clearing the trails of trees. Because of the late start for grooming, it made for a rocky start of our snowmobile seasons and I did see some complaints of deep UTV/ATV tracks encountered in a few areas. Once we got through this initial period, my experience was one of friendly interactions and no conflicts. I attended a few different club events in the Yakima area and it was nice to see a few families out in tracked UTVs and welcomed by the event sponsors.

How did tracked UTVs/ATVs affect our bottom line? Last season, 102 tracked UTVs/ATVs were registered as snowmobiles, bringing in approximately \$9,600 to our program. Not a huge infusion, but compare that with snowbikes, where 192 snowbikes were registered, adding about \$18,100. It will be interesting to see what the numbers look like next season. (Note those registration numbers are through April 2022. Thanks to Wayne Mohler, Membership and Land Use Co-Chair, and Jason Goldstein, State Parks, for compiling the tracked UTV/ATV and snowmobile registration data.)

How accurate are those numbers?... I'm talking about the snowbike numbers referenced in the previous paragraph.

I suspect the number of 'registered' snowbikes is far lower than actual snowbikes be-

ing ridden out there. Every time we rode, we encountered snow-bikes at the sno-park; we almost never encountered a tracked ATV/UTV. With the numbers provided, there were less than twice as many registered snowbikes as ATVs/UTVs, so one would think we'd have seen a few tracked ATVs/UTVs or way fewer snowbikes. Hardly scientific, but I'd bet I'm right.

Which leads me into... We saw a lot of trucks in the sno-park this past winter without sno-park permits. At times I witnessed 50% non-compliance, and one of our local groomer reported 75%-80% non-compliance during some of their visits. Undoubtedly we have a large number of snowmobilers, snowbikers, and maybe even ATV/UTV users, who continue to snub their nose at the program.

And now, brace yourself... The Snowmobile Advisory Committee (SMAC) funding **meeting is about a month away so we don't** have the answers yet, but how do you think our Snowmobile Program will fare? Realize costs are up, especially diesel fuel which propel the groomers down the trail. Snowmobile registrations were down 2,000 from the previous season, meaning our income is down about \$189,000 from last season. Expect a push by some to raise snowmobile registration fees or establish a new fee on top of the current fee.

On that happy note... How would you like to be the next Winter Recreation Program Manager here in Washington? State Parks has initiated a nationwide search for our next Program Manager. This person will not only manage the snowmobile side, but the non-motorized side as well. If you think you are qualified, or maybe you know somebody who is, visit the webpage posted below for more details. The job posting is open until August 1st.

[https://www.governmentjobs.com/careers/washington/jobs/3597950/winter-recreation-manager-wms-band-2-tumwater?department\[0\]=Parks%20and%20Recreation%20Commission&sort=PostingDate%7CDescending&pagetype=jobOpportunitiesJobs](https://www.governmentjobs.com/careers/washington/jobs/3597950/winter-recreation-manager-wms-band-2-tumwater?department[0]=Parks%20and%20Recreation%20Commission&sort=PostingDate%7CDescending&pagetype=jobOpportunitiesJobs)

Arctic Cat planning for a future moon landing. Okay, maybe that is overstating, **but Textron, Arctic Cat's parent company, is working with Teledyne to help build NASA's next lunar rover prototype in the '60s.** Textron will offer chassis design, vehicle dynamics and suspension and handling expertise to the project.

By Matt Mead, Publicity Secretary



Road trip! Or cross-country sled trip! A couple of young guys living in Cambridge Bay, Nunavut, Canada, decided to save the \$1,200 (Canadian) shipping charge and ride the new sleds they had just purchased 1,500 kilometers (932 miles) home. The original route planned was actually only 1,200 kilometers (746 miles), but they did a little additional exploring.

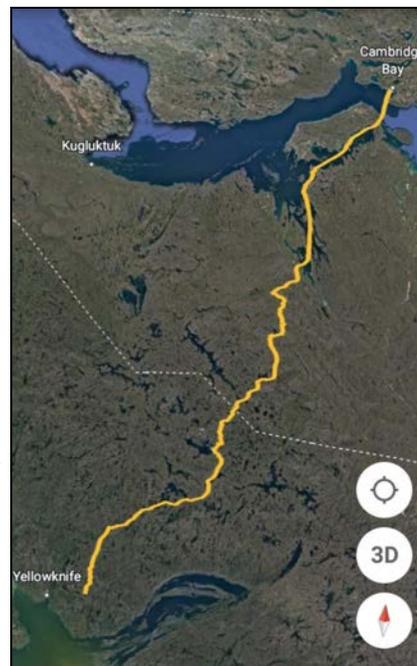
The pair flew to Yellowknife, Northwest Territories, a couple of weeks before the start of their adventure so they could build a pair of kamotiks (traditional Inuit sleds) to haul gas, food and other needed supplies.

The trip started on a local ice road and soon

they encountered large gravel sections they **couldn't tow the sleds through, so they had** to have a friend haul them about 150 kilometers past the bad sections. Unfortunately the time spent in the gravel did some minor damage to their new machines and they had to sit tight for a couple of days near Diavik waiting for the parts to be delivered.

Meals during the trip consisted of trail mix, chocolate, and other dried foods during the day, and a hot meal in the evening consisting mainly of meat.

Aside from a two-night stay in a house along the way, these guys slept in a tent every night and experienced extremely cold



(Continued on page33)

Matt's Misc. *Continued...*

(Continued from page 29)

temperatures and high winds. Average temps during the trip were highs around 0°F and lows around -15°F!

Would they do it again? Having learned a few things along the way, they are already talking about future cross-country adventures!

Easton Snomads celebrate 50 years! I didn't know about it until I happened to find an article in my daily Google Alerts back in April. Congrats Snomads! Nice article in the Ellensburg Daily Record. You can check it out here: https://www.dailyrecordnews.com/news/dashing-through-the-snow-snomads-celebrate-50th-anniversary/article_9c9de53c-a18f-50dc-ae5b-848e14b81784.html

Washington to preserve 10,000 forest acres as carbon reserve. So the headline read. Our state government has launched a new program to lease trees as carbon credits to emitters of greenhouse gases that are claimed to cause global warming.

The Department of Natural Resources (DNR) is partnering with Finite Carbon, a developer and supplier of carbon offsets.

"Purchasers are expected to be larger corporations seeking to achieve reductions in their carbon emissions", said Commissioner of Public Lands Hilary Franz, adding that in the first 10 years of the program, the DNR hopes to sell 900,000 credits reducing carbon emissions to the atmosphere by the equivalent of 2 billion vehicle miles traveled.

A total of 3,750 acres is being set aside now, with the balance yet to be identified for preservation in phase two.

The program in Washington is launching with protection of forests in Whatcom, Thurston, King and Grays Harbor counties.

Franz predicted the carbon leases would generate tens of millions of dollars for schools, colleges and local services that state trust lands support.

I'll let you chew on that for awhile.

I learned something new! Google Street View has used snowmobiles to help capture images around the world. Guess it makes sense. Google Street View has circled the planet hundreds of times



over the last 15 years. (Have they made you famous? I guess they now have pro-

gramming that automatically blurs faces and license plates.) At one time the cameras were monster sized, but today they weigh less than 15 pounds and can be mounted to just about anything. You can check out this **video for a 'how they do it':** <https://mashable.com/video/google-maps-street-view-how-they-do-it>

Polaris is selling Transamerican Auto Parts. They are selling to Clearlake Capital-backed Wheel Pros. The claimed reason is to re-focus on their core powersports business. **Personally, I've felt Polaris has diversified too much over the last decade or so. I say this strictly from a powersports user perspective; the more a company expands their focus, the more potential there is for them to shift resources away from powersports. Textron is a good example of this; they didn't do Polaris any favors back in the late 70s, and I'd argue they aren't doing Arctic Cat any favors today. But hey, that's just me.**

This sale is estimated to bolster Polaris by about \$135 million in the second half of this year.

By the way, Transamerican Auto Parts owns and operates all the 4 Wheel Parts stores.

1969 Polaris Innovator Sno Coupe. Over the years I've seen pictures of these things, but I didn't realize it was produced by Polaris. Affectionately known as the 'Gremlin', there were less than 200 produced and are very rare today.



Taiga delivers snowmobiles to Quebec's Parks and Wildlife Reserve Agency (Sépaq). Taiga's Nomad electric snowmobiles will reportedly allow Sépaq to maintain the performance they need while also preserving the environment. Sépaq states they are committed to reducing their carbon footprint and the purchase of electric snowmobiles is in line with this strategy. This is likely a good fit for an electric machine where they can set up a charging infrastructure as required.

Snowmobilers save moose. Not the first time we've heard a story like this. A couple of guys in the Anchorage, AK, area came across a moose that had fallen through the ice and was trapped in a creek this past

February. The poor guy just couldn't get up and out of the hole he was trapped in. The two started digging a large hole around the animal and when others saw what they were doing, chipped in and helped. One guy actually had a sledgehammer that helped break up the ice. You can check out the video here: <https://www.youtube.com/watch?v=UYDVSCZ5KEo>

Twenty-five fully vaccinated Nunavummiut won snowmobiles. (What's a Nunavummiut? It references all residents of Nunavut, Canada.) Nunavut Tunngavik Incorporated (NTI) held the drawing as part of its COVID-19 vaccination campaign for all enrolled Inuit over the age of five. Two more cash prizes of \$5,000 were also awarded to Nunavut Inuit living outside the territory. Individuals who had their names drawn were given until April 29th to show **proof of vaccination.** NTI's vaccination campaign was funded by the Government of **Canada's Indigenous Community Support Fund.** Bet there are a lot of different opinions on this subject. **I've certainly got mine.**

I don't even know what to say... Most of you have heard of Justin Bieber. Probably just about none of you know who Don Toliver is. (He's a 'famous' rapper.) What's the connection to snowmobiling? It's a bit of a reach... In a recent music video, Bieber and Toliver are seen 'riding' snowmobiles. In my opinion, the video is awful and both 'stars' are clearly not snowmobilers. The video makes absolutely no sense. Maybe I'm just getting old. (True, but I still have better tastes than this.) The song is called 'Honest' and you can check out the video here: <https://www.youtube.com/watch?v=n1khwOk5dN8>

Electric charging stations coming to White Pass! The locations weren't disclosed, but apparently a handful of electric vehicle charging stations are going to be installed along Highway 12. The new stations are expected to be finished by the end of the year and will include at least one DC fast charger and one Level 2 charger at each site. The project will be completed by Energy Northwest out of Richland and they have already helped install charging stations in Kennewick, Pasco, Richland, Connell, Prosser, George, Cle Elum, Ellensburg and Yakima in recent years.

So, now hear me out... While it's safe to assume the charging stations won't end up in our sno-parks, maybe they'll be situated not SO far from a sno-park. While you

(Continued on page 34)

Matt's Misc. *Continued...*

(Continued from page 29)

might not be able to ride in to a charging station, maybe a Taiga (or other electric sled brands) won't have to be hauled all the way home for an overnight charge. Maybe you will be able to top it off just a handful of miles from the trailhead. I know some are saying, FORGET THAT, ELECTRIC SLEDS ARE NEVER GOING TO BE VIABLE!! While I agree they won't be common in the near future, electric vehicles are here now and a ton more are in the pipeline. With them will come a lot more charging locations. (You might be surprised how many are already out there.) And as infrastructure and electric vehicle technology improve, you can bet we'll be seeing electric offerings from the manufacturers. Bombardier and Polaris are testing electric power sport toys now. I think the future looks pretty interesting!

And you were probably sleeping when this happened: Tucked into the state's new \$17 billion transportation plan passed during this past legislative session is a lofty goal of no new gas-powered cars sold by 2030, the most aggressive timeline of any state in the Country. The good news is this is just a 'goal' and not a 'mandate'. The bad news is Washington has tied their emissions program to California's, the most restrictive in the U.S. And California is finalizing rules to mandate all new car sales to be electric by 2035 which Washington would then follow.

And just a bit of info for you: Electric vehicles today in Washington account for a whopping 1.3% of all vehicles on the road. Washington ranks fourth overall in new registrations of electric vehicles.

(And to be clear on my position and keeping politics out of this. I'm all in favor of going the direction the market dictates. If electric vehicles are the answer, then people will move that direction without undue influence, i.e., mandates, by the government. I think electric vehicles are very interesting but I don't believe we need to outlaw one type of vehicle [petroleum-powered] to enjoy another [electric-powered].)

Montana says 'NO' to participating in the Biden Administration's 30x30 Initiative. In early March, Montana Governor Greg Gianforte announced Montana will not be participating in the U.S. Department of the Interior's (DOI) efforts to advance the 30x30 Initiative, calling it "long on philosophy and short on detail". The goal of the initiative is to conserve 30% of America's lands and waters by 2030. Currently 12% is in conservation status and to achieve the 30% goal, another 440 million acres would need

to be put into conservation, an area nearly five times the size of Montana.

In a letter to DOI, Governor Gianforte cited four reasons why Montana will not participate, including 1) the DOI's lack of requisite authority; 2) the actions are inefficient and would cause significant harm to Montana and its private landowners; 3) issuing ambiguous questions for comment does not constitute the public notice required for federal action; and 4) it's unclear how the DOI plans to fund the efforts.

This '30x30' plan should concern all motorized recreationists as it is a safe bet there will be a push to remove us from much, if not all, of any newly established conservation land.

It's a safe bet our majority leadership in Olympia fully supports 30x30...

Loop de loop with Levi Lavallee! I'm sure you've seen some of Levi's Red Bull-sponsored snowmobile stunts. They are pretty cool and the cinematography is spot on. His latest 'ride' is around La Citadelle de Québec, Canada's oldest military base, and includes a loop ala your old Hot Wheels set from when you were a kid. I don't think this is the finished Red Bull video, but it has lots of stunts, including the loop. You can check out the video here: <https://www.youtube.com/watch?v=PZqCwpNPbik>

SCOTUS Strikes blow to Administrative Agencies - How does it affect snowmobilers? Recently the Supreme Court released a decision in 'West Virginia vs. the Environmental Protection Agency', that noted federal agencies might be abusing their regulatory powers. The BlueRibbon Coalition (BRC) recently stated when they are fighting to protect outdoor recreation, 9 out of 10 times they are dealing with an administrative agency and usually these administrative agencies are acting through their regulatory power. Will there be opportunities for scrutiny of existing regulatory powers for federal agencies? If the Court stands by this decision, then agencies don't have authority to make major policy decisions without direct guidance from Congress. The BRC has posed this question... **If Congress hasn't given explicit authorization to create Subpart C Travel Management Rules to regulate snowmobiling, then does the Forest Service have the regulatory authority to create these rules?** BRC thinks this ruling is a win for the American people, noting we have substantially lost our voice in a regulatory state where most

major government decisions are made by un-elected bureaucrats. It's true the ability to un-elect politicians making poor decisions in Washington is far more direct than dealing with agency-directed roadblocks such as questionable NEPA (National Environmental Policy Act) processes, endless public comment periods, and appeals through administrative courts that can span a decade.

Win a Harley! Brought to you by the Pink Ribbon Riders, a group formed to raise money for breast cancer patients and an organization with strong ties to the snowmobile



BLUERIBBON COALITION



community. They are raffling off a 2022 Harley-Davidson Fat Boy 114 FLFB worth \$21,549. Tickets are \$30 each or two for \$50. Tickets can be purchased online here: <https://www.pinkribbonriders.com/motorcycle-raffle-fundraiser/?v=93b46a3fc67d>

Snoflyer or website comments? Don't hesitate to get in touch if you have a concern or question with the Snoflyer, WSSA website or our Facebook site. Call (509) 424-1575 or e-mail to snoflyer@wssa.us.

So, you're a mountain rider and don't need trails? RIGHT...

Facts Are:

- Groomed trails provide quick access to higher elevation & better snow.
- When you have sled issues, trails provide safest return to your vehicle.
- Injured? Yep, it's the trail they drag you out on.

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