



United Four Wheel Drive Associations

Protecting, Promoting, and Providing 4x4 Opportunities Worldwide

UFWDA eNews November 2014

Winter is on its way for the northern hemisphere, which means fewer daylight hours and perhaps the time to relive some of your summertime four wheeling by writing about an adventure for the UFWDA Voice.

One person who's going to be a little busier is Montana's Tom Mander, who volunteered to fill the role of UFWDA president... thanks Tom and welcome! For the first time in several years, UFWDA currently has a full complement of Board members.

That doesn't mean that any of us can relax. The 'game' keeps changing and there's much work to do to figure out how to best use the results of the recent US elections to improve access to public lands. Sadly the unilateral designating of National Monuments could actually escalate, as an otherwise neutered President thumbs his nose at congress and the senate.

In an unfortunate twist, there is the likelihood that a soon to be premiered History Channel 'reality TV' show called 'Alaska Off Road Warriors' depicting a race across part of Alaska will encourage the locking up of more lands. The preview suggests that there is very little environmental sensitivity and the program could set back by years the advocacy of groups like UFWDA, Tread Lightly! and so many others.

The Alaska Off Road Warriors Executive Producers are Elaine Frontrain Bryant, Julian P. Hobbs and Ed de Rivaz for History, and [Philip Segal](#) (CEO & Executive Producer), [Jeff Conroy](#) (President), [Sarah Whalen](#) (Senior VP of Programming) and Dolph Scott for Original Productions... Ice Road Truckers and Deadliest Catch.

Peter Vahry – editor - international vice-president
editor@ufwda.org

Headlines:

- UFWDA online magazine 'Voice'
- New adventure park could lure 200,000 ORVs to Groveland
- John Muir's legacy questioned as centennial of his death nears
- Post Election Agenda
What Motorized Recreationists MUST DO NOW
- Del Albright; Off-Road Motorsports Hall of Fame (ORMHOF) Inductee 2014
- Vermont Jeepgirl's Offroad Women's Magazine
- Sundowners 4x4 and Toys for Tots
- CALIFORNIA - Help Preserve OHV Use On The Six Rivers National Forest
- CPSC ROV Rulemaking - Take Action in Opposition
- Hatch proposes national recreation area at Sand Mountain UT
- A Worldwide Problem of Advertising
- History Channel program could set back four wheeling
- Wisconsin Off-Road Vehicle Park, Inc
- Stop the PCT land grab!

Protecting, Promoting and Providing 4x4 Opportunities Worldwide

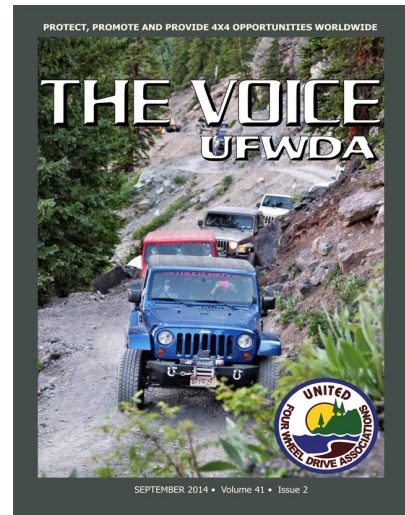
UFWDA online magazine 'Voice' deadline

Please note that the **deadline** for articles, photos, advertising etc. **was November 14** 2014 ... but as seems the norm, there is a shortage of photos of your four wheeling and those adventure stories.

If your club website has good stories and photos, please urgently send a link to editor@ufwda.org or simply send your photos and stories .

If you are, or would like to be **an advertiser in Voice**, then please contact Travis Howell at business@ufwda.org

UFWDA are happy to consider publishing members views on the issues that impact our recreation.



New adventure park could lure 200,000 ORVs to Groveland

Groveland Twp. — A few minutes from Mt. Holly, 4X4 trucks rocketed up steep bowls of dirt, as others carefully picked their way through bolder-littered technical courses, covering 35 acres of a partially operating gravel mine.

Over the course of one weekend, 300 drivers registered and drove in the Dixie Gully Run event, an Oakland County Parks test event. Approximately another 100 paid to just watch trucks navigate these difficult courses.



For any off-road enthusiasts living in the tri-county area, legal and public off-road driving is a minimum of 30 minutes away. The most popular places are in Clare (96 minutes away), north of Grand Traverse, Grayling, and the Silver Lake Sand Dune on Lake Michigan.

The Michigan Department of Natural Resources (MDNR) has applied to the Michigan Natural Resources Trust Fund for the grant. The Michigan Natural Resources Trust Fund will announce grant awards in early December. If all goes well, by December, a 300-acre adventure

Protecting, Promoting and Providing 4x4 Opportunities Worldwide

park will be in the works. Oakland County Parks would lease/operate the property as an adventure recreation park with a long-term lease.

Considering there are 200,000 off-road vehicle (ORV) license holders in Michigan, (many in southeast Michigan) the park could be quite a draw.

[Read the full article](#)

John Muir's legacy questioned as centennial of his death nears

Los Angeles Times 13 November 2014

John Muir is the patron saint of environmentalism, an epic figure whose writings of mystical enlightenment attained during lone treks in California's wilderness glorified individualism, saved Yosemite and helped establish the national park system.

As the first president of the Sierra Club, Muir shaped enduring perceptions about how the wild world should be prioritized, protected and managed.

But now some critics are arguing that the world has changed so much in the century since [his death](#) that Muir has gone the way of wheelwrights.

He is no longer relevant.

"Muir's legacy has to go," said Jon Christensen, a historian with UCLA's Institute of Environment and Sustainability. "It's just not useful anymore."

Christensen and others see Muir's beliefs as antiquated in the face of 21st century environmental challenges that the bushy-bearded Scot could not have imagined: population growth, urban sprawl, demographic shifts, climate change.

The debate boils down to Muir's primary ethic: The wilderness is a temple to be left undisturbed, so man occasionally can experience nature in its purity. That precept helped shape a century of conservation, ensuring that there would be unspoiled wilderness for succeeding generations.

"He had a huge passion for nature, such as we should all cherish in our hearts," said Mary Ellen Hannibal, a Bay Area author and Muir devotee. "He holds up an ideal of experiencing nature firsthand in a spiritual, transcendent way

"Environmentalism, in some ways, has moved beyond John Muir," said Noah Greenwald, endangered species director at the Center for Biological Diversity. "But he was a good guy. He was at the forefront of the notion of setting aside portions of pristine nature and letting natural forces in them move forward unimpeded."

To Christensen and others, however, Muir's notion that immersing people in "universities of the wilderness" — such as Yosemite — sends the message that only awe-inspiring parks are worth saving, at the expense of smaller urban spaces.

Critics also say Muir's vision of wilderness is rooted in economic privilege and the abundant leisure time of the upper class.

Rather than accessing Muir's beloved Sierra Mountains as backpackers, skiers or rock climbers, they argue, Californians would benefit more from the creation of urban parks, additional roads and trails in wild lands.

Nature exists in many forms, they say. Pristine wilderness is but one.

[Read the full article](#)

Protecting, Promoting and Providing 4x4 Opportunities Worldwide

Post Election Agenda

What Motorized Recreationists MUST DO NOW

By Jerry Smith
Director of Environmental Affairs – United Four Wheel Drive Associations

By now, everyone should know that the American people have overwhelmingly rejected the current direction of American politics in general. This opportunity should not go unexplored by the motorized recreational community.

For the first time in many, many years, we have a chance... just a chance, to begin turning around the tsunami of preservationist lead doctrine and management practices of OUR public lands.

Here are just some of the issues we should be pursuing at the national level... which is THE reason the United Four Wheel Drive Associations was formed in the first place:

- Define “Road” and “Trail” in terms that what is on the ground cannot be disputed
- Release “Roadless Areas” to true multiple use
- Amend or replace the Antiquities Act to LIMIT how large an area may be set aside by an Executive order.
- Outright rejection of the “Forest Planning Rule”
- Push congress to vote on Wilderness Study Areas AFTER a final review is done with a REAL, Working definition of “road” is in place.

Before we discuss the above issues any further, if YOU have a national issue that you believe should be on this list, PLEASE, PLEASE send it to me at; [landuse\(at\)UFWDA.org](mailto:landuse(at)UFWDA.org) . Your input is always appreciated.

Item 1. The Wilderness Act of 1964 was not all together a bad thing. SOME Wilderness is a good thing. But like everything, too much of a good thing is sometimes a bad thing.

Like so much of what congress does, they failed to spell out some vital parts of what qualified as Wilderness. One of the very first qualifications was: it needed to be “Roadless”. Seems simple... but they have to this day never had an honest definition of “road”. The preservationists, both inside and outside the land management agencies, ignored what was physically on the ground during the Wilderness studies and they have qualified many areas that should be unqualified by using this small oversight. Preservationists are presently suiting the USFS to remove man made structures from a Wilderness Area in Washington State.

(<http://blog.preservationnation.org/2012/04/02/federal-court-orders-removal-of-historic-fire-lookout-in-washington-state/#.VF1Eeb6lc6Y>)

The real question nobody is asking is; “If it doesn’t qualify to be included in a Wilderness Area NOW, why did it ever??? The answer is that Preservationists will lie, cheat, and steal to “preserve” public lands. They would qualify a land with an Interstate Highway running through it if they could. It’s only a “lineal feature” according to the Utah BLM.

Changing the names of things is a proven tactic to get whatever they want. Never let details stand in the way!

We, the motorized users of public lands MUST find a concise, yet precise definition of a road that can no longer be circumvented in regard to “Wilderness qualifications”.

Protecting, Promoting and Providing 4x4 Opportunities Worldwide

Item 2. Roadless areas are currently managed as if they are Wilderness. They did not qualify after no less than 2-studies, (RARE I & RARE II). Why must they continue to be off-limits to motorized use (multiple use)???

Item 3. Limits on the President as to how much land he can single-handedly set aside as a National Monument are necessary. No one person should have that power... period. If it cannot be done through proper negotiations, it should not be.

Item 4. The Forest Planning Rule is incredibly weighted toward Preservation. This is one of the reasons several National Forests have closed up to 70% of their roads recently. This practice is bad management in the first place, and poor policy in the second.

Item 5. Congress needs to act. Wilderness Study areas have been “studied” enough.

Del Albright

Off-Road Motorsports Hall of Fame (ORMHOF) Inductee 2014

Del Albright, Director of Operations for the BlueRibbon Coalition and long-time advocate for open access to public lands and trails, has been inducted into the Off-Road Motorsports Hall of Fame.

Del’s resume reads like an entire set of encyclopedias (for those who remember encyclopedias). If there is something Del hasn’t done in and for the sport of 4-wheeling, we don’t know what that might be.

Del has been instrumental in everything “land use” for decades. It’s unbelievable what this one man has accomplished.

- Creating training courses for volunteers
- Training of volunteer leaders
- Numerous articles written
- Helping with the creation of “Friends of the Rubicon” and several other groups
- Hours and hours of manning a booth talking land use with anyone who comes by
- Writing letters and attending meetings for recreational access

And that just scratches the surface.

If you need help with starting a Jeep Club, Del’s your resource!

Need grant money for a trail project... yep, Del can get you started

How about how to run a good, productive meeting? Letter writing tips? Oh yeah...

If it is public land use related, Del Albright and his website will likely have an answer to any question(s) you may have.



As a recent graduate of Del’s Recreational Leadership Training Course (RLTC), I can give testimony to the fact that if you have ANY kind of leadership role in your club, association, or even other endeavors, this course will give you so many “right ways of doing it”, you will have to review the course often just to get all of the great advice and learning from it.

Protecting, Promoting and Providing 4x4 Opportunities Worldwide

Reading his many articles regarding public land access, club formation, ride alongs with elected figures, attaining grant money, Wilderness, and too many other subjects to list here, will provide sound advice to get you where you want to be.

The United Four Wheel Drive Associations offer our hearty congratulations to Del Albright as a 2014 Inductee into the Off-Road Motorsports Hall of Fame. It was well deserved!

By Jerry Smith
UFWDA Director of Environmental Affairs

Vermont Jeepgirl's Offroad Women's Magazine

[Vermont Jeepgirl's Offroad Women's Magazine](#) is dedicated to bringing great reading written by offroad women for the women who offroad.. A free online publication.

The ***Vermont Jeepgirl's Off Road Women Online Magazine*** will cover REAL women who off road, not only here in the United States, but through out the world.

Sue Miller-Norton
The Vermont Jeepgirl

Sundowners 4x4 and Toys for Tots

On Dec. 6th [Sundowners 4x4 Kalamazoo MI](#) will be hosting a Toys for Tots donation, at our local Toys R Us. We will join with some of our local marines, JCR Offroad a local fabricating business, Perry's our local Harley Davidson dealer, and a local radio station. It has, in past years, been known to have one of the largest single day donations in the area according to some of our senior members.

It is one of largest events that the entire club gets behind. We always have plenty of 4x4's on site, as well as a few Hummers from the marines. We might even get a 6x6 or two to show up.

CALIFORNIA - Help Preserve OHV Use On The Six Rivers National Forest

From BRC....

Dear OHV Recreationist,

The Six Rivers National Forest in Northern California has a new Forest Supervisor, Merv George. Merv and his family are from the area and I believe it is important for OHV recreationists from across this county who have visited or want to visit this part of California to let him know that you value continued access to historic motorized roads and trails.

This part of the state is also home to a number of hard-core anti-access groups who most certainly will be making demands on his office to close roads and trails. **Local and out-of-the-area access interests must weigh in to counter these closure demands.** There is too much at stake!

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The Forest provides for a wide range of both motorized and non-motorized recreational and cultural activities that are important for local residents, small businesses and tourists. It also provides access to historic motorized roads and trails such as the southern entrance to the famous McGrew 4WD Trail. Off-road motorcyclists and ATV riders enjoy the designated trail system on the Mad River Ranger District. The agency's road network offers scenic tours for adventure bike enthusiasts and SUV owners.

Please take just a minute to use our [letter generator](#) to let Mr. George know that you value access to OHV roads and trails.

Thanks, Don Amador
BRC Western Representative

CPSC ROV Rulemaking - Take Action in Opposition

What's Going On?

The Consumer Product Safety Commission (CPSC) is proposing to make a "rule" for ALL powersports OEMs. The "rule" would mandate unnecessary, restrictive design standards for side-by-sides (ROVs).

[What Does That Mean for Me?](#)

The "rule" would require OEMs to build to arbitrary design standards in 4 areas.

The Federal Government wants to design your next off-road side-by-side vehicle by mandating handling and performance capabilities and requiring excessive and potentially unsafe restraint systems. If not halted, the mandate will limit the off-road community's options.

Your immediate action is needed now. By reaching out to your elected officials and letting them know you oppose this mandate, together we can halt this regulation, but you must act now. **We only have limited days to act**, and tell Congress and the CPSC that their mandates are not right for the off-road.

As a unified off-road community, we can protect our right to ride for today and the future.

[Learn More And Speak Out Today](#)

Hatch proposes national recreation area at Sand Mountain UT

Written by [Julie Applegate](#) on November 17, 2014

ST. GEORGE – U.S. Sen. Orrin Hatch's office is working on draft legislation that would create a national recreation area on approximately 21,760 acres of land in the current Sand Mountain off-highway vehicle area near Sand Hollow State Park. If passed, the bill would guarantee that the area remains permanently open to off-highway vehicle use.

Creating a national recreation area with language mandating open OHV access in perpetuity would take this decision out of the hands of Bureau of Land Management, Hatch spokesperson Heather Barney said.

"It would mean that if anyone were to want to restrict access or develop in this area it would require an act of Congress, as opposed to the current BLM authority," Barney said.

The bill would create the "Hurricane Sand Dunes National Recreation Area," which would encompass most of the current Sand Mountain OHV area. Historically, the area has been called the "Hurricane Sand Dunes" and "Sand Hollow OHV Area."

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“The bill is currently a discussion draft, meaning we are working with the stakeholders involved to improve the language so that we have something we can all support before Senator Hatch introduces it, or doesn’t, depending on the feedback we receive,” said Barney.

The proposed recreation area encompasses all of the Sand Mountain OHV area above the edge of the plateau, but not the lower part where there are ATV and motorcycle trails, said Utah Public Lands Alliance President Gil Meacham.

“They’re proposing to take everything at the top of the rim, from over by the Hurricane airport, over to the rim above Warner Valley, and from the new Southern Parkway to the rim on the other side – all that area they want to make into a national recreation area with the exception of the 1,200 acres involved in the proposed land exchange,” Meacham said.

The draft bill in its current state specifically excludes a 1,200-acre piece that is part of a [proposed land exchange](#) between the county and developer Bob Brennan.

[Read the full article](#)

A Worldwide Problem of Advertising

A recent and controversial advertising shoot for 4x4 vehicles has resulted in damage to the grassy slopes of a prominent Snowdonia mountain. It has also exposed a weakness in our public bodies and their ability to protect the landscape of National Parks. Considering the history and on-going problem of illegal off-roading within National Parks and Areas of Outstanding Natural Beauty, **Garry Smith** argues that this perhaps wasn’t the most sensitive of marketing ideas by Land Rover’s advertising agency.

[Read the full article](#)



History Channel program could set back four wheeling

As put eloquently on the [Frontier 4Wheelers Facebook page](#)

With the History Channel’s new show “Alaska: Off Road Warriors” getting ready to premier at the end of this month I wish to address something. If I judge this show by the video trailer that the History Channel has provided, it is promoting everything about off-roading we detest and try so hard to discourage.

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Again, judging from the video, it promotes a race across public lands where the teams hurt themselves, tear up their vehicles and damage the environment for money and ratings. This is reality tv folks. This means we can expect very little reality and lots of bad behavior. I understand that a show about people following the tenets of the [Tread Lightly!](#) program would be a bit boring, but BS like this just encourages more people to TEAR IT UP and get more and more public locked out of our public lands. We have spent way too much time trying to convince the public, our Forest Service representatives, the BLM and others that we ARE NOT "that" kind of people. I will not lie quietly while the History Channel ruins what little advancement we have made to that end.

Experience the race TO TEAR UP the Alaskan wilderness on four wheels

UFWDA are working on a response to the History Channel program, and will post on [our Facebook page](#) as soon as we have all the facts.... Ed

Wisconsin Off-Road Vehicle Park, Inc.

The Wisconsin Off-Road Vehicle Park, Inc. (WORVPI) is a non-profit charitable organization dedicated to providing economic development through a recreational venue which educates and encourages the principles of safe and responsible motorized recreation. With our goal of exceeding the expectations of motorized trail recreationists and their families, WORVPI is developing a 10,000 acres motorized recreation venue (Park) in Northern Wisconsin. Upon completion, this will be one of the largest, all-inclusive motorized recreation areas east of the Mississippi River.

Our Park will provide motorized off-road enthusiasts an opportunity to ride an extensive trail system ranging in challenge from mild to wild. Our Park is being designed to exceed the expectations of children as well as the seasoned off-road veteran. We are currently presenting details of our Park Project to the Board of Supervisors in Forest County (located in Northern Wisconsin). Our proposal is to form a partnership with the county. The County would own the property, while WORVPI would develop and operate the Park. All proceeds from Park operation (after expenses) would be used for any County debt service (tied to the Park Project) and to stimulate economic development within the County. As you might imagine, the anti-motorized and NIMBY (Not In My Back Yard) types are actively opposing our Park Project. Our contracted research (conducted by two independent sources) is the focus of their attack (doubting the projected annual Park attendance numbers).

WORVPI is about to unroll a promotional campaign aimed at providing local Forest County residents with accurate information regarding our Park Project. One aspect of that campaign is to demonstrate widespread support among organized motorized recreationists for our Park Project. This will include regular WORVPI Press Releases informing of "Partnerships", numerous local direct mail updates, regional news & advertising, and other assorted contacts. This is a two-step approach, involves general public information updates and direct mailings to County residents and business owners. The direct mail pieces are aimed at impressing the need and demand for this venue to county residents and county supervisors. ***This is where we're you and your club or association can help!***

We're hopeful that you will participate in supporting our Park Project by entering into an MOU with WORVPI? The MOU is a fluffy, feel-good document that commits your group to nothing. Partnering with WORVPI simply assists us in providing documentation that motorized recreational groups are interested in our Park Project and looking forward to having our venue as a viable vacation/recreation venue for the members and their families.

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If our club or association is interested in participating please shoot us an email at: President@WORVPI.org. We'll customize an MOU specifically tailored for your group. If you're comfortable with the agreement all you need do is print, sign and return. In return you'll receive a letter of thanks, a warm fuzzy feeling and hopefully, another place to trail ride and recreate! If you have questions, concerns or would just like to chat, feel free to shoot us an email or give me a call at (715) 490-5463.

Stop the PCT land grab!

Stewards of the Sequoia recently discovered a Pacific Crest Trail Association proposal which seeks to create a one mile wide Pacific Crest Trail (PCT) corridor likely restricting all forms of recreation and land management in three National Forests. They also seek to limit trails and roads crossing the PCT to no closer than 5 miles apart, as well as restrict horseback and hiking events.

We created this short video to help inform you about it.

Please use the Tell A Friend link at the bottom to forward this to your friends and family

Please watch the video now and Take Action



PRESS ABOVE PICTURE TO PLAY VIDEO

Together we can keep our trails open

*Chris Horgan
Executive Director
Stewards of the Sequoia
Division of CTUC 501c3*



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UFWDA forum update

The current UFWDA forum is outdated but still works and has needed manual help to register new people for some time. This will shortly change as UFWDA move to a new polished version that should make things more secure and yet easier to interact with. Once the new version is installed it will require a new registration for all users. A notice will go out once the new forum is activated.

UFWDA on Facebook and Twitter too

[Check us out and maybe 'like' us!](#)

Find UFWDA on [Twitter](#) as @ufwdaorg

You may even find other information on Twitter

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The deadline for contributions to UFWDA eNews, is the 10th of each month.
Please send materials to editor@ufwda.org

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