

Wisconsin Off-Highway Vehicle Association's

Badger Tracks

"Your off-highway vehicle recreation future begins here"

High-Centered

Spring 2013

High-Centered is a quarterly feature which assists you (the motorized recreation enthusiast) in your quest to become a more involved access advocate. If you've ever been high-centered on the trail you'll relate to this phrase. High-centered on the trail implies that you find yourself looking like a turtle perched on a rock. Try as he might, he just can't extend his legs down to the ground. If you're high-centered on the trail, you're in the same predicament. Your wheels just can't quite reach solid ground. If only you could get just one tire to bite you could free yourself and continue on your quest. All you need is a little nudge, just a small tug. Just that little bit of assistance will get you moving!

The U.S. Forest Service (USFS) is required to conduct an Environmental Assessment to determine if an Environmental Impact Statement is needed for site specific projects that could have a potential environmental impact on Forest Service properties. This is the second of a two part series of High-Centered which focuses on getting you involved and participating in the project planning process in the Chequamegon-Nicolet National Forest (CNNF).

It's vital to comprehend the project planning process to assure that your participation in the process has maximum impact.

Involvement and the timing of that involvement is the key to successfully influencing project planning at the CNNF. Follows is a breakdown of the project planning process and how what you involvement can and should be.

Step 1 - USFS identifies need for project. Forest Enthusiast (You) propose a project to the USFS in written form to the Forest Supervisor.

Step 2 - USFS develops site-specific detailed project proposal. You develop a site-specific written project proposal and submit to the Forest Supervisor.

Step 3 - USFS conducts scoping during which they solicit public comment on the site-specific proposal. You provide your written site-specific comments on the proposal in which you suggest issues, alternatives or mitigation measures.

Step 4 - USFS develops alternatives based on the issues raised (by you) during scoping. One alternative is to stay with the status quo (No Action). You submit written comments on the proposal. You can support an "Alternative", suggest variations to the original proposal, suggest variations to the suggested potential alternatives, or suggest a completely different and previously proposed alternative.

MISSION STATEMENT

The Wisconsin Off-Highway Vehicle Association exists for the sole purpose of proactively assuring that public and private off-highway vehicular recreational opportunities are expanded in Wisconsin for safe use by this and future generations.



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High-Centered cont.

Step 5 - USFS initiates a public comment process (30-day comment period for projects documented in an EA and a minimum 45-day comment period for project documented in an EIS). See 36 CFR 215.5 for detailed information. You read the EA or EIS. Provide comments on the environmental analysis. See 36 CFR 215.6(a)(3) for a detailed description of what information to provide in your comments.

Step 6 - USFS will publish a Notice of Decision in the newspaper of record. See 36 CFR 215.7 for detailed information pertaining to this subject. You review the decision to determine if you support the decision or wish to appeal the decision.

Step 7 - USFS will open an appeal period which will be open for 45 days following legal notice of decision in being published in the newspaper. The exception is if no one expressed interest (or only positive comments in support of the proposed action were received) and there is no change from the proposed action. In this case no appeal period is opened. See CFR 215.7, 215.11 & 215.12 for detailed information. You exercise your option to appeal. You must file a Notice of Appeal (see 36 CFR 215.14 for Appeal Content requirements). Note: Only those who submitted comments during the 30-day EA comment period of the 45-day EIS comment period have the ability to file an appeal. See 36 CFR 215.13 for information.

Step 8 - USFS (assuming no appeal or appeal not upheld) implements the project which is subject to the timing requirements of 36 CFR 215.9. You participate in the project (if you supported the project) by contributing labor, equipment, funding or grants applications.

Step 9 - USFS monitors and evaluates the project results. You provide feedback and comments on the project to the Forest Supervisor.

If this seems like a long, confusing process...it is! The key is to become and remain involved from start to finish. As you'll note from Step 1, get involved before the project starts by suggesting a project to the CNNF.

"Get involved...The world is run by those who show up." Maybe you've seen that saying on a bumper sticker, or heard it quoted by politicians rallying their supporters. Like it or not, the world is run by those who show up. Maybe you don't like what's being done in the CNNF, but the question is where have you been? You have little right to complain if you haven't been involved. In fact, Step 7 states you have no right to appeal if you haven't been involved.



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WOHVA's Annual Volunteer Appreciation Dinner

The Wisconsin Off-Highway Vehicle Association (WOHVA) Executive Committee would like to take this opportunity to say "THANKS for being a WOHVA Volunteer in 2012!"

Because of the commitment and dedication of our legion of volunteers, WOHVA continues to make huge strides in assuring OHV recreational opportunities not only remain available, but actually expand here in Wisconsin! Anyone who has attended the Northwoods - Mole Lake Jeep Jamboree USA, Great Northern Trail Ride or participated in any of the numerous Mole Lake Trail Days (over the past years) will attest that trail riding opportunities are indeed increasing in Wisconsin.

WOHVA would like to recognize your commitment to furthering OHV opportunities here in the Badger State by inviting you to our Annual WOHVA Volunteer Appreciation Dinner on Friday, April 12th at the Mole Lake Lodge & Conference Center in Mole Lake, Wisconsin. Cash Bar opens at 4:00pm. Dinner at 6:00pm.

This private event is available to 2012 WOHVA volunteers only! Unlike previous

years, WOHVA will not be mailing individual invitations to volunteers (we're saving the postage and using it to further increase motorized trail opportunities). All volunteers (you know who you are) can register to attend the dinner by returning their WOHVA 9th Annual Wisconsin OHV Enthusiasts Workshop Registration Form with the Volunteer Appreciation Dinner marked. We ask that if you would like to bring a guest, please be aware that the guest(s) will be charged as follows: Adult - \$20, Child - \$5, Child Under Seven - Free.

The WOHVA Volunteer Appreciation Dinner is an annual gathering of like-minded OHV enthusiasts/volunteers and a great way to welcome in the motorized recreation season! As in past years, the WOHVA Volunteer Appreciation Banquet is held during the WOHVA 9th Annual OHV Enthusiasts Workshops & Membership Meeting. For your convenience, you can find a registration form for the Enthusiasts Workshop under the "Events" tab on our Web Site.

WOHVA Volunteers ROCK!!! See ya in Mole Lake!



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WOHVA's 9th Annual Wisconsin OHV Enthusiast Workshops

The Wisconsin Off-Highway Vehicle Association (WOHVA) is proud to announce the venue of instructional and informational workshops scheduled for our 9th Annual Wisconsin OHV Enthusiast Workshops on April 12th & 13th, 2013.

Scheduled Workshops Include:

- CPR Refresher Course for Outdoor Enthusiasts Workshop
- Mammal Track Identification Workshop
- Non-Profit Financial Management Workshop
- Chequamegon-Nicolet National Forest Motorized Vehicle Use Map Update
- Off-Road Park Update
- WOHVA's 2013 Annual Volunteer Appreciation Banquet
- WOHVA's 2013 Annual Luncheon with State Representatives
- WOHVA's 9th Annual Membership Banquet & Raffle
- Trail Construction & Maintenance Workshop
- WOHVA Bi-Monthly Directors Meeting
- WOHVA 2013-2014 Annual Membership Meeting

Detailed information on all the above Workshops (including registration) will be available soon on our web site. Look under the "Events" tab.



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WORVPI News

The Wisconsin Off-Road Vehicle Park, Inc. (WORVPI) has released portions of their much anticipated Business Plan & Feasibility Study. If you're not familiar with WORVPI, WORVPI plans to develop a non-profit business in the form of an off-road vehicle park that aims to stimulate economic development in Northern Wisconsin; more specifically Forest County. This will be the first park of its type in the state of Wisconsin and by far one of the largest in the entire country.

WOHVA is excited to have played a major role in the development of WORVPI and encourages all motorized trail recreation enthusiasts to become members of WORVPI.

Both membership information and the aforementioned releases are available on the WORVPI Web Site at www.WORVPI.org.

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Following up on last month's article, [A Primer on Winching](#), Part 1, we'll delve deeper into the winching process. As with the previous column, this information comes from my exclusive Winch Recovery Bandana, [which you can purchase from the Badlands Off-Road Adventur's web site.](#)

Winch kit

All successful winching starts with a good winch kit. That kit should include a pair of sturdy, loose fitting leather gloves, a tree strap 15 to 16 feet long, a heavy blanket, four to six D-rings, and a piece of 70 grade 3/8" chain (10 feet is long enough). Let's look at each component.

Sturdy leather gloves are mandatory. Steel winch line develops small broken wires that will tear into your hands. Loose fitting gloves allow you to pull your hand out if the gloves become caught in the winch or line. A tree strap that is at least 15 feet long will be long enough to go around larger trees. This is done to protect the tree. A chain or cable will cut into the bark, mortally wounding the tree. Also, cable that's wrapped around a tree and hooked back on itself develops a kink, which weakens the cable. The blanket is used as a "parachute" and placed over the winch line during winching to dampen recoil should the winch line break.

The chain, by the way, needs to be sturdy. Chain strength is given in grades; the higher the number, the stronger the chain. The Working Load limit (WLL) of the chain needs to be in the same range as the rest of your gear.

Using higher grade chain (like grade 70) allows appropriate strength in a smaller link size which is easier to store and manage. Chain found at hardware stores is typically around a 43 grade. You will need quite a large link size at that grade. Go with 70 grade (or higher if you can afford it). Higher grade chains have each link welded for extra strength. Finally, having four to six D-rings puts more options at your disposal, especially for complicated winching.

What is working load limit?

I want to stress one thing: Never use equipment whose rating – either working load limit (WLL) or breaking limit – you don't know. If that information is not on the item, do not use the part. You could put yourself and everyone else in danger.

Working load limit, previously called safe working limit, is just what it means: the maximum stress that the item is designed to handle while in use. For safety reasons, the WLL of winching components is about one-fifth of the item's breaking strength. Let's look at some examples. The WLL for grade 70 3/8" chain is 6,600 lbs. D-rings should have a minimum of 3/4" pin. That size has a WLL of 9,500 lbs. You can find the WLL for other sizes of parts on my winching bandana.

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Winching cont.

After purchasing the parts, if the WLL is only indicated on the package it comes in, make sure you transfer the WLL onto the part permanently. A permanent marker (magic marker or Sharpie) works great on tree straps, whose packaging you pitch after opening. For pulleys and D-rings, carve the information with an engraving pen into the metal. Original sticky labels and markings tend to wear off over time.

Also, never use a recovery strap for winching. Recovery straps are designed to stretch. That stretching builds energy, which is used to snatch a stuck vehicle free. A jerking action while winching is dangerous because of all the metal parts used. A recovery strap adds additional recoil to the winch rigging which is not desirable. If that strap were to break, you'd have a bunch of steel missiles flying around. (For more information on risks of using a recovery strap, see "Don't Lose Your Head While Recovering a Vehicle.") For winching, we want a nice, steady pull.

Winching starts with a vehicle recovery plan

A winching operation is serious business and should be treated as such. Take your time to think it through before proceeding. The following steps are outlined under the Vehicle Recovery Plan section of the bandana.

Make sure everyone in the affected vehicle is safe, especially if the vehicle rolled over. Be prepared to provide first aid, but also make sure the vehicle itself is stable. If not, you may need to attach straps or cables first. Also, look for any hazards that could endanger the recovery crew.

Be careful if the vehicle is perched on its side. You don't want it dropping on top of you while you're attaching the cable.

A vehicle recovery plan is essential. Gather everyone together. Get their input, and determine the best course of action. Don't let anyone start rigging up until you've decided what to do. If need be, appoint a leader. Have someone (that could be you) take charge of the situation. The winching should be done in an orderly manner.

Inspect the vehicle. Are there any broken or dangling parts that could affect the recovery? What about leaking liquids? Do something to capture those until you can devote time to the environmental issues and clean up.

Determine your exit path, and get a lay of the land. See if there are any obstacles you'll need to overcome. What is the best direction to go? It's always easier to go downhill, but you may find that pulling a few feet up and over a hill or obstacle makes more sense.



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Winching cont.

If the vehicle is on a slope, set the emergency brake. You don't want the vehicle rolling downhill once it's freed up.

Plan the rigging. Estimate your stuck load, and calculate whether you have the capability to handle the load. (See the sidebar for more information.) Pulleys add friction, so remember to add 10% to the load for each pulley used.

But pulleys also aid in pulling. A full discussion is beyond the scope of this article. Just remember that when you use one "moving" pulley, the winch "sees" only one-half of the total load. (Only one-third, if two "moving" pulleys are used.) The total load may be 10,000 lbs. but the winch needs to pull only 5,500 lbs. (10,000 plus 10% for the pulley divided by 2).

Last step
Set up the rigging and double check it. Take up the slack and re-inspect for correct assembly. Proceed with the recovery.

This may seem like a lot of steps—especially when you're following off the bandana—but after doing a couple; it's easy to pick up the fundamentals of winching. For additional, hands-on training, [sign up for one of my winching courses.](#)

Warning - this article is not a substitute for proper training and use of quality equipment that is used within the bounds of their safe working load. We advise you to use this information at your own risk. We cannot control the quality and specifications of the equipment used and the methods actually employed.

This article is reprinted with the permission of Tom Severin, President of Badlands Off Road Adventures, Inc.



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USDA Forest Service Trail Construction and Maintenance Notebook

WOHVA strives to keep our members informed and updated on contemporary issues of importance to OHV enthusiasts, but specifically to those enthusiasts the recreate in the Chequamegon-Nicolet National Forest. Along those lines, WOHVA would like to share the below information with you (our trail volunteer).

The USDA Forest Service has available (FREE) a basic trail construction and maintenance handbook. The handbook is presented in an easy-to-understand fashion, and has oriented it to the needs of the trail volunteer.

To keep the notebook's size functional it is current with Forest Service policies and direction. It is a practical guide for trail work in your Forests! They kept the notebook small, but still extremely readable so it fits easily into your shirt pocket or backpack.

The notebook is in a black and white format and is chucked full of excellent diagrams and photos which explain or clarify the principles and techniques being presented. It also contains a quick reference metric conversion table placed handily on the inside back cover.

You can request your copy electronically at

<http://www.fhwa.dot.gov/environment/rectrails/trailpub.htm>

Editors note:

Starting with the Spring 2013 edition of Badger Tracks you'll notice more representation of WOHVA's supporting clubs and sponsors' as well as national associations which WOHVA supports.

WOHVA is also soliciting article's for submission which encourages safe & responsible OHV recreation, promotes a worthy cause or general articles you wish to contribute to the newsletter.

WOHVA reserves the right to use discretion of content in publishing article's.



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April 12 & 13

WOHVA's 9th Annual Wisconsin OHV Enthusiast Workshops WOHVA Board of Directors Meeting
Mole Lake Lodge & Conference Center Mole Lake, Wisconsin

June 1

WOHVA Spring Pipeline Workday (WOHVA Volunteer Event)
Pipeline 4X4 Recreational Corridor – Lakewood, Wisconsin

June 8

WOHVA Trails Day Mole Lake, Wisconsin

June 16

KMSR Fathers Day Hillclimb Kewaskum, Wisconsin (WOHVA Volunteer Event)

June 22

WOHVA Trails Day (Focus on Full-Size Trails) Mole Lake, Wisconsin

June 29

WOHVA Trails Day Mole Lake, Wisconsin

July 13

WOHVA Trails Day Mole Lake, Wisconsin

July 18, 19 & 20

18th Annual Northwoods-Mole Lake Jeep Jamboree USA
Mole Lake Lodge & Conference Center Mole Lake, Wisconsin

August 3

WOHVA Trails Day (Focus on Full-Size Trails) Mole Lake, Wisconsin

August 16 & 17

6th Annual Great Northern Trail Ride
Mole Lake Casino & Conference Center Mole Lake, Wisconsin

August 24

WOHVA Trails Day Mole Lake, Wisconsin

August 31

WOHVA Trails Day Mole Lake, Wisconsin

September 1

44th Annual Brush Run Championship Off-Road Races
(WOHVA Volunteer Event)Crandon International Off-Road Raceway – Crandon, Wisconsin

September 28

WOHVA Fall Pipeline Workday (WOHVA Volunteer Event) *** National Public Lands Day ***
Pipeline 4X4 Recreational Corridor – Lakewood, Wisconsin

October 20

Field & Forest Dual Sport Ride (WOHVA Volunteer Event) West Bend, Wisconsin