The Okanogan-Wenatchee National Forest is proposing changes to motor vehicle use on specific roads, trails and areas within the non-wilderness portion of the Forest. Winter -- over the snow motorized use -- will not be analyzed at this time and is not part of this proposal.

The proposed action is to close the Forest to cross-country motorized travel off the existing National Forest system road network, and existing National Forest system motorized trails, consistent with current designations of vehicle type and seasonal closures.

- All roads currently open for motorized use (maintenance levels 2-5) would remain open to highway legal vehicles.

- All motorized trails would remain open to the current vehicle designation (4x4, ATV [<50 inches wide], or motorcycle).

- All closed roads (maintenance level 1) would be closed to motorized vehicles, unless part of a motorized system trail.

Motorized vehicles would be allowed to drive up to 30 feet from the edge of all open roads to park. As displayed on the proposed action maps, motorized access to dispersed camping within 300 feet of specifically designated roads would be permitted. Motorized travel would be restricted to existing routes within those corridors and not permitted closer than 100 feet from water. An exception to the 100 foot set-back from water would apply for identified Respect the River sites. Motorized travel off the identified system of roads and trails, and off established routes to access dispersed camping within corridors, would be prohibited.
From the Editor:

The US Forest Service has proposed changes to the regulations that govern the use of roads and trails on the Okanagan Wenatchee National Forest. What they are proposing is to further restrict use of the National Forest by new regulations that will put more limits on the operation of off road vehicles. This is a relatively typical reaction by some bureaucrats to solving problems - generate more regulations. My question would be: If your budget limits you from effectively enforcing existing regulations on the forest, how will creating new and additional regulations solve the perceived problems?

How will these new regulations impact the Cascade Quad Squad? As operators of ATVs and UTVs, these new regulations may not have significant impact initially. Our machines may currently be operated only on “motorized trails” on the Okanagan Wenatchee National Forest. “Motorized Trails” are commonly referred to as jeep trails or 4x4 trails. You may be familiar with some of these trails that we utilize, such as the East Divide Trail (FS615) or the West Divide Trail (FS613). The designated use of these trails will not change, according to the Forest Service. We, as club members, have done very little riding on the National Forest because, as a rule, the “motorized trails” are not readily accessible. In order to access these trails, National Forest roads must be traveled in many instances. Since ATVs and UTVs are not allowed on National Forest “roads”, one would have to trailer an ATV or UTV to a “trail” access point. Often, a “motorized trail” is nothing more than a turn-off from a forest “road” with no provision for parking highway vehicles with trailers. This situation physically limits us from using many of the areas containing “motorized trails” within the National Forest.

The new ATV licensing system in Washington State does nothing to mitigate this problem for us because the US Forest Service does not recognize the new ATV license as making the ATV “highway legal” for the purpose of using the National Forest road system.

Even though the proposed regulations do not change our limited use of forest service lands as regards ATVs and UTVs, they do provide for some significant changes that will significantly limit use of the forest for all operators of motorized transport. The new limitations that they have outlined will transform the National Forest into a modified “wilderness area”. This appears to be in response to problems such as “mudding” in sensitive environments and other abuses. While I fully support the protection of sensitive environmental areas such as wetlands, springs and waterways, I seriously doubt that closing the forest to all cross-country motorized travel and limiting vehicles to 30 feet of travel from forest roads will solve the problems of abuse they have identified. In my opinion, the only thing that this will accomplish will be to exclude responsible forest users from areas that they have traditionally enjoyed. Many dispersed camping areas will no longer be available to families, and many hunters will no longer be able to establish their elk camps in areas that they have occupied for years. It will be very unfortunate if these regulations are implemented as they are currently proposed. KJD
ATVs on the National Forest?

On a more positive note, the US Forest Service, in an unprecedented move, recently reached out to our club to solicit our interest in opening some areas of the Okanagan Wenatchee National Forest to travel by ATVs. Subsequently, Tim Dunn, Bob Schafer and Ken Didion attended a meeting at Owens Cycles to address the issue of access for ATVs to forest service roads.

The meeting was also attended by two representatives of the Naches District Forest Service and a number of ATV enthusiasts.

The participants were specifically requested by the Forest Service to outline a couple of areas that we would like to have opened to travel for ATVs and that would provide interconnecting roads and trails for ride loops of 50 to 60 miles. Working on a detailed map provided by the Forest Service, four areas were chosen and specific roads within those areas were identified as being necessary for travel to provide access by ATVs. In some instances, the roads requested for opening would also provide connections to other areas such as Green Dot roads that we already utilize.

The four areas were prioritized by the group, with the area north of Route 410 generally across from Whistling Jack’s as the first choice. Priority number two is the area south of Route 410 and across the river from Whistling Jack’s. Priority number three is the area south of the Nile that includes the Bethel Ridge road, Clover Springs road and other roads for connective loops. The fourth priority and last area is the area East of Rimrock Lake where some motorized trails exist, but are lacking in connectivity for riding loops.

The map was submitted to the Forest Service and will be reviewed by the Forest Supervisor in Wenatchee and the new District Ranger in Naches.

Bob Shafer and Ken Didion met with the new District Ranger, Kelly Lawrence, at the Naches District open house on Wednesday, January 21st, and discussed the possible opening of some roads to ATV and UTV use. They came away from the meeting feeling optimistic that the Forest Service will take some action to make this happen in the very near future.

One thing that all members must keep in mind: Whatever forest “roads” are approved for use by ATVs, will be approved for WATVs (Wheeled All Terrain Vehicles). WATVs are defined within the new Washington State ATV law, Chapter 46.09 of the Revised Code of Washington (RCW). In order for your ATV or UTV to meet the new classification of WATV under the law, it must meet the on-road requirements and be licensed accordingly. You can visit the DOL website to view the requirements for licensing at:

http://www.dol.wa.gov/vehicleregistration/watv.html
On Saturday, January 10th, 19 riders had a great ride in the Naneum State Forest. The riders met up at 8:30 and caravanned over to Schnebly Canyon just a few miles north of Kittitas. The group traveled up the canyon to Beavert Rd. then turned west and continued on to the Boulder Cr. / Naneum Cr. intersection. After a brief break and checking the tires for air pressure, the riders rode alongside Naneum Creek and then turned up the Naneum Basin Road and headed toward Grouse Springs. The snow got deeper and wetter as the elevation increased. Snow conditions turned the riders around within one-half mile of the springs, where they enjoyed a nice campfire, some lunch and good conversation.

In the afternoon the group made the long climb up Swift Creek and then rode over the ridgeline and down Coleman Canyon.

The weather cooperated and much of the day was spent in 30-40 degree temperatures. The group spent just over five hours out on the trail and traveled a total of 58 miles.
Ride Report - The Colockum

On Saturday, January 17, seven riders had a fun and challenging day in the Colockum. The riders met at 8:00 am at the Chevron Station on I 82 and caravanned over to Parke Creek together. The fun began immediately as the parking area was covered in deep slippery mud that required 4WD to get around. The group climbed up the Parke Creek Road and then turned left (North) on Beacon Rd. It was a warm day and the quickly melting snow turned into slush, mud and running water for the entire ride. The guys continued past the Brushy Creek turn and rode up to the Powerline / Colockum Rd. intersection. The next stretch of road up and over Colockum Pass was even more challenging. The snow/slush/water was about 10 inches deep on the road for the next four miles. At one point the group pulled over to let a group of 11 jeepers go by. Negotiating those wide and deep jeep tire tracks added to the excitement for the day.

After lunch, the riders continued north for a bit then turned right onto Brewton Road and rode that for four miles back to where it intersects at the east end of Powerline. Continual warming temperatures added more fun as the group explored some of the Green Dot spur lines that break off of Powerline. Two small bunches of deer greeted the riders as they played and had a good time together on this 53 mile excursion. Machines and drivers all got a good workout.

Riders were: Bob Sherwood and friend Jason Rinehart, Neely Moore, Greg Schlieve, Ted Micone, Jeff Dekker and Tim Dunn.
On Saturday, January 31st, thirteen members hit the trails at Nasty Creek. Weather started out overcast and foggy, but rapidly transitioned to sunshine, blue skies and warmer temperatures as the group headed up Buck Ridge to higher elevations. The riders headed west to Nasty Creek Flats and the Ewe Neck, with the destination of Blue Slide Lookout in mind. Lunch in the warm sunshine was enjoyed at a lookout on the ridge along the way. Roads were wet and muddy in places, but eventually transitioned to snow. Eventually, the snow got deep enough that riders began getting stuck and winches and muscle power were utilized with success. The group turned back a couple miles short of the goal, but it was a great ride that covered 30 miles.

Riders on this trip were Scott Gendron, Neely Moore, Tim Dunn, Howard Barnes, Dave Christenson, Chuck Hampton, Jack Vorhees, Ted Micone, Lynn Ausland, Gordon Vorenkamp, and Robbin and Carolyn Johanson.
Buy/Sell/Trade

Lynn Ausland has an adult helmet for sale. **$25.00** It is a small size helmet with a full visor. It comes with a short and long tinted visors also. Contact Lynn at 946-4366 or email him at l396a@hotmail.com (lowercase L396A)

Trail Safety

Besides carrying a first aid kit, a tire repair kit and other safety items that we have recommended in the past, there are a couple of other things you should consider.

The **Spot Satellite Messenger** should be considered, especially if you spend much time traveling by yourself in the backcountry. The Spot operates by satellite signal and will function anywhere, unlike cell phones. It has the ability to send text messages and emergency signals should you encounter serious difficulty. They can be purchased for about $150, but require a yearly service fee of $100 for the basic plan.

The Spot is available at Cabela’s and other retailers and online.

Another item that you should consider is signing up for a medical transport service. There are a number of these services available at differing rates. They all generally provide for emergency response to remote locations and extraction by helicopter to medical facilities. Northwest Medstar is one example of these services that cover our area. They charge $150 for three years of coverage for you and your family.

We recommend that you research them and others for the service you feel is appropriate for your needs.
Miscellaneous Rides

January was a month of varying weather and difficult trail conditions. Consequently, rides were limited. There were a few rides that took place involving a small number of riders who tackled some tough conditions, including freezing fog, soft snow, icy roads, and, occasionally, some sunshine. The following pictures were submitted from those rides.

Greg Schlieve, Bob Schafer, Tim Dunn and Bob Sherwood enjoy a warm fire, lunch, good conversation with good friends and actual sunshine on the way to Jumpoff Lookout on Divide Ridge.

Divide Ridge after a foggy ride to reach Jumpoff Lookout
Clockwise from top:
Chef Ken Didion prepares a hot lunch for riders at Nasty Creek Flats on an unusually warm day in January.

Ted Micone, Bob Schafer, Mary and Lynn Ausland, and Tim Dunn enjoying lunch.

Ken and Tim, the “redcoats”

Ted Micone on Buck Ridge

Mt. Ranier from Jumpoff Lookout.
Founded in September of 2007, the Cascade Quad Squad has grown to over 100 individual members and more than 20 corporate members. We are dedicated to enjoying, promoting and protecting the sport of ATVing. We hold scheduled ride events year-round as well as impromptu rides to enjoy our public lands. We work with various agencies to ensure that adequate riding opportunities exist for the general public. We volunteer our time and effort toward maintaining and accessing our riding opportunities. Our main purpose: to have lots of FUN! Come and join us! We meet the second Tuesday of each month at 7:00PM at Round Table Pizza near Fred Meyers on 40th.

Our club has performed several service projects. We worked cooperatively with the DNR and supplied the workforce to remove two damaged wooden bridges and replace them with rock crossings on the Gray Rock trail. The club also has an ongoing highway litter control project between Gleed and Naches.

The Cascade Quad Squad encourages and welcomes new members. Feel free to attend one of our monthly meetings or drop us an email on the Contact Us tab on our website.

Corporate members are all welcome to advertise in our newsletter at no charge to them. If you have an event or a sale that you would like to include in the next issue, just email the details to the editor at kjdidion@gmail.com

Our Corporate Members are:
- Valley Marine, Yakima
- Owen’s Cycle, Inc., Yakima
- The Woodshed Restaurant and Lounge, Naches
- Premier Power Sports, Yakima
- Selah Trailer Camper Sales, Inc., Selah
- ITEC: Independent Trailer & Equipment Co., Inc., Yakima
- Greg Stevenson Construction, Cowiche
- Round Table Pizza, Yakima
- Poulin’s Motorcycle, Yakima
- AlphaTronics, Tukwila
- Hurst Brumback & Brusic, Union Gap
- Yukon’s Trucking
- Ellensburg Powersports
- Les Schwab Tire Sales, Yakima and Union Gap
- Invisible Ink, Yakima
- Lonestar Ranch House Restaurant, Yakima
- Vanamburg Enterprises, Yakima
- Canopy Country RV, Union Gap
- Rad’s Auto Repair, Yakima

Our club website contains a full listing of our Corporate Members and includes addresses, phone numbers and website links.

“Tread Lightly, Obey the Law, and Respect Our Natural Resources”