

30X30 AGENDA

SCHOLARSHIP WINNERS

MY SNOWMOBILE JOURNEY



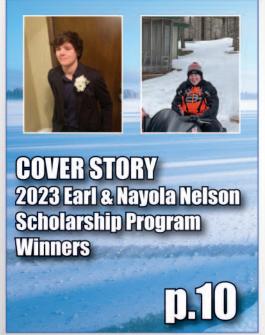
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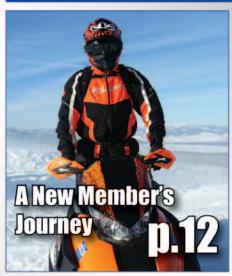
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SNOWMOBILER

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The Official
Publication of
the Illinois
Association of
Snowmobile
Clubs

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FEATURES

Important information about the 30x30 agenda's aim of conserving 30% of the nation's lands and waters. Article republished courtesy of the Blue Ribbon Coalition.

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FEBRUARY

February 3rd:

9th annual Holyland Snowflyers Vintage Piston Burners Winter Show & Ride the Bol 120 track free, tubing, groomer rides, food and beverage, vintage show, meat & bucket raffles, girl scouts selling desserts and ride the bol with your vintage snowmobile.: Kiekhaefer Park, Fond du Lac, WI Visit Holylandsnowflyers.com

JUNE

June 13th-15th

56th International
Snowmobile Congress
Snowmobile enthusiasts,
manufacturers, suppliers, and
snowmobile organizations
from around the world meet to
celebrate the sport.
Radisson Hotel and Conference
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Green Bay, WI 54313
www.snowmobilers.org/isc/

Please Email Us Your IASC Club Events to production@ilsnowmobiler.com



By Dan Damptz

30 x 30 was a Biden Executive Order signed shortly after taking office. This is a commitment to the conservation of 30% of U.S. lands and waters by 2030. Every national forest in the U.S. is required to update their

forest plans! That includes evaluating all current uses - like snowmobiling! It is a long and tedious process, but one that we must participate in to maintain our riding privileges!

PRESIDENT'S DESK



Kai Steward

I hope you all were able to get out and enjoy the 2,000+ miles of trails while we had rideable snow. I had a great time out with friends and family on the trails and have to say what a great job our clubs are doing marking the trails and grooming.

It has been a few years since we've had a stretch of rideable snow, and with the great trails, we also have to

recognize the issues that arise. There is significant trespassing occurring. We have to do better as an organization, policing ourselves and informing those that are causing issues. Do not put yourself in a dangerous situation. We should be able to have friendly discussions educating trail users of trail etiquette. Most, if not all Illinois trails are snowmobile trails only. They are not recreational trails and should not be treated as such. If you see a side-by-side or ATV on the trails, they need to be informed that they are trespassing and do not have permission to be there. If you see the trail is on the road or in the ditch, there is a reason for that. We don't have permission to be on the landowner's property. I know that flat wheat fields look inviting, and I would rather be riding on all that snow instead of the sideroad as well, but we don't have permission to be there. If you see something, say something. We are seeing a very low tolerance for trespassing by our landowners and they are shutting down trails because of the actions of a few. Please set an example. Stay within the markers on the trail and be a good representative of the sport.

Hopefully this is not news to any of you reading this, but if you have an Illinois driver's license, your snowmobile should be registered in Illinois. Your sled can be registered in 2 states, but Illinois cannot sell you a trail pass unless you are an out of state resident. We know the system has glitches and can be difficult at times, but please be patient as the Illinois DNR is working to make improvements. We have no control over their system. State raffle tickets are available through your club or please let the

State raffle tickets are available through your club or please let the IASC office know if you need tickets. The raffle will be held March 12th at the IASC meeting in Rochelle.

I hope February brings more snow and more time on the sleds for all of us.

Kai Steward





A NOTE FROM THE TREASURER



Carol Bly-Julian

In the past couple of years, there have been a lot of changes around the IASC. One of the biggest changes was closing the physical office and moving to an in-home office. This is the way all the clubs have been operating forever, but it is new for the IASC. The second biggest change was the retirement of our one and only office manager, Jane Austin!

With that said, we are still adjusting to these two major changes. As we continued to review how we do things, we decided it would be a good time to review how we are supposed to do things based on our by-laws and standard operating procedures (SOP's). The by-laws serve as a set of rules and guidelines governing the organization's operation. SOP's serve as a step-by-step process and procedure guide to carry out routine tasks. Both of these documents help new board members understand what needs to be done and how to do it.

Another area we need to take a look at is our mission statement. The mission statement outlines the purpose and goals of an organization. As times change, so does the mission of the IASC. This statement also defines how an organization fulfills its not-for-profit purpose.

If your club or region has not reviewed its by-laws or mission statement in a while, it might be a good idea to do so. This might be a good spring project after the trails are taken down!

I would like to close by saying, if you or your membership have any suggestions on methods you use to store and share information let me know. We are always looking for more efficient ways to accomplish our goals and make things easier.

Happy riding!







2023 SEP Class in Hampshire

By Dwain "Duey" Stadie

The Hampshire White Riders Snowmobile Club held its SEP class on Saturday, November 11th. We had a great class this year with 13 students signed up and two fathers who were going to sit in with their kids. Glad to see class attendance going up compared to years in the past. It's awesome to look around the room and see the future of the sport.

Thanks to the Hampshire Park District for the use of a meeting room for this class. Thank you to our two SEP instructors, Genice Brettschneider and Linda Gustafson. This was Linda's last class as she is retiring after 18 years of teaching. Thanks, Linda, for all the time you donated to the program. Thanks to our new instructor-intraining, Mike Reid, who sat in and observed his first class. Thanks to the Illinois Department of Natural Resources (IDNR) for having officer



Chris Winters stop by and talk to all the students and for answering all their questions. Thanks to Keith Lima for dropping off his two snowmobiles for the class to use. Thanks for the two helpers, Ed Brettschneider and Becky Haseman. Thank you Pat Pendergast, the Illinois Association of Snowmobile Clubs (IASC) Student Education Program (SEP) committee chairman and Cody Gray from the IDNR for all the help for future SEP instructor Mike Reid. Thank you to SEP instructors, Ron Julian and Sue Giese, for offering to help Mike with his student teaching at their SEP classes.

I'm always talking about the importance of snowmobile clubs, the importance of joining a club and the importance of attending the clubs fundraisers because without the clubs, the sport wouldn't exist! We can't forget the SEP program because it is the future of our sport and we need to thank all the volunteers in the SEP program for the time they've donated to the program. A big "Thank You" to all the past and present people in the SEP program.



By Simone Griffin, Blue Ribbon Coalition Policy Director

30X30 is an initiative from the Biden Administration to conserve 30% of our nation's lands and waters by the year 2030. It's only policy authorization comes from a vaguely defined Executive Order called America the Beautiful. There is currently no law that requires agencies to enact this agenda, and Congress has never acted on the 30X30 proposal. Therefore, land agencies such as the Bureau of Land Management, National Park Service, U.S. Forest Service and U.S. Fish and Wildlife should not be managing areas as such or making decisions based on this initiative.

A major issue is how poorly defined the initiative is. There is nothing that states how 30% of lands and waters will be conserved. It is unclear if lands that are designated as national monuments for example, are counted as being "protected" according to 30X30. There are various pathways for land agencies and the administration to "protect" lands such as designated Wilderness that happens only through Congress, national monuments, Areas of Critical Environmental Concerns (ACEC's), lands with wilderness characteristics, conservation areas or countless other tools agencies and the administration have to issue restrictive management practices. It is not apparent how restrictive the administration aims to be with 30X30.

There has been an escalated push from the current administration to designate more national monuments, and create areas that are off-limits to multiple use. We have seen this through specific planning proposals on public lands, travel management plans, national monuments as well as the proposed BLM rule which will allow organizations and entities to purchase conservation leases to close public lands to all uses. All of these pathways agencies have to manage areas restrictively, are part of the greater picture.

Unfortunately, the administration is not letting up on pushing through public land policy that will be restrictive in nature. The plans will only continue to come, and BRC is prepared to oppose these restrictions. Not only is this transpiring through public lands but there are also pathways to acquire private property in the name of "conservation" such as conservation easements, conservation areas and critical habitats. People's private property is increasingly up for grabs for the federal government to control.

The push for 30X30 areas is affecting snowmobile use throughout the nation. Recently BRC has been engaged in snowmobile planning

proposals in the following National Forests: Kaniksu, Kootenai, Lolo, Ashley, and Manti-La Sal. Because the majority of public land is in the Western United States, in the past most of the attacks happened west of Illinois. However, we are seeing new and exaggerated tactics across the nation in order to demonize motorized users of any sort. New listings for endangered and threatened species and their habitat will affect all lands. Conservation areas for critical habitat and wildlife will also affect all types of land. The following is the toolbox the Biden Administration is using to build 30X30:

Travel Management Plans: Closing specific roads and areas available to motorized users

Management Plans: Designating broad areas that are off-limits to any motorized use.

Conservation Areas: Conservation areas can be proposed by all federal agencies. Currently there is a proposal in Montana to designate 5.7 million acres as a conservation area in order to protect sensitive species.

Endangered Species and Critical Habitat: This method is used to control public and private lands oftentimes with limited scientific evidence.

National Monuments: Abuse of the Antiquities Act allows presidents to designate millions of acres of land as a monument while bypassing Congress.

Wilderness Legislation: Wilderness, which means no roads or motorized use must be designated through Congress. This is the most restrictive form of land management designation because it requires a minimum 5,000 acres with no roads. There are currently several bills which would designate new areas as Wilderness. Senator Dick Durbin is an advocate of designating Wilderness.

Rumor has it that once 30X30 is achieved the new goal will be 50X50. Meaning 50% of lands and water conserved and protected by year 2050. Are you prepared to give up half your state? The first step in fighting 50X50 is fighting 30X30. Reaching out to your elected officials on Wilderness legislation, contacting agencies during these plan proposals and building a strong army to appeal any decision which takes the rights of access away are crucial steps you can take.

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February 2024

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Region Meeting Schedule:

Be a Part of the Process - Attend Your Local IASC Region Meeting!

Region 1

Director: Don Schaefer

847-917-4202 dssschaefer@msn.com Call or Email for Information & Location

Region 2

Director: Craig Adams

815-687-2844 craigmadams@yahoo.com First Wednesday of the Month - 7:30pm

August - April

Rusty Nail Bar & Grill, Ringwood, IL

Region 3

Director: Dan Damptz

815-985-6071 dandamptz@gmail.com Second Monday of the Month - 7:00pm

July - April

Uptown Lanes / Back Alley Bar, Byron, IL

Region 4

Director: Pat Pendergast

309-335-4095 ppenderg@knox.edu September, November & March - 7:00pm

Third Monday of the Month

Call or Email for Information & Location

Region 5

Director: Rodney Kampfranz

815-236-4028 rkampfranz@yahoo.com Second Wednesday of the Month - 7:00pm

August - May

Red Ox Bar and Grill, Hampshire, IL

Region 6

Director: Kirk Polhill

815-275-3371 kdpwire@yahoo.com Second Thursday of the Month - 7:30pm September - April Bottle Shed, Stockton, IL

Region 7

Director: Dale Fritz

815-791-6375 dalefritz2@comcast.net Call or Email for Information & Location

Region 8

Director: Position Vacant

815-210-0587 iasc.illinois@gmail.com

Contact IASC

Call or Email for Information

Region 9

Director: Bob Atkins

309-397-6922 atkinscrew@gmail.com Call or Email for Information & Location

Region 10 & 11

Director: Carson Hanner

217-948-5579 channerfarms@yahoo.com Call or Email for Information & Location









Hampshire White Riders 2023 Fundraiser

By Dwain "Duey" Stadie

Saturday, November 18th was the Hampshire White Riders Snowmobile Club's annual fundraiser. Steak packages, pork chop packages, bacon slabs, hams, and turkeys were raffled off, along with our big cash raffle with \$2,300.00 in prizes.

Thank you to everyone who came out and supported the snowmobile club, members, local residents, and neighboring snowmobiling clubs. This is our club's major fundraiser, so thanks for all the support. Thanks to Dimitra of The Red Ox Restaurant & Bar for letting us hold the event there for the past several years.



Thanks to everyone who worked at the event; Becky Haseman, Scott Haseman, Matt Lindborg, Joline Smith, Jordyn Smith, Jodi Fields, Kevin Hansen, Betsy Lima, Bert Veldhuizen, Jeff Meindl, Ed Brettschneider, Ed Hagendorn, Kent Nussbaum, Laura Stadie, and Dwain Stadie.

Don't forget to attend any snowmobile club's fundraiser in your neighborhood or anywhere else. Supporting these events keeps all the clubs going and the sport needs the snowmobile clubs to survive. For more information on the club go to www.hampshirewhiteriders.com or look us up on Facebook.

Hope To See You at The Next Club Fundraiser.



By Dwain "Duey" Stadie

My wife and I, along with two friends of ours Scott and Becky Haseman, had the pleasure of attending our neighboring club's fundraiser on Sunday, November 12th. The Marengo Snowgoers once again held their meat raffle at Sam's Tavern in downtown Marengo. Plenty of meat package prizes were raffled off during the afternoon, plus they were serving their world-famous brats with beans (the musical fruit) and chips. This is a Snowgoers tradition for as long as I can remember. They finished the day out with their big cash raffle.

This fundraiser dates to the start of the club in 1974 when they were raffling off a new 1974 Ski Doo TNT snowmobile. The club was formed in 1974 and was an instant success with thirty-six people immediately signing up. The club has been maintaining a large portion of trails in the northern section of Region 5 ever since. An afternoon with friends, good food, beverage, and helping support a snowmobile club make for a fun-filled Sunday. Don't forget to attend any snowmobile club's fundraiser in your neighborhood or anywhere else. Supporting these events keeps all the clubs going and the sport needs the snowmobile clubs to survive. For more information on The Marengo Snowgoers check them out on Facebook.

Currently, my wife is overjoyed that the Snowgoers filled my tummy today with brats covered in sauerkraut with a side of beans. See you at the next club fundraiser.



2023 Hampshire White Riders Fall Snowmobile Trail Work



By Dwain "Duey" Stadie

Traditionally, the Hampshire White Riders do trail work on the weekend after Thanksgiving, and this year the tradition continues as we did most of our trail work this weekend. A couple miles of trails were marked the weekend before Thanksgiving, and a very small section will be completed shortly afterward. We were blessed with several young workers (the future of the sport). We had workers today from 4 years old to 80 years young. Thanks to everyone who donated equipment to make marking so much easier.

The trails are marked, the groomer is fueled up and all serviced, and we are ready for snow. Let the snow dances begin.

Thanks to everyone who came out and worked on trails this fall; Ed Hagendorn (our leader), Mike Bensko, M3, Jeff Meindl, Tom Baldner Brett Sandblom, Korey Kuehni, Pete Fields, Matt Lindborg, Chris Moore, Matt Stadie, Clayton Stadie, Luke Stadie, and Dwain Stadie.

Also, thanks to every other club out there marking trails right now. The sport wouldn't exist if not for all the volunteers out working on trails this year and every year. Everyone, pat yourself on the back.





Contributed by Region 6

On December 9, 2023, Region 6 held their third annual safety class. The class was held at the Lena Community Center. Thank you, Region 3, for their donation which helped us secure a location to hold the class.

There were twenty class attendees. The class consisted of youth riders ranging from the age of eleven to eighteen years old. Region 6 would like to thank the instructors Pat



Winner of the review game.

Pendergast and Kaitlyn Polhill. The students checked in and were eager for the class to begin. While they waited for the others, they ate donuts and mingled with other youth from the area. After reviewing book materials, the students took a break to go outside and review what they learned on a snowmobile loaned from Full Throttle. Then the students were able to look at a groomer up close and speak with a groomer operator. Thank you, Lena Blackhawk Trailblazers, for bringing your groomer and Kirk Polhill (groomer operator) for speaking with the students. A little while later, the youths were able to ask questions and listen to information from a DNR officer. They continued to follow along with the instructors and stayed off their cell phones until lunch time. Thank you to Skinners Auto Body for sponsoring the breakfast and lunch for the students. Gee whiz, teenagers sure can eat some food! The instructors finished going over the materials and the youth were excited to be able to use their phones for an interactive review game. The game consisted of questions reviewing the material they learned that day and selecting the correct response. The game gives points based on correct answers and quickness of their answer. The winner of the game received an insulated tumbler with a built-in Bluetooth speaker donated by Full Throttle. All the students passed their exam and were excited to receive their safety cards. It was great to see all the smiles on the youths' faces as they received their cards and pins.

Again, THANK YOU to our sponsors of the event, Region 3, Skinners Auto Body, Full Throttle, and Lena Blackhawk Trailblazers. Region 6 hopes to continue this event in years to come to ensure safe riding knowledge for our youth.

2023 Earl & Nayola Nelson Scholarship Program Winners

By Stephanie Steward

The scholarship program has been a hot topic of conversation at the IASC meetings. Some of us are very passionate about seeing the program continue for many years to come, but the lack of participation over the last few years is concerning. When I took over the program about 10 years ago, we regularly received ten or more applications for our two scholarships. As we've seen a decline in numbers, we have made modifications to the program to hopefully bring it to the attention of more members. We changed the amount of the scholarships to \$2,500.00 and \$1,000.00. We have also opened the requirements for our member students allowing anyone to apply that is part of a technical program/certification or traditional college/ university program or graduate studies. Our scholarship program applications are due April 1st each year giving clubs an opportunity to discuss the scholarship program through the entire snowmobile season. Our program has been successful because of the generosity of the member clubs donating to our live auction at Convention each year. Now our program needs the help of our member clubs more than ever to spread the word that our scholarship is out there and to apply.

I hope you all will spread the good word about our scholarship program to your members, bring it up at each meeting and continue to keep the program at the front of our membership.

The following essays were written by our two 2024 winners, Miss Sarah Hill from the Corn Belt Drift Busters, and Mr. Dylan Dominowski from the Sno-Kommanders of Lake County.

Please enjoy the winning essays from these ambitious, talented students.



1st Place Sarah Hill

To reverse the long-formed bad reputation caused by disrespectful snowmobilers, effort needs to be put into changing the culture that younger generations are sucked into. The bar culture, destination riding, and ease of obtaining the few necessary documents to ride all contribute to the lack of education and knowledge that cause disrespectful riders.

To begin with, bar culture overwhelmingly overlaps with snowmobiling culture. Having

ridden primarily in Northern Wisconsin and the UP, trails are marked with more bars than gas stations or landmarks. After a rough couple hours or so of riding, the group naturally pulls into a bar and orders some drinks just to take some time to relax. As a young rider, I

have ordered dozens of Mountain Dews to the point of disgust, but of course the rest of my group is pounding beers. Snowmobiling is a pretty physical sport, so naturally taking pit stops to refresh and relax are absolutely necessary, but what other options are there than bars? Even trying to stop in a family restaurant or gas station gets the group glares or even absolute refusal. Of course places such as family restaurants are refusing snowmobilers, they have all been in several different bars before the sun even sets. Thus the cycle persists, snowmobilers pulling into dingy bars because any other place would rebuke them, while other more respectable establishments refuse snowmobilers for being a bar crowd. It isn't easy to ensure snowmobilers are respectful and courteous when they have been drinking since they woke up. I propose, to encourage younger generation's participation, as well as to combat the bar culture that overwhelms snowmobiling, rest stops that don't rely on alcohol consumption are increased.

Another thing especially noticeable to an Illinoisan riding in Wisconsin and the UP, is that many of the other riders are there on trips as well, and it is not uncommon to run into other Illinoisans. However, Illinoisans especially have a bad rap, among the bad reputation snowmobilers have in general. Illinoisans are often blamed for issues such as off trail riding or loud snowmobiles. I would say the limited in-state riding in Illinois leads to these stereotypes, for several reasons. First, when riding in other states, there is a disconnect that leads to trashing trails or cutting off other riders. When the damage you are causing is not in your own backvard, it seems as though you have less of an effect because you do not always see the consequences. With even more effort put into the Illinois trail system, riders can see the consequences of their actions, and feel more of a sense of duty to upkeep the trails and their fellow riders and club members. Second, increased in-state riding decreases the novelty of riding. Taking a week off to go mess around in another state on snowmobiles invites a sense of recklessness that snowmobiling could do without. Of course riders are going to want to show off and be loud and off trail when they are only riding once or twice a year. It is time to recognize the Illinoisan stereotypes in snowmobiling and put some effort into eradicating them.

Of course, to enforce anything or to get anything done, a lot of pressure is put on local clubs, usually without the actual manpower to get anything done. I would like to emphasize, as has been emphasized for years, the importance of growing club populations. More can be done to grow the social media presence, which is the number one way of reaching new, younger audiences. But other

than just hoping and praying that people choose to join clubs, club participation should be required. In other states such as Vermont, obtaining trail passes requires that the owner belongs to a club. Vermont also requires paperwork showing that any aftermarket exhausts meet certain requirements to be on the sled at all times.1 Requiring riders to actually help maintain the sport instead of just relying on others to do it for them creates a sense of responsibility that leads to the respect that they then show on the trails.

If Illinois is going to do something about the bad reputation that our snowmobilers have, implementing actions to further connect to younger generations and alleviate long standing but harmful traditions is the way to do it. Increasing club participation is the only way to enforce appreciation for trails and other snowmobilers, as well as helping control annoying sled modifications that can be a nuisance to others. While Illinois has been on the right path by increasing emphasis on these subjects, I firmly believe that more could be done to enforce and strengthen these ideas.



2nd Place Dylan Dominowski

My name is Dylan Dominowski and I have been snowmobiling since I was 2 years old. I live in Round Lake, Illinois and have really grown to love the sport. Throughout my life, my parents have taught me the that snowmobiling is a privilege, not a right. My family is part of many snowmobiling clubs in Wisconsin and Illinois. Being part of a club requires a lot of personal time and commitment to the communities that allow people to ride. Snowmobiling is such a huge

part of myself, as well as many other peoples' lives. We live and dream all year long just to be able to pull your snowmobiles out for the first time each winter. It allows us to be able to go out and enjoy the outdoors and release some stress. Whether it be from school, a job, or even with your family, snowmobiling allows you to be able to go out and just enjoy yourself. Although we live and dream all year to snowmobile, the snowmobile community is being faced with many issues regarding snowmobiling. Our snowmobile clubs are out spending their time and hard work marking and maintaining the trails for people to enjoy. While some people just go out and enjoy those trails, others have loud exhaust pipes and ride off trails in areas they shouldn't. These things are hurting the trails for everyone. The majority of our trails are made up of people that are letting us use their private property to cross and mark. If people continue to go off the trail and trespass where they shouldn't be, those landowners are only one call away from stopping the use of their land for trails we all love. Without these landowners we can't keep our trails going. Those landowners live day in and day out listening and watching these people pass by their property with loud aftermarket pipes and riding off the trail on their property where they shouldn't. Whether it be early in the morning or late at night, these landowners are just like everyone else, trying to sleep. They don't enjoy being up all night because of people with loud pipes passing through their property. These loud pipes can just as easily persuade the landowners to shut down the trails that cross their land. If these people continue to not respect the land owners and their land, then we could very well lose a lot of our trails. Not only the people are at fault, but also these aftermarket companies are at fault because they are continuing to push their products on people no matter how loud they are. They only market the good things about them, such as the performance gains you can get with them. These people don't realize that their companies are run based off of snowmobilers. So if there are no people riding snowmobiles because all the trails get shut down then those companies have a harder time of surviving. While the DNR does their part as much as they can in controlling our trails, there's only so much they can do. These companies should help to support and market their products for more trail friendly purposes, such as by marketing them as "Not for Trail Use". These companies can also help fund the DNR and clubs to be able to keep the trails protected and patrolled.

One recommendation I would make to help alert the community about the importance of following the trail guidelines and to ensure that we do not lose the opportunities we have to be able to snowmobile would start through the snowmobile certification course. Those courses can try to focus more on pushing the issues we see on the trails today and instill good positive messages to the students in the class. They can try to persuade people to avoid trespassing and running loud pipes. This will be a way for the younger generations to know what is needed to keep the trails going, the right ways to respect the trails and follow the rules so our kids and grandkids can enjoy the sport. Something that the DNR could enforce is if people get caught twice within a season trespassing or with loud pipes, then they can lose their trail pass for a year. This allows these people to have a warning if they make a silly mistake or accidentally go somewhere they shouldn't be. That way if these people do it twice, then they are doing it purposely, not by accident and have a chance of ruining the trails for everyone. Clubs should try to push to make trails in areas that are harder for people to trespass, such as more wooded areas or tighter fenced off areas. They should also try to push for making trails as far away from houses as possible. This way it is harder for the people to hear the sleds and less likely for them to complain and be frustrated. Clubs and manufacturers can help stop trespassing by making sure the maps and GPS are clear and marked with ontrail and off trail spots. This can help people that get lost or are new to the area being able to stay on the trails and not trespassing. All in all, we need people to join a club and to be able to protect the trails and continue to keep them going for years to come. We need to be able to stop these trespassers and people with loud pipes because once the trails are gone, they are gone for good. It all comes down to the people within the trails to protect them and make them last for as long as possible and many years to come.

If you or someone you know is interested in participating in this year's upcoming essay contest, visit www.ilsnowmobile.com/scholarship. This year's essay theme is: "How has organized snowmobiling impacted you as a person?" The deadline is April 1, 2024.

A New Member's Journey

By Jeremy Baumgartner

In March of 2005, I purchased my first snowmobile at the age of twenty-seven. The snowmobile was a modified 89' Arctic Cat El Tigre that had been used for grass drags. Buying this sled was a total impulse seeing as I had never been exposed to snowmobiling while growing up. My in-laws had recently purchased some used Polaris 440s over that winter and let me take one down the ditch and back. That seven-minute ride with no coat, no helmet, and the choke on the whole way, like a total newbie, would change my life's path in a way I never saw coming.

The next few years I rode around my in-law's farm and the ditches around their country block but never straying too far due to the modified nature of this Cat's horrendous gas mileage. I purchased this sled off a coworker who himself bought it from another coworker that raced and modified everything he owned. The sled had a 650cc wildcat motor that had been massaged to 700cc with decker twin pipes, larger carbs, and countless other mods to make an extremely fast, light, and really horrible riding snowmobile. It was the perfect first snowmobile for everyone, right!

In 2008, my friend Mike and I were hanging out trying to solve the world's problems. He brought up that he was going on a snowmobile trip with his future wife's family, and it piqued my interest. It was funny that for the last few years of hanging out, neither of us knew the other had a snowmobile. Later that winter, northern Illinois received enough snow to go for a ride. Mike and I, along with his father in-law and brother in-law, went out for a ride on the local trail system. When I showed up, they were not impressed by my excessively loud and outdated snowmobile, my Carhart bibs, coat, and a basic helmet with no heated shield. We headed out for our ride, and all was going well until I started having some bogging issues which cut our ride short. Of course, I was embarrassed, so I made a phone call to my father in-law. He told me I could come grab the old 440 Polaris that started what would become an addiction. That night was some of the most fun I have had on a snowmobile still to this day, riding all over the trail system and checking out the local map sponsors.

Next season, I decided that I needed to have a much nicer snowmobile so as to not be so embarrassing to ride with. I set out to find a used sled that did not break the bank. The search was not going well until I received a random phone call from another friend. His neighbor happened to have an amazing deal on a 2001 ZR800 he received in a trade for doing some work. After inspecting the sled, I decided this was going to be the new machine for me. It was in great shape and was even less than I was willing to spend, so I brought it home. Two nights later we just happened to get 6" of snow in our area, so Mike and I decided to take our new sleds out for a ride, since he had just been gifted a 2001 xc700 Polaris from his father in-law.

After a few miles of riding, we ended up at a field we affectionately call the "drag race field" due to it being long and flat. We decided to line the sleds up and see who would have the bragging rights for the rest of the season with being the fastest. At the crack of the throttle, my snowmobile stood straight up, which I was not expecting nor prepared for. I let off the throttle to bring the skis back down to earth, then pinned it again at about 40mph and straight up it went once again. At this point, I realized that maybe the suspension needed some love and the 192 chisels the previous owner installed in the track may be a bit of overkill for my style of riding, beginner.

For the rest of the season, I rode that sled with several minor tweaks to keep the skis better planted and able to ride with my friends. The following year I upgraded my riding gear to make for more enjoyable riding, also upgrading to a new track, new carbides and added some aftermarket shocks. Well, this turned my ZR into a trail carving machine that I enjoyed for many miles until the end of the 2012 season. By this time, I was really enjoying snowmobiling and was invited to head to West Yellowstone with my wife's grandfather and a group of his friends who had been traveling out there for a few years. I decided I needed to have a newer snowmobile if I was going to make that trek, so the search was on once again. I decided on a leftover 2012 F800 due to the reliable motor and the fact I was so happy with my last Cat. Plus, the price was right.

The Yellowstone trip was an adventure all by itself. First, I had never ridden in snow deeper than 6" before. Second, my grandfather in-law ended up not being able to make it, so I ended up going with 24 people I had never met before. I had the best time riding and meeting new friends. It was a real testament to how great the snowmobile community is.

As the rest of the 2013 season went on, my wife decided she wanted to try snowmobiling also. We decided she would use the dependable ZR. Even though it was a lot of sled for a beginner, I knew it would treat her right. We purchased her some comfortable riding gear and a new helmet with a heated shield. Of course, she was hooked right away but quickly realized there was a pretty big learning curve, and she would have to rack up the miles to feel comfortable. Fast forwarding a few years and many miles later, it is now 2020 and we have a lot more trips, miles, and deep snow experience thanks to our adventures in the U.P., all over Wisconsin, and five trips to Yellowstone at this point. One day Mike reached out stating that he had heard the local club had a new president that happened to be in our younger age group, and we should go to a meeting and check it out. We decided to go to the November meeting of the Prairie Riders and see what it was about. Having no idea about how the next few meetings would change my life, we arrived at the monthly meeting spot and instantly felt out of place, as most people would the first time. That being said, we were welcomed by some long-time members who asked us about ourselves, where we liked to ride, and what we rode.

As the meeting started, Mike and myself were lost with the talk of activities, state meetings, region meetings, and prior business dealings, which neither of us even knew was a thing. The meeting finally reached a discussion point that we were interested in, trail marking. Both of us perked up thinking we had a lot to offer in this area as we ride the club's trail system every chance we got, and we are both pretty hard workers. The meeting wrapped up and we stayed behind and talked to the members that were heavily involved with trail marking. We volunteered ourselves to help in any way they needed, and we were given a time and location to meet for setup. The Prairie Riders do the majority of trail marking black Friday and finish up that weekend. I showed up early as I was excited to help, joining a few members that were already there. They proceeded to fill me in on what to expect for the day. One of these members, the club's 1st V.P., who would become a huge part of my story and has been guiding me on my journey since that day. We arrived at the club's shed and saw the amount of signage and the vehicles that they had. It was neat to see and since I had never given a thought about what was really involved with marking or even having a trail system.



We all set out that day marking trials and cutting back brush throughout our club's thirty-three miles of trails. I had plenty of conversations with experienced club members and soon realized that Mike and I rode the club trails more than most of the members of the club have in quite a few years. I decided that I would throw out some suggestions that I as a rider would appreciate. The members were very receptive to most of these suggestions, the rest we could not address due to limited signage at that point. The day ended and I felt like I had accomplished something great and was glad to be a part of something others get to enjoy.

That winter, we rode every chance we had and even started teaching our daughter how to ride as she was now of age to take the safety class. Going back to that very first meeting in November, our club president announced he would be stepping down at the end of the season due to a new business venture that would take up a lot of his time. During our February meeting, it was brought up that we would be taking nominations for all positions at the March meeting due to covid throwing off our normal election cycle. After that February meeting, Mike, and I, along with another friend went out for a few beverages. The two of them started joking that I should run for president, and I nearly spit my drink out upon hearing that crazy notion, replying "I have no interest or business being involved at that level in the club. I am just a worker bee." As the month went on and the joking kept up, even my wife got involved stating, "You know you're going to run." The joke was on them though, there was no way I was going to run.

Sitting at our meeting in March of 2021, the meeting started as usual and continued until we got to the nomination of all the officers. At this point, the board was going through the nominations, and everyone was keeping their respective positions apart from president and secretary. It was at this point the current president's future wife, who I had known for a little while before joining the club, kept hinting at me to step up and take the spot. I still resisted. Discussions were taking place if we even needed a president, or we could produce one later on. It was at this point I started thinking maybe I could do this. Almost everyone was staying in their positions, so I would have had a talented team to support and guide me. What was I thinking, I have no business or even fully understand how the club operates. It was only my fifth meeting at this point. Well discussions went on and nobody was stepping up. I looked over at the president's future wife and reluctantly nodded in a complete impulse, just like my first snowmobile purchase, as if to say, "Ok, let's give this a shot. What is the worst that can happen?" In what felt like a nanosecond, she threw up her arm and nominated me, then a second from Mike, then a third from my friend Casey, and there I was nominated for club president. I was then asked if I accepted and I nervously nodded and exclaimed "yes." I quickly scanned the room seeing some smiles but also seeing some stunned faces, and who would blame them after all this is only my fifth meeting.

After the meeting had ended, I was approached by the existing board members who congratulated me and offered to help me in any way possible. I was feeling better about my decision, but still extremely nervous. When I arrived home, as I walked in the door my wife could tell. "You got nominated and accepted, didn't you," she said, as I nodded, she proceeded to laugh saying, "I told you so."

Fast-forwarding to the April meeting, I still thought deep down that there was no way I was going to be put in charge and a long-time member would step up. Well, that did not happen. A new secretary was voted in, everyone else retained

their positions, and I now was the elected President of the Prairie Riders Snowmobile club. I received a lot of congratulations from the membership which eased my mind for the rest of the evening. To this day, I have no idea who, but one of the members even paid my restaurant tab for that evening.

Tragically a few weeks later, I received a phone call that would be devastating to our club. We had lost a crucial member of our club to an accident. I was shaken and saddened by the news. I had not Known Bob very long, but he was the nicest guy you would ever meet. He supported me, treated me like a long-time member, and he also took care of a lot of the behind-the-scenes processes for the club. As I moved into my new position, I was so lost. Who knew it was way more involved than just putting out and taking down signs every year.

Over the summer, things were pretty quiet until it was time for the Boone County Fair. For everyone that is not aware, our club has two big fundraisers. We do the Grass drags, which everyone knows about, and the second is parking cars for the week at the Boone County Fair. It was finally time for our August meeting and my first as president. It was a rocky start; I am not a good public speaker and it definitely showed. But I made it through, and nobody quit the club. I received a quick reality check the next week as I had never been a part of fair parking and the amount of work and volunteers it takes for us to do it. Thank goodness for our 1st V.P. and other long-time members bringing me up to speed. With the help of all our member families, we made it through.



Next up was planning and execution of the Grass Drags and Swap event. Of course, I was over my head again, but our club members all brought me up to speed and everything was a success. I started getting more comfortable and confident in my role running meetings and delegating. As I learned more about the workings of the club, I decided I needed to understand how the region and state levels operate, so I started attending those meetings. As I started my second year as president, meetings were getting easier to lead, our club was growing, and we were bringing in new younger members to learn from our long-time members. We cross-trained responsibilities and took advantage of a grant for a new UTV and drag for grooming. We even had two of our club members get involved with the IASC e-board.

I am now going into my third year and, while there are always challenges, things appear to be going well. My wife has even gotten involved, taking our club secretary position. She was also elected as IASC Secretary, and I could not be prouder. As I write this, our club just finished a successful Grass Drags and Swap event. We are working on cleaning up our trail system to get away from ditch riding and looking to expand our trails north. Moving forward, I am excited to see where things go. I know I am very proud and honored to be part of a club that took a chance on a guy that seemingly came out of nowhere. I never dreamed I would end up so deep in a hobby that started with a sevenminute ditch ride.

ILLINOIS ASSOCIATION OF SNOWMOBILE CLUBS

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Region 1 Director DON SCHAEFER 847-917-4202 dssschaefer@msn.com

Gages Lake Snowmobile Club Mike Foye

847-902-6510 mikefoye@hotmail.com 2nd Tuesday @ 7:00 PM Timothy O'Toole's Pub 10 W Grand Ave., Lake Villa, IL

Riverbend Benders Erik Urban

847-894-3812 riverbendbenders@gmail.com 1st & 3rd Monday @ 7:30 PM Sideouts Sports Tavern 4018 Roberts Rd., Island Lake, IL

Sno-Kommanders of Lake County Skip Schaefer

224-627-1406 snokommanders@gmail.com 2nd Monday @ 7:00 PM EL Puerto Restaurant 200 N Forest Ave., Fox Lake, IL

Windy City Sledheads Paul Gris

773-545-7222 sledhead1584@comcast.net 1st Wednesday @ 8:00 PM Call or Email for Information N Nashville Ave., Chicago, IL

Region 2 Director CRAIG ADAMS 815-687-2844 craigmadams@yahoo.com

Harvard Snow Gophers Doug Frenk

847-899-5463 dcfrenk@outlook.com Meets 7:00pm 3rd Wednesday Heritage House Restaurant 21225 Route 14, Harvard

Lakers/Sno-Bugs Bill Rieke

815-405-6065 rieke7603@frontier.com Meets 7:30pm 1st Tuesday Rusty Nail Saloon 4520 Ringwood Rd, Ringwood

McHenry Co. Snowmobile Assoc. Dave Rudolph

815-560-1656 dave.rudolph@hotmail.com Meets 7:30pm 1st Wednesday Rusty Nail Saloon 4520 Ringwood Rd, Ringwood

OUTES 2023-2024

Polar Bares Mike Flaherty 847-848-1204

flaherty3107@comcast.net Meets 7pm 2nd Tuesday Sides Out Eatery, 4018 Roberts Rd, Island Lake

Richmond Trailblazers Chris Stevens

815-216-5669 richmond.trailblazers@gmail.com Meets 7:30pm 1st & 3rd Thursday Rusty Nail Saloon 4520 Ringwood Rd, Ringwood

Spring Grove Sno-Grovers Dave Rudolph

815-560-1656 dave.rudolph@hotmail.com Meets 7:30 2nd & 4th Thursday Rusty Nail Saloon 4520 Ringwood Rd., Ringwood

Woodstock Snowmobile Club Jim Ponstein

815-382-4818 jponstein@sbcglobal.net Meets 7 pm 2nd Wednesday Napoli Pizza 135 Washington St., Woodstock

Region 3 Director DAN DAMPTZ 815-985-6071 dandamptz@gmail.com

Blackhawk Snowblazers of Oregon Keith Stranberg

815-508-9129 kstranberg@gmail.com Meets 7:15pm 2nd Tuesday VFW, 13010 Washington St, Oregon IL

Byron Sno-Blasters Andy Politsch

815-712-5619 andypol911@yahoo.com Meets 7:30 1st Thursday Uptown Lanes /Back Alley Bar & Grill 106 W 2nd St., Byron

Durand Ditch Riders Mark Wilson

815-713-9626 Mowilson1974@gmail.com Meets 1st Tuesday 7pm Best Dam Bar 13965 Best Rd., Davis

German Valley Sno-Riders Kevin Baumann

815-541-9940 baumann.deb@gmail.com Meeting location rotates, call for location 45 Church St, German Valley

Midway Sno-Busters Nick Kuhlmeier

815-703-3830 nkuhl22@hotmail.com Meets 7pm 2nd Wednesday Call for location

Neboshone Trail Riders Mike Johnson

815-985-5589 mdj_55@yahoo.com Meets 7pm 1st Monday Fritz's Wooden Nickel 208 Walnut St., Stillman Valley, IL

Oaks Ridge Riders Brandon Jack

815-636-7636 bjack@lovesparkmotorsports.com Meets 7pm 3rd Tuesday Roscoe VFW 11385 2nd St, Roscoe IL

Polo Snow Rangers Ashley Nelson

815-590-2595 ashleynhouck@yahoo.com Meets 7pm, 2nd Tuesday Chesty P's Bar 104 E Mason St, Polo

Rochelle Rail Riders Stuart White

815-716-0843 swhite61068@gmail.com Meets 7pm 3rd Tuesday Moose Knuckle Bar & Grill 341 E IL 38, Creston

Rockford Moonriders Royal Taylor

815-874-4502 rltsnow@comcast.net Meets 7pm 2nd Thursday The Image 5524 Auburn, Rockford

Tri-County Alliance Steve Hill

815-790-6663 hillsp1@gmail.com Meets 7pm 2nd Monday 7pm Uptown Lanes / Back Alley Bar & Grill 106 W. 2nd St., Byron

Winnebago Sno-Gliders Dave DeRosso

815-985-4807 detailingbydavid@gmail.com Meets 7pm 3rd Tuesday Bago Lounge 817 N Elida St., Winnebago

OLUBS 2023-2024

Region 4 Director PAT PENDERGAST 309-335-4095 ppenderg@knox.edu

Corn Belt Driftbusters Bob Herberg

309-797-1284 rjherberg@gmail.com Meets 7pm 1st Tuesday The O Kitchen & Tap 306 10th Ave, Orion

Prairie Drifters Phil Hennenfent

309-299-4247 phil@hennhousebbq.com Meets 7pm 1st Monday Genisio's 249 N Division St. Woodhull

Region 5 Director RODNEY KAMPFRANZ 815-236-4028 rkampfranz@yahoo.com

DeKane Sno-Trackers Ron Julian

630-546-8058 rgjulian@comcast.net Meets 7:00pm 1st Wednesday HD Rockers, Maple Park

Elgin Cold Ducks Dale Marting

224-209-3777 dmmail101@gmail.com Meets 7:30pm 3rd Tuesday Village Squire 480 S Randell Rd., South Elgin

G.K. Trailblazers Jay Schaack

224-339-4266 jschaack@yahoo.com Meets 7pm 2nd Thursday Genoa VFW 311 S Washington St, Genoa

Hampshire White Riders Dwain Stadie

847-683-0140 duey683@msn.com Meets 7:30pm 1st Wednesday Red 0x Restaurant 129 Oak Knoll Dr., Hampshire

Huntley Penguins Henry Regard

847-910-0142 hank56@comcast.net Meets 7:30pm 1st Tuesday Huntley American Legion 11712 Coral St, Huntley

Marengo Snow Goers, Gary Zickuhr

815-970-1732, gzickr@gmail.com 7:00pm 3rd Tuesday Joes Place 19716 E Grant Hwy., Marengo

Prairie Riders Snowmobile Club Jeremy Baumgartner

815-509-1180 stangslayerss@aol.com 1st Thursday @ 6:30 PM Coach's Corner Bar & Grill 622 S State St Belvidere IL

Region 5 Association of Snowmobile Clubs Rodney Kampfranz

815-236-4026 rkampfranz@yahoo.com Meets 7PM, 2nd Wednesday Red Ox Restaurant 129 E Oak Knoll Dr., Hampshire

Region 6 Director KIRK POLHILL 815-275-3371 kdpwire@yahoo.com

Cedarville Snow Travelers Brad Pfile

815-541-8778 bpfile@gmail.com Meets 7:30pm 3rd Wednesday Route 20 Bar & Grill 2051 AYP Rd., Freeport

Elkhorn Creek Runners Tom Plog

815-631-6270 kingcub@jcwifi.com (Alan) Meets 7pm 3rd Thursday The Other Bar 436 N Main St, Milledgeville

Lena Blackhawk Trailblazers Kory Polhill

815-275-1299 korypolhill@gmail.com Meets 7pm 3rd Thursday Coach's Sport Bar & Grill 621 W Lena St, Lena

NWISA

Alan Bracken

815-631-6270 kingcub@jcwifi.com Meets 7:30pm 2nd Thursday 7:30 The Bottle Shed IL Route 20, Stockton

Pearl City Sno-Pearls Ryan Gruhn

815-541-9521 0978firecat@gmail.com Meets 7pm 1st Thursday Slurp n Burp, 4319 S Loran Rd, Pearl City

Thomson F.A.S.T. Trax Marvin Green

815-821-5341 mc_green4@hotmail.com Meets 6:30pm 3rd Thursday The Riverview Lodge 5403 Riverview Rd., Thomson

Whiteside County Snowbirds Tim Geiger

815-499-3720 chevymudder@hotmail.com Meets 7pm 3rd Wednesday Kickback Saloon 102 N Main St, Tampico

Warren Winter Warriors Brian Saunders

815-541-1031 saunders@aeroinc.net Meets 7:30pm 2nd Monday Call for location

Region 7 Director DALE FRITZ 815-791-6375 dalefritz2@comcast.net

Evergreen Snowmobile Club Ron Planis

815-249-5342 thumpr161@aol.com Meets 1st & 3rd Tuesday, Oct thru March at Beggars Pizza 15600 S. Cicero, Oak Forest, IL Call or email with guestions.

I&M Trailblazers Dale Fritz

815-467-2836 dalefritz2@comcast.net Meets 7pm 2nd Thursday Channahon Lanes 25306 W. Eames St., Channahon

IL Valley Winter Sports Club Anthony Caselli

815-712-1552 antcaselli@yahoo.com Meets 7:30pm 1st Thursday VFW, 571 Rutland St, Marseilles

Region 7 Association of Snowmobile Clubs, Inc Dale Fritz

815-791-6375
Dalefritz2@comcast.net
Meeting, call for date and location

Rusty Runners Paul Killa

630-391-3645 paulki@sbcglobal.net Meets 6:30pm 3rd Wednesday Beggers Pizza 300 Veterans Parkway, Bolingbrook

Will County Driftbusters Char Spiess

815-485-3023 c_spiess@msn.com 7pm 2nd Monday call for location

Region 8 Director POSITION VACANT 815-210-0587 iasc.illinois@gmail.com

Winona Yellow Streakers Kevin Connell

815-257-6772 traciekjbc@gmail.com Meets 7pm 2nd Tuesday Boardwalk Tap 124 N Chestnut St, Wenona

Region 9 Director BOB ATKINS 309-397-6922 atkinscrew@gmail.com

Woodford County Snowmobile Club Shawn McGinnis

309-508-7189 sbmscm72101@yahoo.com Meets 7:30pm 1st Monday Kouri's Grill Route 116, Germantown Hills

Region 10 & 11 Director CARSON HANNER 217-948-5579 channerfarms@yahoo.com

Heartland Polar Riders Kyle Timmermann

618-973-4331 tmann1987@gmail.com Meets 7pm 3rd Wednesday Call for location

Central IL Ditch Riders Drew Bartolozzi

217-306-4751 bartolozzi5@aol.com Meets 7:30pm 3rd Wednesday Bunkers 220 Old Route 36, Illiopolis

BUSINESS MEMBERSHIPS 2028-2024

REGION 1

El Puerto Mexican Restaurant Contact the IASC office

200 N Forest Ave Fox Lake, IL 60020 847-973-1370 elpuertorestaurant.net MAYO.SAUL@yahoo.com

Ray Chevrolet

39 N. US Highway 12 Fox Lake, IL 60020 847-587-3300 info@raychevrolet.com raychevrolet.com

REGION 2

Contact the IASC office to list your business iasc.illinois@gmail.com.

REGION 3

Fritz's Wooden Nickel

208 N Walnut Stillman Valley, IL 61084 815-645-9828

Loves Park Motor Sports

11951 Main St. Roscoe, IL 61073 815-636-7636 lovesparkmotorsports.com

REGION 4

Long's Carpet & Interiors

Dan Long, 4200 11th Street Rock Island, IL 61201 309-786-3656

Tempo Marine & Sport

1235 14th Ave East Moline, IL 61244 309-752-0868 sales@tempomarine.com

Triple E Sales

1301 Division St. Orion, IL 61273 309-526-3443 www.tripleesales.com

REGION 5

Hammertime Sports Polaris, Yamaha

2252 Anderson Dr. Belvidere, IL 61008 815-544-5800 www.hammertimesports.com

Winners Circle Bar & Grill

50w226 Old State Rd. Maple Park, IL 60151 815-895-2676

REGION 6

Contact the IASC office to list your business iasc.illinois@gmail.com.

REGION 7

American Legion Post 235

571 Rutland St. Marseilles, IL 61341 815-795-4404

Independence Physical Therapy

Dan Gerk 1397 Main St, Crete, IL 60417 708-367-8050 iptcrete@att.net www.independencept.com

Little Bennys Garage

Bill Brown, 415 Johnson St. Utica, IL 61373 815-667-4000 littlebenny78@sbcglobal.net

REGION 8

Contact the IASC office to list your business iasc.illinois@gmail.com.

INDIANA

Contact the IASC office to list your business iasc.illinois@gmail.com.

INWA

Contact the IASC office to list your business iasc.illinois@gmail.com.

MICHIGAN

Contact the IASC office to list your business iasc.illinois@gmail.com.

MINNESOTA

Contact the IASC office to list your business iasc.illinois@gmail.com.

WISCONSIN

Arrowhead Groomers/ Hamblen Equipment

6351 State Hwy 70 E St. Germain, WI 54558 715-479-4200 www.arrowheadgroomers.com info@arrowheadgroomers.com

Hayward Visitors Convention Bureau

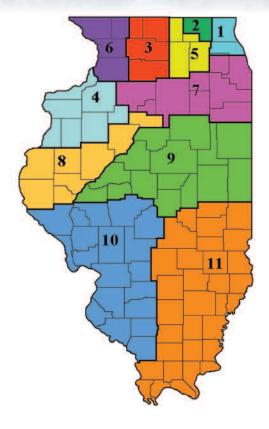
PO Box 1055 Hayward, WI 54843 800-724-2992 www.haywardlakes.com info@haywardlakes.com

Monroe Powersports

2820 County Hwy DR. Monroe, WI 53566 608-325-5056 www.mpspolaris.com mpssales@tds.net

CANADA

Contact the IASC office to list your business iasc.illinois@gmail.com.



of thow?

By Dan Damptz

IL Association of Snowmobile Clubs
Executive Board members are elected each
year at the annual convention in November.

- President Kia Stewart, Region 3
- 1st VP Kaite Polhill, Region 6
- 2nd VP Don Schaefer, Region 1
- 3rd VP Jessica Dicker, Region 2
- Secretary Jennifer Baumgartner, Region 5
- Treasurer Carol Bly Julien, Region 5

The Snowmobile Trail Establishment Fund (STEF) grant program provides financial aid to eligible private snowmobile clubs and organizations in Illinois for the purpose of assisting them in the construction, maintenance, and rehabilitation of snowmobile trails and facilities on public lands, designated roadways, or private land opened to such use. Funds for the program are derived from revenue generated in the state treasurer's STEF. The program is funded entirely by snowmobilers through their registration fees (625 ILCS 40/8-1 and 9-1). It's an important reason all IL residents must register their snowmobiles in IL, regardless of where they ride.

DO AS YOU'RE TOLD.

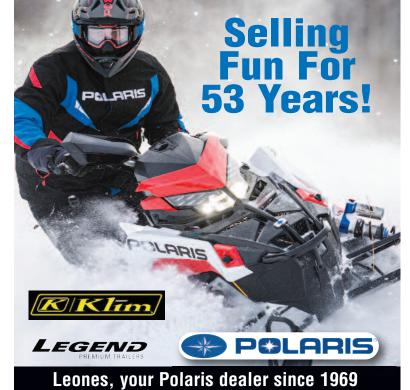


'NO SNOWMOBILES' MEANS THE AREA IS CLOSED.

SO, 'STAY OUT'
OR RISK MORE CLOSURES.

Visit snowmobileinfo.org for responsible riding information.







3061 E. 103 Rd.

Peru, IL 61354



Class Date Address Registration Location Time

No New Classes at this Time



Pre-registration is required. Call the number listed by the date and location of the class you wish to attend. Please note that most class sizes are limited. Instructors are volunteers and are not paid. Please remember to cancel your reservation if you find you cannot attend the class so that your spot can be filled by another student. For additional classes scheduled after the magazine deadline, please visit the IASC website or call the IDNR office at 800-832-2599 or 216-557-9206, the IASC office at 815-210-0587, Pat Pendergast at 309-344-2554. If you have lost your Snowmobile Safety Certificate verifying that you have passed the required safety class, visit the IDNR website at www.dnr.state.il.us/safety/safety.htm.

The Safe Riders! Snowmobile Safety Awareness Program provides basic essentials about snowmobile safety and includes short quizzes to help test your knowledge about safe requirements before venturing out on the snow.

This Program has been produced through a partnership between the American Council of Snowmobile Associations (ACSA), the International Association of Snowmobile Administrators



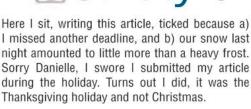
Test Your Snowmobiling Knowledge

Visit www.saferiderssafetyawareness.org to test your knowledge about safe snowmobiling practices. If you're an experienced snowmobiler, you may try a quiz first to see how much you think you know — and then take the quiz again after you've reviewed a section's materials to see how much you've learned. If you're new to snowmobiling, work through each section first before taking the quiz to enhance your learning experience

Snowmobile Safety Awareness Program



Safety & Education





Pat Pendergast

It appears I have covered ice safety, sled and trip preparations, snowmobile safety certification requirements, the buddy system and all that good stuff. So what is next, you ask as you sit on the edge of your seat? That's a darn good question.

We talk every year about marking trails, putting in signs, etc. Most folks know signage, but do we all pay attention to them?

There are regulatory signs, caution signs, chevrons, hazard markers, trail markers, barrier markers, route signs, etc. Regulatory signs are usually instructing the rider of something, whether to stop, yield, do not enter, no snowmobiles and others. These signs are normally red and white, very noticeable. Caution signs are yellow with the black wording or arrows. These signs are advising you to proceed with caution as there could be a stop sign coming up, driveway, T-intersection, twisty trail, etc. You should check your speed and be prepared for a change of some sort in the trail ahead. You'll normally see chevrons marking a long, sweeping turn, many times on unplowed roads used as snowmobile trails in the winter. The same trail you find where some auto driver followed their GPS blindly on and got stuck... Hazard markers will many times be on each end of a bridge, lines pointed down to where the trail narrows to keep you centered so you don't

clobber a support post or similar. The normally orange trail markers you see along the trail confirm that you are on a marked, supported trail. They may be plain orange or orange with a directional arrow on it. Many times, the plain orange ones are along a shared road that is getting you to another section of trail. Then you will see the arrowed blazer notifying you of the upcoming entrance to an off-road portion of the trail. Barrier markers are just what they state, this area is closed to snowmobiling. Pretty much a "do not enter" sign. You may see some country roads marked with the green and white Route signs. This usually means that the local authorities have agreed to make this road legal to operate snowmobiles on. Not all roads fall into this category, so know before you go. Ignorance of the law is no excuse, though it has worked for me a couple of times.

I appreciate folks taking the time to read my articles. I realize I am preaching to the choir most of the time. In closing, please think safety, stay to the right, don't trespass, register your sled and join a club! Safe riding, evervone.



- a) Select a crossing point that offers c) Look both ways and yield to good visibility in both directions
 - oncoming traffic
- b) Slow down on the shoulder of
- d) Have your passenger dismount

the road

Answer: a) Select a crossing point that offers good visibility in both directions



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