

NEWSLETTER

<http://www.wi4wda.org>

November 15, 2000

Grant Weekend - SUCCESS!!

On November 11th, our second Grant Work Weekend was held. As before, we had a great turnout!! Clubs included participants from Damage Inc, Extreme Offroaders, 4x4 Forever, Land Cruiser Legends, Legendary CJ's, 4 Lakes 4 Wheelers, and many others. Our project sites for the day mainly included raking and seeding off-limits areas between the North and South bridges - pretty easy stuff after all the rock moving we did the last time!! A few boulders were winched into position to help prevent access to some closed areas. Additionally, our first round of signage went up. Special thanks go to Mary DeBauche for making all the arrangements for the weekend and to Tim Liepert for procuring the hay required to cover the seeded areas.

After working until about 2 in the afternoon, we then took many of the group down to some of the sites South of County Road W to review the plans the FS has. A lot of good ideas were discussed - ways to maintain the existing challenge but still prevent the trucks from getting into areas sensitive to pipe damage. Pat Jacobosky has been speaking with the FS on these ideas and hopefully a compromise can be worked out that will keep us both happy.

Check page 9 for some photos from our weekend!!

The Wisconsin 4WD Association Newsletter is published between 6 and 8 times per year. Deadlines for submissions are the 10th of each month. (next deadline is December 10th) Printing occurs on/about the 15th of the month and mails about the same time. The newsletter editor is Brian Swearingen, and other contributors will be credited with articles they either write or send in to me. If you want to send in info, email is the best - send to woodysj40@yahoo.com. Otherwise you can mail photos to my home address, 813 E. Harrison Street, Appleton, WI 54915. I strongly prefer to not duplicate information already running around the *egroups* list, so if you plan to public post, don't expect to see it in the newsletter. Opinion letters/articles are those of the author and do not necessarily reflect those of the organization as a whole. Newsletters are mailed to 2 contact addresses within each club, plus officers and individual members.



I'm writing this on the morning of November 8th...elections were held yesterday but due to the silly way the electorals and populars work, they haven't yet declared a winner. Sure glad I gave up on watching the returns at midnight last night. Not glad that I got up this morning at 4:30 to hit the health club only to find out that they STILL don't have a projected winner.

So why would I write this with no clear winner?? Honestly, I feel this is a sign of the division we are experiencing in the US amongst the different issues. As more individuals become politically involved, these differences become more apparant. We see that nationally and locally. We are an opinionated people, and becoming moreso as time goes on. Having such a divided results in this election only places more pressure on us...middle ground is even more important. We need to recognize the concerns of the environmental groups and develop ways of addressing them. Does this mean closing land? Not if we are smart. There are other alternatives. It's a time for us to be creative and aggressive. But we need involvement from everyone to ensure we have the support required to find these alternatives.

So here I sit...CNN's live audio feed playing thru my Real Player connection, awaiting results. hhhmmmmmm...

Sure hope the rest of you got a good nights sleep...

Something New...

Hopefully, effective our February edition of our newsletter, I'll be setting things up in a new program...namely QuarkXpress. This is a powerful publishing tool, one which most professional printers use to setup and output company brochures, catalogs, and flyers. This will greatly expand the capabilities of the newsletter, including some interesting graphics as well as text placement...keep your eyes peeled!!!

Brian Swearingen, W4WDA Editor, Writer, Publisher, Contributor, etc. :-)

W4WDA Winter Meeting

Meeting room reservations have been made for the Country Inn in Mauston for Saturday, January 13, 2001. The time of the meeting will be noon till 3:00pm. If anyone is interested in rooms for Saturday night, their phone number is 608-847-5959.



Election Results...

Everyone knows by now who won the the Presidential race, the Congressional Races, and the State races. But have you heard the results of the elections held by the Wisconsin 4WD Association at our Fall convention?? (I've listed ALL our officers, just so everyone knows who's in what office...)

NEW President - Mary Debauche, Lakewood

Vice President, Region A - Mike Katterhagen, Rice Lake

Re-ELECTED Vice President, Region B - Orlin Clark, Onalaska

Vice President, Region C - Brian Swearingen, Appleton

NEW Secretary - Helen Wagner, Green Bay

Treasurer - Mary Hoernke, Neenah

Re-ELECTED Board Member - Pat Jacobosky, Watertown

Board Member - Harold Hoernke, Neenah

Board Member - Jeff DeBauche, Lakewood

State Director - Brenda Stoneberg, Neshkoro

CONGRATULATIONS TO ALL!



The Electoral College...With the wild results of this election, I spent some time learning more about our electoral college. Here's some of the results of what I learned.

- The number of electoral votes given each state is based on the number of Senators and Representatives each state has...for instance, Wisconsin has 9 Representatives and 2 Senators...giving us 11 electoral votes. Ideally, the number of Representatives in your state is based on the percentage of your state's population relative to that of the whole nation.
- The electoral college actually casts their votes on the first Monday after the second Wednesday in the month following the election...in this case, that's December 18th.
- Those voting in the electoral college do NOT necessarily have to follow the popular vote results in their states...there have been instances in the past where the popular vote in a state was not followed.

Net-Speak...

Emoticon or Smiley: Smilies are keyboard characters used to convey an emotion, such as a smile :) or a frown :(.

:) or :-)	smile	;) or ;-)	wink
:D or :-D	grin	:(or :-(frown
:o or :-O	embarrassed or surprised	;p or ;-p	tongue out

Acronym: Technically, a word that is formed by combining some parts (usually the first letters) of some other terms. The difference is that an acronym is pronounced as if it were a word rather than just a series of individual letters. Some more common internet acronyms are:

ASAP As Soon As Possible	BTW By The Way	FWIW For What It's Worth
FYI For Your Information	IMHO In My Humble Opinion	IMO In My Opinion
LOL Laughing Out Loud	TIA Thanks In Advance	LMAO Laughing My %\$\$ Off
ROTFL Rolling On The Floor Laughing	RTFM Read the %^&%&^ Manual	

For a relatively complete list of these online, turn your browser to:

<http://www.webmaster.com/products/conferenceroom/irc/irc-acronym.html>

FOR SALE ... Trailer home, 14x70 3 bedroom, located at McCaslin Mountain. Partially furnished and includes new storage shed. Lot rent \$700 per year. Asking \$4500. Contact Jeff and Mary DeBauche at 715-757-3297 or email at offroad@centurytel.net [11/08/00]
(Just so everyone knows, they've bought a house just behind the campground!)

Mark Your Calendars!

The MW4WDA Spring Convention is scheduled for April 20, 21, and 22, 2001 at the Valley Inn in Neenah, Wisconsin. Theme for the convention is "Wheelin' Away Again to Margaritaville." Room reservations can be made by calling 800-725-6348 - mention the convention to get the special room rate of \$69+tax per night. Watch an upcoming newsletter for the official flyer!

The Forest Service has released its FEIS for the Roadless Area Conservation Rulemaking. The Final Rule itself is still not expected to be issued until mid-December, according to the Forest Service.

I will be reviewing the FEIS throughout this week and next. Once my review is done I will issue a complete report. However, I anticipate that OHV users will ultimately lose access as a result of this rule.

If you do not receive a copy of the FEIS you can request one either on CD, in print, or review it on-line. To view it on-line go to: <http://roadless.fs.fed.us/>

The CD or print version can be ordered at:
Rocky Mountain Research Station
Publications Distribution
240 West Prospect Road
Fort Collins, CO 80526-2098
Faxed orders will be accepted at 970-498-1396

Orders must specify either a printed version of the Summary and FEIS Volume 1, 2, 3, and 4, or CD version of documents.

In addition to informing you all that the FEIS is out, I also wanted to stop any problems before they start. In the Denver Post this morning an article appeared about the FEIS. I've excerpted the first paragraph of the article:

DENVER POST [see page 6 of the W4WDA newsletter for the complete article]

I want to say that "off-road enthusiasts are NOT 'pleased' with a plan to ban commercial logging" as the paragraph is written. Instead, it is more accurate to say that OHV groups are relieved that the Forest Service elected not to try to implement a nation-wide "closed unless posted open" policy for Roadless and Unroaded Areas. (One portion of the FEIS states that the Forest Service will NOT implement a "closed unless posted open" policy for the areas subject to this rulemaking.)

I'm sure that the bulk of you are suspicious of anything written in the media, but our friends and neighbors may be more naive. I wanted to officially quell any misgivings about this erroneous report and arm you all with the tools to set the record straight.

Please don't hesitate to contact me with any questions or concerns any of you may have. I've included my contact information below so you have it handy. United, we will overcome these challenges to our right to utilize our public lands.

Thanks -Carla

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DENVER POST - Clinton plan for forests pleases off-road groups

By Mike Soraghan - Denver Post Washington Bureau

Nov. 14, 2000 - WASHINGTON - The Clinton administration pleased off-road enthusiasts and environmentalists Monday with a plan to ban most commercial logging from nearly 60 million acres of national forests, while allowing offroaders to drive on trails they've been using.

The timber industry, however, quickly hacked at the plan as a bureaucratic mess that will worsen the conditions that led to the summer's brutal fire season.

"They're condemning the national forest system to rot and burn," said Michael Klein, spokesman for the American Forest & Paper Association.

"This is a couple of bureaucrats in Washington, D.C., deciding for you." The plan is expected to be finalized in December, the last full month of the Clinton administration. The measure would ban new roads in the 58.5 million acres of national forests that have no roads, including 4.3 million acres in Colorado. The plan would allow logging in those areas only for "stewardship purposes," such as improving the habitat of endangered species or reducing the risk of catastrophic forest fires. Forest Service officials released the plan Monday after reviewing a mountain of public comments - 1.6 million in all.

Forest Service chief Mike Dombeck said the latest draft of the plan moves "in a direction that brings greater balance." Off-road groups had been fuming for months that the Clinton administration was going to lock them out of public lands. When the plan was released Monday, they found that they will keep the access they currently have.

"The existing (off-highway vehicle) use will apparently be allowed to continue," said Don Amador, who handles Western issues for Blue Ribbon Coalition, an offroader group. "All things considered, it sounds like they have heard our concerns about trail use." The Forest Service says that ending road building in the forests will allow it to concentrate on a large backlog in maintenance of existing roads.

Environmentalists have been lobbying for years to ban new roads in national forests. In addition to providing paths for logging trucks and miners, they have said, the roads increase erosion and disrupt wildlife habitat.

Earlier drafts of the plan banned roads but allowed timber companies to harvest trees using helicopters and other methods that don't require roads.

"We're thrilled," said Harlin Savage in the Colorado office of American Lands Alliance. "We're going to see some big protections for some pristine roadless areas in Colorado." But environmentalists did express concerns that the administration's proposal has loopholes that might allow large-scale logging and intense development. For example, Jeff Berman of Colorado Wild said the plan would allow the Copper Mountain ski area in Summit County to expand into a roadless area, because its permit includes the area. Berman said several other ski resorts are considering expansions into roadless areas.

Environmentalists worry that "stewardship" logging, with some creative lawyering, could turn into large-scale commercial logging. The timber industry isn't the only group wary of the plan. On the Western Slope, site of most of Colorado's vast stretches of federal lands, officials have been criticizing the plan for months, saying land decisions should be made at home, not in Washington.

"We want some say so," said Dave Ubell, chairman of the Montrose County Commission. "We might even agree (with a land-use decision), but we feel that decision should be made at the local level."

Stan Broome, president of Club 20, a lobbying group for the Western Slope, said he worries that banning uses from more than 4 million acres of federal lands will squeeze more people onto other federal lands, many of which are already congested. The plan also drew criticism from Western Republicans in Congress, who may yet be able to stop it. The cost of the plan to small business may trigger a review by Congress.

"This is a top-down decision by a lame-duck administration which has a decided lack of local decision-making authority," said Sean Conway, spokesman for Sen. Wayne Allard, R-Loveland.

EPA regs to hamstring new administration

Agency's 'October Surprise' includes 88 new environmental rules

Editor's note: In collaboration with the hard-hitting Washington, D.C., newsweekly Human Events, WorldNetDaily brings you this special report every Monday. Readers can subscribe to Human Events through WND's on-line store.

By Michael Catanzaro - © 2000, Human Events

Congressional investigators recently uncovered an effort by the Environmental Protection Agency to promulgate 88 "midnight" regulatory decisions that would undercut a possible Republican administration.

The regulations, dubbed by congressional aides as a classic "October Surprise," cover a host of environmental matters, including rules governing toxics, water pollution, ozone and automobile emissions. Some were already mandated by courts to take effect at the end of the year, but many others are new initiatives undertaken by EPA. In addition, EPA is proposing numerous interim final rules, policy statements and guidance documents.

On Aug. 25, the Washington Post reported that EPA had prepared a list of 67 regulations to be implemented at year's end. On Sept. 11, investigators for the subcommittee on Natural Economic Growth, Natural Resources and Regulatory Affairs, chaired by Rep. David McIntosh, R-Ind., demanded that EPA turn over the list.

John Spotila, administrator of the Office of Management and Budget, in a speech at an American Bar Association forum, acknowledged that OMB had reviewed the list. Three days later, McIntosh staffers again asked EPA to produce it, but agency officials stonewalled, declaring that McIntosh needed to submit a formal letter to obtain the requested information.

EPA, according to a McIntosh aide, questioned the veracity of the Post story.

"The agency does not know the source of the Washington Post's information nor understand the number that was cited," EPA Deputy Administrator W. Michael McCabe wrote in a letter to McIntosh on Sept. 22.

To McIntosh's surprise, McCabe produced a list, but one with 88, not 67, impending regulatory decisions.

Red tape at midnight -

In an attempt to insulate the agency from criticism, an EPA staffer subsequently sent an unsigned note to Barbara Kahlow, counsel to McIntosh's subcommittee, saying that the agency had "neglected to copy the enclosure [the 88 potential regulatory decisions] onto privileged paper." In effect, EPA tried retroactively -- albeit unsuccessfully -- to prevent McIntosh from making the information public.

Moreover, the administration still has not printed the October 2000 "Regulatory Plan and Unified Agenda of Federal Regulatory and Deregulatory Actions," created by executive order in 1981. The manual identifies "regulatory priorities" and contains details on significant regulatory actions and, by law, must be printed in April and October of each year. The 88 midnight regulations presumably would be included in the manual.

But with Congress in session throughout October, the administration simply delayed printing the manual to sidestep congressional oversight. "It is pretty clear what is going on here," said an aide to McIntosh. "The administration was spooked by the fact that Congress was still here. So they're just keeping this report [Unified Agenda] under wraps."

The cost these regulations will impose on business is not yet clear. There will likely be an effort, according to congressional sources, to pressure a Bush administration -- assuming the Texas governor wins Nov. 7 -- into overturning them. But this will not be easy.

First, Bush officials can place a freeze on the regulations for 30 days, beginning the day after they are to become law. During that time, Bush can ask Congress to invoke the Congressional Review Act to strike them down. Congress can then, under the terms of the act, scrutinize the regulations for up to 60 days, and if necessary, overrule them. But the prospect that it will appears dim: Since it became law in 1996, despite thousands of new rules and regulations, the Congressional Review Act has never been invoked.

Instant Wilderness: When a Road is not a Road

By Don Fife and Ralph Pray

A strange thing is happening in Washington, D.C. these days. Roads are disappearing ... on paper! Old wagon roads, now dirt roads, considered by back country travelers for centuries to be the main thoroughfare from point to point anywhere in the western states, are being redefined as "non-roads" or "ways," apparently in order to reclassify the surrounding land as "roadless" and therefore, eligible for Wilderness Study consideration.

The Clinton-Gore administration is proposing closure of 400,000 miles of back country roads on 60,000,000 acres on national forest lands. Are these roadways "roads" or not? The U.S. Geological Survey (USGS) published official maps for more than 80 years before the 1964 Wilderness Act. In 1964, five classes of roads were defined by the Survey. Their definition of a road in 1964 was what Congress intended when the Act used the terms "road" and "roadless."

The five classes are:

Class 1: primary highway, federal and state,

Class 2: secondary highway, state and county,

Class 3: light duty, paved or improved,

Class 4: unimproved, unsurfaced, including track roads in back country, designated on maps by two parallel dashed lines, and

Class 5: trails (single dashed line), roads passable only with a 4-wheel drive vehicle; also called Jeep trails.

Today, for every mile of primary, secondary, and light duty roadway in the west, there are 50 to 100 miles of unimproved, track (Class 4) roads. This type of road is commonly a primitive road, frequently of just two tracks, but it is the principal type of road to most of the back country. Thousands of miles of Class 4 and 5 roads, once wagon roads, exist in the west and still see daily auto traffic.

However, these "Back Country Freeways" are losing their centuries-old status in the name of wilderness protection. According to the 1964 Wilderness Act (PL88-577), no land can be designated a Wilderness Area unless it is "roadless." The Wilderness provision of the Federal Land Policy & Management Act (PL94-579) specified a Wilderness Area to be 5,000 acres or more and stipulated that it be "roadless," meaning that no "roads" could be contained within a 5,000-acre parcel, or it could not be considered for Wilderness. The Wilderness Act was passed to isolate a few mountain tops and a few million acres as "untrammled, undeveloped, primeval federal land having no permanent improvements." Why have these roads been hidden or ignored? How has this been accomplished?

In the 1970's, pro-wilderness bureaucrats and their radical environmental allies redefined the term "road" on federal lands to mean only those "graded or maintained by mechanical equipment on a regular basis." This conveniently made additional millions of acres filled with existing Class 4 roads, presently utilized by recreationists, miners, and ranchers susceptible to consideration for Wilderness withdrawal. This makes Class 3 roads the most primitive of remaining auto routes. The unimproved dirt roads and jeep trails are defined into oblivion. In effect, they have been "wiped off" the legislative map. Since these roads technically do not exist, the land is now available for Wilderness designation.

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The BLM executed the new definition and arbitrarily redefined the word "road" carrying out the delusion that a road is not a road. The BLM stated that "within these inventoried areas there are frequently a number of ways and trails which no longer qualify as roads, although they are used as routes of travel." This description sounds very



much like they are referring to USGS Class 4 and 5 roads. The BLM also said: "A way maintained solely by the passage of vehicles does not constitute a road." The Clinton-Gore administration has ordered the United States Forest Service (USFS) to apply a similar standard to roads in the National Forest System threatening to "manufacture" 60,000,000 more acres of roadless wilderness.

Their definition has several problems. If a road is of such natural integrity that periodic grading is not necessary, can it be eliminated as a road by some planner just because it has not required mechanical maintenance?

The BLM and USFS interpretations concerning back country roads are inaccurate and self-serving. Millions of acres of the western United States have been taken from multiple use and public access by the simple dirty trick of changing the meaning of a word. Class 4 and 5 roads are human developments, they are permanent improvements. Therefore, the land containing them cannot, and should not, be considered as Wilderness under the 5,000-acre roadless requirement. Apparently, a road is not a road if a government agency sees it as a candidate for roadless Wilderness. It all depends on what the meaning of the word "road" is.

A dead tree is wrestled out of the woods...



Brian and Chris Swearingen
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...and placed in it's final resting spot!

