



CARA CLUB TALK

Message from the President

Written by: Christine Ross

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Dear Members & Friends,

What a year!

The Calgary ATV Riders have had an exciting year. New friendships have been made and the riding was fun and breathtaking.

The Calgary ATV Riders have partnered with two fantastic Dealers in Calgary. Ralph's Motorsports and Pro-Am Motorsports. They continue to surprise the club with their generosity and willingness to get involved.

This year we participated in Demo Days and an Open Houses with **Ralph's Motorsports**. Getting our voice out to the general public is one way to teach the importance of the club and the work we do. **Ralph's Motorsports** has also committed to a \$5 donation towards every membership sold during the 2015 Motorcycle Show. Our goal is to have 100 memberships sold during the early January weekend.

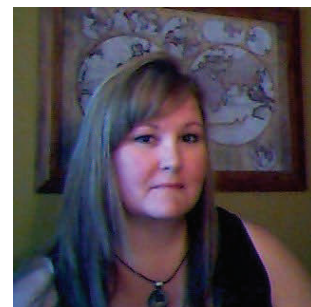
Pro-Am Motorsports stepped up this year and sponsored the annual Pig Roast held each year during the Labour Day weekend. Not only did they pay for the pig and roaster but they held a well attended, fun Demo Days. **Pro-Am Motorsports** has committed to making this an annual event.

The Calgary ATV Riders look forward to partnering with

more dealers in the future making a stronger Calgary ATV/UTV community.

I want to thank all the dealerships and members who donated prizes for our Poker Rally and Rebels Ride. Without your continued support CARA would not be able to present our dedicated members with a thank you for their continued support.

Throughout 2014 the Calgary ATV Riders Association held several well attended, well organized, fun and safe events. These events included: a family day ride and Potluck at The Ghost Airstrip: Our annual poker rally in April: A three day campout at the Ghost Airstrip in May filled with days of riding to various locations: A very successful 1st annual stewardship days held the first weekend in June: We returned to Crowsnest Pass and held a one day sanctioned ride while camping at the very busy Atlas Staging area: We tried something new during the August Long Weekend and reserved the James Wilson campground for three days and rode to some new to us trails, we had so much fun we have decided to go back again in 2015: CARA's annual Pig Roast was a huge success with Pro-Am Motorsports coming out and holding a Demo Days as well as sponsoring the Pig Roast: And our last CARA ride of the year was the Rebels Ride to Margaret Lake in November.



This was a challenging ride as the weather turned nasty later in the morning creating havoc for our riders. There were many ATV and UTV's overheating and dealing with flat tires. Some riders were forced to turn back only a few kilometers into the ride. Due to the delays a group of riders were out for a very long cold day. One group did not make it back to their vehicles until 8pm that evening. But even with all the mishaps everyone came back a little bit late and cold but safe thanks to the help and patience of the group. This is a good reminder to pay attention to how your ATV or UTV is driving while on the trail and to clean your radiator every chance you get, even if you think it doesn't need it. We also recommend carrying a tire repair kit with you. Further on in this newsletter you will find two stores that could help you better prepare for such situations. Importance of keeping your Radiator clean and 10 Ways to Ruin Your ATV/UTV.

In closing I would like to say thank you to our dedicated volunteers. Without them the club would not exist. That being said volunteers are desperately needed for this club to

Cleaning your radiator after, and during each ride is essential? If you bend the radiator fins use a radiator comb to straighten them out. Sometimes it is necessary to remove the radiator to get it clean.

"When was the last time you cleaned your rad?" Some of the most memorable answers have been, "Never", "I didn't know I had to clean the rad", "What, it's not that bad" or my favorite, "Why should I clean my rad, it's never over-heated before?"

continue. If you or someone you know would like to get involved with helping to run the club we would welcome the help. The main type of volunteer needed are Ride Leaders. If you or someone

you know would like to learn the trail system throughout the Easter Southern Rockies this is the best opportunity you can get. It only costs \$40 a year to become a member and the learning experience is priceless.

Just let your ride leader know your interest on your next ride with the Calgary ATV Riders.

Have a fun and safe 2015 year of riding!

Importance of Keeping your Radiator Clean!

When was the last time you were on the trails out for a long enjoyable ride with friends and theirs that one person in the group whose ATV overheats? This is something we find happens far too often while on club rides. The group will stop somewhere and clean their radiators to ensure a smooth, uneventful ride back yet there is always that one guy or gal who does not think it is necessary. Not 10 minutes down the trail with absolutely not a water source in site they overheat. After waiting for 10 minutes for them to cool down you go another 10 minutes and they overheat again and every 10 minutes for the next hour or two until you get back to the vehicles. It would have been easier for them to take those few minutes while everyone else was cleaning their radiator and give it a couple of squirts. It seems lately while on a club ride we are stopping regularly to wait for an ATV or UTV that has overheated. While we wonder what the problem could be, one look and it is confirmed, the radiator is packed with mud. The first question that comes to mind is "When was the last time you cleaned your rad?" Some of the most memorable answers have been, "Never", "I didn't know I had to clean the rad", "What, it's not that bad" or my favorite, "Why should I clean my rad, it's never over-heated before?" Some-

times you just have to shake your head and wonder if they know the damage that could happen to their bike. Never mind holding up the group while they stop every few kilometers to cool their ATV down until they can reach a water source somewhere along the trail to clean their rad: which by the way is only a temporary solution. Now most of us would avoid the mud puddles for the rest of the day to prevent another overheating occurrence but not this person, they continue to play as much as they can in the mud and they overheat on a continual basis. Does this sound like someone you know or maybe you are that person?

Cleaning your rad after and during every ride is an essential part of regular maintenance. Not only do you want to clean the front of your rad but you want to make sure the backside is clean as well. You should be able to shine a light from the back of your radiator and see the light through to the front from corner to corner, not just in the centre. There may be times when the radiator must be removed and soaked to completely remove the fine dust that accumulates and creates a concrete barrier. This is usually only necessary if you are a regular mudder.

There are many problems that can arise from continual or

excessive overheating your ATV are, but not limited to: loss of antifreeze, base gasket leaking oil, piston and or rings melting, damaged water pump, blown head gaskets and in extreme cases irreparable damage to your engine and your friends never asking you to come riding with them again. The best advice I can give is clean your radiator front and back using a high pressure washer after each ride ensuring the water runs clean. Carry a "Radblaster", pump or something you can use to clean your radiator with when you are close to water a water source. Radblaster's are a great item to have on your ATV or UTV. They can be used in the shallowest puddle of water and the pressure they produce is equal to the force you use. Check your radiator often and if others are cleaning their radiator it might be a good idea to clean yours as well. If you like to play in the mud clean it often or have it relocated. Most important is to never drive your ATV if it is overheating. Stop until it cools down and if possible clean your radiator. Reminder: be respectful when cleaning your radiator. Never drive your ATV or UTV

Successful 1st Annual Stewardship Days

Over the past 3 years the club has seen some significant damage to the trails surrounding Calgary. Especially in 2013 the floods washed out bridges and created washouts deeper and wider than ever before. The Calgary ATV Riders held their first Annual Stewardship Days in the spring of 2014.

This was a very successful event held on May 31st and June 1st. It was a time to get together with nothing but tools in hand and do some much needed. With 20 volunteers we managed to drain over 20 mud holes and repaired 4 major areas of concern that our

members had identified during our May long weekend event.

The most labor intensive was a large hole just before the tree line along meadow creek trail. It took 16 volunteers 3.5 hours to complete the repair with trees, gravel and dirt, a total of 56 man hours, this included 2 very young boys who worked just as hard as the adults to help out in every way they could. The volunteers used picks, shovels, chainsaws and brute strength to accomplish all the work. By the end of Sunday we were all very tired and a bit sore but felt great with what we had accom-

plished. Thank you to all those that volunteered to make the 1st annual Stewardship Days a success.

We look forward to our 2nd Annual Stewardship Days to be held May 30th & 31st, 2015.

Ralph's Motorsports will be in attendance and sponsoring this event. They will hold a Demo Days at the Ghost Airstrip and after the work is done members who worked hard can try out a few of their machines.

I look forward to another successful event!



One of the larger projects tackled by the volunteers was this section of trail located close to the end of Meadow Creek Trail between WP# 91 and WP#125. The washouts were deep and dangerous. The group did a fantastic job of filling this in and smoothing it out to ensure rider safety.

Help Keep our trails!

Be a responsible ATV/UTV user!

Stay on the trails and pack out what you pack in!

"We wanted to involve as many volunteers as possible over two days to make a difference."

Newsletter articles needed.

Have you ridden somewhere different this year? Have an opinion?

Tell us about it! Submit your article to the club for a free membership.

Our Crew Hard at Work!





Our largest project was behind the gravel pit at WP# 109. During the May Long Weekend this hole was identified by a rider who got so stuck that his quad was jammed between the wall of the banks. Using only shovels, picks, buckets and our quads the crew filled, transferred and dumped over 100, 10 gallon buckets to fill these holes.

Opposite page:

Top Left: The crew posing for a picture after completing their first repair.

Top right and Middle left: Repairs along Meadow Creek Trail underway.

Middle Right and Left Bottom. This was one large pit of mud and water. A canal was created to divert the water so we could see the bottom. This canal will need to be cleaned out a few time a year to ensure the hole stays dry.

Bottom Right: After creating a bridge out of dirt and trees at the end of the day being able to sit was a nice treat.

And we're all still smiling!

10 Ways to Ruin Your ATV/UTV



Some of the ways to ruin your quad take some work (like crashing), but some of the easiest ways to ruin your quad are quite simple (and you might be doing them right now!). From neglecting minor maintenance issues to learning the hard way that your quad isn't a great swimmer or immune to the laws of gravity, here are 10 quick and easy ways to ruin your quad. And, of course, how to fix them.

1. Never Clean The Air Filter

Raise your hand if you've ever said, "I never change the air filter on my quad because I have better things to do like losing horsepower and quietly ruining my ATV's engine! Maintenance is for suckers!"

Your quad's air filter needs to be cleaned regularly. Why? Because running an engine with a dirty air filter is one of the easiest ways to ruin your machine. Sucking dirt particles into the engine will, over time, wear out the engine and can do some serious damage. Here's the basic break down: an engine needs both fuel and air to produce power. When the air filter is dirty, it can no longer keep dirt from getting sucked into the engine. When dirt particles start invading the inner chambers of your quad's powerplant, it won't run as well as it should, which results in horsepower loss and interior damage to the engine, which can easily be fixed by buying a new engine (if that's what you're into).

Clean the air filter before riding season begins if you're a casual rider, and clean it after a really nasty dirty ride if you're a frequent off-roader. If you ride in the dunes, you might have to clean the air filter more than **ONCE A DAY**. Did you hear that? 'Cause we're yelling it! Here's a good rule of thumb: if you face has dirt on it after a ride, check the air filter in your quad. If it's dirty, clean it!

Maybe right now is a good time to turn off the computer and get so cleaning or replacing your quad's air filter. Something so simple (it takes all of 10 minutes and not a whole lot of money) makes a big difference in how your quad runs, and for how long it'll keep running in the years to come.

2. Never Change The Oil

Smack yourself if you've ever said: "Changing oil is for jerks, and I always say that if there's oil in the engine it's all good. I know for a fact that a magical grease monkey visits my quad in the garage and cleans the goop out of the oil so I never have to change it."

This works much like the air filter tip, and because we love to yell, we're going to scream this: **CHANGE YOUR QUAD'S OIL ONCE IN A WHILE, WOULD YA?** Sheesh. Just like the air filter, oil collects junk and gunk. From little metal shavings from engine wear to dirt and debris, the oil is a breeding ground for a break down. And if you're playing in puddles with your quad, you might have a nice little water and oil mixture going on there, and you know what they say about oil and water: they don't mix. So, at the end of your riding season (if you're a seasonal rider), replace the oil. Or, you can do it in the spring (but we prefer our quads to have fresh oil in their bellies while they wait out winter). If you ride your machine in the cold months, change the oil to the appropriate weight for colder temperatures. And in the heat of the riding season, change the oil if you get in too deep with a body of water or a mud pit. If you're racing your quad, it's not unreasonable to change the oil after every race. Basically, the point we're trying to get across here is change the oil in your quad at least once a year, and do it more frequently if you're a frequent rider.

The good news is that putting fresh, clean oil in your quad is one of the easiest maintenance routines to perform. Get a few quarts of ATV engine oil, drain the old stuff, and put new oil in. See? It's so easy it took us only one sentence to explain what to do. But please, for the love of all things good and great, don't dump the contaminated old oil down a drain, a sewer, or into your yard. If you do, we'll be forced to come to your house with a rolled up newspaper and smack you on the nose. Take the old oil to a recycling center, like a repair shop. Most places will take your dirty oil and recycle it for free! The environment will thank you, and you'll save yourself a swat with a rolled up newspaper and the embarrassment of us publishing photos of you getting scolded. **DON'T MAKE US COME OVER THERE.**

3. Never Tighten the Bolts

Holler if you've ever stated, "If bolts need a written invitation to stay where they're supposed to, then I don't really need 'em! Let them fall off!"

We know a lot of riders who live by the motto, "Run it 'til the wheels fall off." And you know what? It's more likely than you think! You can't "pin it to win it" if stuff (especially important stuff like a wheel) is separating from your machine. Would it

kill you to grab a torque wrench or a socket once in a while and check that all the bolts on your machine are tight? We asked a few doctors, and the consensus is no, in fact, it will not kill you to tighten a couple of bolts. No more excuses.

Here is a list of bolts you should be touching, tightening, and torquing on a regular basis:

- * Lug nuts: They need to be properly torqued. You don't want your four-wheeler turning into an impromptu three- or two-wheeler.

- * Pivot bolt: This bolt holds the swingarm to the frame, so if even with a basic understanding of mechanics, you'll know that it is important. A loose pivot bolt can wear out the frame and also ruin the bearings.

- * Axle nut: Make sure the axle nut is properly tightened; a loose axle will wear out bearings and possibly destroy the axle carrier.

- * Wheel hubs: Loose front hubs will wear out your quad's bearings. Loose rear hubs will eventually strip axle and hub splines. This all will create more down time and work for you.

- * Skid plate bolts: If you have a skid plate on your machine, check the bolts that hold it in place. Constant battering almost always loosens these bolts (and you don't want to lose a \$100-plus skid plate).

- * Sprocket bolt: Constant chain torque eventually will loosen this bolt.

4. Submerge It

Water is important for the life of most things, but it could shorten the life of your quad; especially if you decide to try your quad out as a submarine (which it most definitely is not). Sinking, submerging, and sucking moisture (whether water or mud) is a quick way get water in the engine, gasoline, and oil, which will do wonders for your quad...like "I wonder why it's not working?" Are you confused as to what to do if your quad has spent more time floating than rolling lately? Here are a few hints.

First of all, if you've sucked water, get your machine onto dry land and don't try to start it! Tip your quad on its back end (on the grab bar) to drain some of the excess water out of the exhaust pipe. Then pull the spark plug out and crank it over with plug out to blow water out of the cylinder. If you have a belt-driven transmission (a quad without a chain), there should be a plug at the bottom of the belt cover that you can pull to drain the water out once the quad is back down on its wheels. Also, open the air box (if it's located behind the carburetor) and then pull the filter out. If it's wet, do your best to dry it out. If you can get your machine running again, don't push your luck by keeping the ride alive. Your day of riding is over, man! It's important to get it back home to the garage as soon as possible after a "bath." When you get back to your garage, you'll have to clean the airboot, change the oil, clean the air filter, and clean the carburetor out. Water sloshing around in any of these parts will mean certain doom for your machine in the near future. Regrease anything that needs attention (use waterproof grease if you liked dunking your quad so much the first time that you're considering doing it again). Another great tool for cleaning up after a water landing is WD-40. The WD stands for "water displacement (for real!)" and it will push water out of the machine.

5. Crash It

There are two rules we've tested time and time again: gravity and Murphy's Law. We haven't beaten either one yet. Trying to climb a steep hill, flipping your machine over, running your quad into a tree or rock, bending stuff that's not supposed to be bent, puncturing things that aren't supposed to be punctured, and breaking stuff in general does not bode well for the longevity of your quad. Surprised? Really? If you've crashed your machine, there are a few basics you should check out before riding again. First of all, make sure all your limbs work. Then check all the controls on your quad: make sure the throttle, brake, clutch, and shifter all work without binding. Next check out the tires and wheels: If there's dirt in the bead or punctures in the tires that you can't patch, then you know you'll have to get back to your truck or trailer ASAP. If everything looks OK so far, straddle each tire with your legs and hold them tight while you twist the handlebars. This will tell you if there's too much slop in the steering, and if there is, you need to ride very carefully back to your base camp. All those tests show no problems? Then start it up and make sure the throttle operates properly before taking off.

When you get back home, you'll have to do a more in-depth checkup on your quad. While cracked plastics might not look great, they're not essential to the function of your quad...but, if you've got a leaking gas tank, well, that's another story. Check for obvious cracks or stress or paint chips where the frame was stressed. These could be the start of a bigger problem. Riding a quad with a broken frame is really not fun, so keep an eye on stress spots. Next up, check to see if anything is obviously bent, and make sure the quad rides straight. And now's probably a good time to check all the bolts that we mention in #3, as well.

6. Never Wash It

A dirty quad is a playground for lurking problems. Regardless of the amount and/or the velocity of the precipitation falling from the sky, rain is not an appropriate substitute for a good wash with some soap and water at the local car wash or in your back yard. And we're not talking about just washing the parts of your quad that everyone can see. We're talking about the deep-down, hidden, machine-eroding dirt that cakes underneath, in between, and everywhere it shouldn't be. You may ask yourself how leaving dirt on your quad can ruin it, but trust us, it can and will!

Scrub the top, the sides, and don't be afraid to reach underneath and clean that undercarriage. If it helps, you can roll your quad halfway up onto the ramps you use to load it into your truck bed

7. Never Grease It

Repeat after us: Grease is good. Grease is great. Grease is better on your quad than on your plate. Well, they're both equally good, but different kinds of grease. After you've put down that chicken wing, let's get down to business greasing the pivots and bearings on your quad. They like grease even more that you do (if that's possible!).

Grease: Pivot bolt, Carrier bearings (axle)

Steering stem bushing, A-arm bushings or bearings and Front hub bearings

10 Ways to Ruin Your ATV/UTV...continued

8. Let the Fuel Go Bad

Think of gasoline like a gallon of milk. The same way milk will last a couple of weeks in the fridge, fuel will stay fresh in your quad for a couple of weeks. But, you wouldn't let a jug of milk sit for six months and then try to have a bowl of cereal with it, would you? The same principal applies to gasoline. Fuel goes bad. It really does! This is not just some scare tactic employed by the oil companies to get more money out of you. Gasoline breaks down over time and it can take your quad down with it. It can clog up carburetors and fuel lines, and you'll be left with a sputtering mess that konks out every time you blip the throttle. That doesn't sound like fun, does it?

If you're going to leave your quad to rest peacefully in the winter months, or if you're just going to be too busy to ride your machine for a while, prep the gasoline in your quad's tank. Either drain the tank completely (run it 'til it's dry if it's got a carburetor) or put a fuel additive in the tank to keep the fuel from going bad. If you choose to put an additive in the tank, make sure you clean out the fuel from the line and the carburetor. The easiest way to do that is turn the fuel tank selector to "off" and let your quad run. This will use all the fuel in the fuel line and in the float bowls of the carburetor, making sure there's not fuel left over that can go bad and gum up your machine. Make sure you do this out in the open though...trying this in a closed-off garage could equal one mean headache and a unplanned trip to the hospital.

9. Ride With A Clogged Radiator

Been mudding? Been riding in the woods? The sand? Any-

where at all? A lot of different types of terrain can be rough on your quad's radiator. And if the radiator isn't working correctly, shortly thereafter your engine won't be working too swiftly either. Here's a simple equation to demonstrate what we mean: crud (crap and mud) + radiator = overheated engine. How many rides are you going to get in with an overheated engine? Exactly zero.

If you've been mudding, splashing in puddles, or riding through wet terrain (even if it doesn't seem that treacherous), your quad's radiator could be operating at a diminished capacity. You need to clean that crud out! To fully clean your radiator, go ahead and make your pressure washer put some pressure on it. A good rule of thumb we've learned from our mud-bogging friends is if you pressure wash the radiator and water splashes back at you, then the radiator isn't clean yet. The water should flow through the radiator without splashing back when it's clean. And when it's clean, it's keeping your engine cool. And when you're engine's cool, you're in business.

10. Half-Assed Modifications

Dude, seriously? Did you just put a pipe on your quad and not rejet it? Lame! There are a lot of things you can accomplish in life by half-assing it, but mods to your machine are not among those things. Do it right the first time, and you won't have to worry about it again. So, anything you add or change on your quad that affects the power it produces or the way it runs should be done properly (duh) and with the right adjustments. For instance, if you're outfitting your quad with a new pipe, you need to make allowances for the added horsepower by

What to do When Your ATV/UTV Gets Stuck?

Getting Out

Ride an ATV for an extended period of time and you will eventually bury it in a sticky, axel-sucking hole, requiring more than a heave-ho push. At that moment, your gear choices combined with your driving skills are your ticket for extracting the bike undamaged and you unhurt. Although the rules of freeing your ATV from bondage vary with each circumstance, for a few absolutes read-on.

Rule #1 Own a Winch

A good winch will set you back about \$300. When you need

one, you would be willing to pay double that price.

Rule #2 Extra Tools

Even with a winch, a folding tree saw, shovel, pull strap and an old-school come along are inexpensive tools that could make the difference of riding home or walking out.

Rule #3 Momentum is Your Friend

Hitting a mud hole fast and hard is dangerous to you and your bike. An instantaneous stop can throw you forward creating the potential for a serious injury. That said, being prepared for a jolt can keep you on the seat and momentum can be a significant help to push you through the hole.

Rule #4 Don't Slow Down

Once you've committed to the hole, don't let off the gas until you know you're not moving forward. Again, momentum is

what you're looking for more than speed.

Rule #5 Once You're Stuck, Stop!

Although rocking your bike and trying to reverse/forward may help, running your tires endlessly in the mud and not moving can quickly heat up your drive belt and possibly burn it up. If you smell something strange like burnt rubber, stop!

Rule #6 Leave it Running

Once you're in the hole surrounded by goo, do not shut the engine down. If you turn it off, mud could creep inside the exhaust, the transmission and differentials.

Rule #7 Assess Your Situation

If you're stuck, get off the bike and take a good look around. If you're alone, be realistic about your options. Do you have a winch or tools? Think carefully about a safe extraction. If you're with a buddy talk about how to pull the bike out with the available tools or a strap. Be reasonable, take your time and be safe. If you don't think you have the skill or the gear, go get help.

Rule #8 Connect to Something Substantial

Whether it's a machine, tree or rock--make sure the hook-up is solid and will not release under pressure. Try to hook to a lower, sturdy point on the frame of the bike being extracted, not to the luggage rack.

Rule #9 Keep Your Balance

Face it. You may not have the option of pulling the machine in a straight line. At times, the bike may high-side during extraction. If that happens, apply your body weight to push down the high-side of the bike. If it feels uncomfortable, try another angle to pull out the machine.

Rule #10 Aftermath/Clean Up

Get a hose and spray out the underside of your bike. Mud, grass, and other organic matter can wreak mayhem on cables, springs and seals. Remember, rust never sleeps.

Rule #11 Aftermath/Check Fluids

After your dip, refer to the owner's manual and check all your fluids, including oil and your differential/transfer case. If fluids are discolored or have a milky color, change them as soon as possible. If the drive belt starts to slip this may also be another sign of contamination.

Now that you know what to do if your bike goes down the rabbit hole, here are some photos of CARA riders having some very bad days.

Hidden Trails Adventure Once Again to Offer Free Youth Training.

For the past 4 years the Calgary ATV Riders has offered their members free Youth ATV Training sessions for their children during the May Long weekends. Our hope is to expose young students and students of all age's ways to ride more safely by presenting these responsible viewpoints on safety and expose riders and the general public to proper and prudent ATV operation.

With more and more families riding together on private and public trails, enrollment in these information sessions is a fun way for any child to learn the basics of riding an ATV. Parents too learn and understand key principles to ensure family members reduce risk and increase their enjoyment every time they ride. During each lesson emphasis is placed on safety and safe riding practices and each student is evaluated on performance, interaction and skill and given feedback. The lessons are

taught at an appropriately slower, more controlled speed and instructions are appropriately geared toward the younger students.

Instructor, Bonny Lackey of Hidden Trails Adventures volunteers her time and years of ATVing and teaching experience to create a safe and enjoyable experience for our children. ATV's and equipment are supplied by our friends at Ralph's Motorsports who recognize the importance and impact this program can make on our youths.

Sessions will take place during the 2015 May Long Weekend. More information will be sent out to members approximately 1 month prior to the event. Youth UTV training is also available if there is enough interest. Keep our children safe by giving them the gift of rider education.

CARA Corporate Sponsors

GOLD

Pro-Am Motorsports

Visit them at their new location:

Bay 117, 630-46th Ave NE
Calgary, AB 403-277-0099

www.pro-am.ca

Ralph's Motorsports

5, 2220-32 Avenue

Calgary, AB 403-291-4868

www.ralphsmotorsports.com

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Calgary AB 403-569-9555

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Toys 4 Boys

1-3915 Edmonton Trail NE

Calgary, AB 403-230-9404

www.t4bmotorsports.com

Train to be a Ride Leaders or Tail Gunner on your next outing.

Learn the trail systems of the Southern Rockies... Train to become a ride Leader or Tail Gunner today!

Would you like to learn the trail systems of Southern Eastern Slopes of the Rocky Mountain? Receive free training throughout the year at every CARA event.

One of the hardest volunteers to find are Ride Leaders and Tail Gunners. The Calgary ATV Riders would like to give our members the opportunity to learn the trail systems and the best way is to take the lead.

Before you head out on the trail talk to you ride leader regarding your interest in becoming a Ride leader and throughout the day he/she will hand over the group to you guiding you through the trail system. Once you are out in front your ability to recognize landmarks and trails become easier. Stopping at the corners to confer with the Ride Leader on direction you will over time be able to navigate the trails on your own. It takes year or two for

someone to be comfortable with the trail system before CARA hands over the reins and each individual learns at a different pace as ones confidence grows.

New skills on trail repairing an ATV's and navigation are only a few of the benefits.

Volunteer Today!

What to Carry in a First Aid Kit.

Basic Medical Necessities

- Adhesive tape
- Aluminum finger splints
- Antibiotic ointment
- Antiseptic solution
- Bandages of various sizes
- Instant cold packs
- Chemical hot packs
- Cotton balls and cotton-tipped swabs
- Disposable latex or synthetic gloves (at least two pairs)
- Disposable mask for CPR
- Gauze pads and roller gauze in various sizes
- First-aid manual
- Petroleum jelly
- Plastic bags for disposal of contaminated materials
- Safety pins in various sizes
- Scissors, tweezers, and a needle
- Soap or instant hand sanitizer
- Sterile eyewash, such as a

saline solution

- Triangular bandage
- Any type of bulb suction device for flushing out wounds

Medications

- Antidiarrheal medication (essential for preventing dehydration)
- Over-the-counter oral antihistamines
- Aspirin and non-aspirin pain relievers
- Calamine lotion
- Over-the-counter hydrocortisone cream
- Personal medications
- If prescribed by your doctor, drugs to treat an allergic attack, such as an auto-injector of epinephrine
- Syringe, medicine cup, or spoon

Emergency Items

- Small, waterproof flashlight with extra batteries
- Candles and matches for cold climates (never un-

derestimate the lifesaving abilities of fire)

- Sunscreen
- Mylar (space) emergency blanket
- Shovel
- Knife
- Rope

Basic ATV Repair Kit

- Tire repair kit which include: grip probe, open-eye tool, rubber cement, lighter and radial inserts.
- Pressure gauge
- Air pump
- Basic wrenches your ATV requires.
- Extra spark plug and wrench.
- Bailing twine
- Jumper cables
- Duct tape
- Zip ties
- Something to clean your radiator: pump or Rad-blast

Always remember to carry a basic first aid kit as well as an ATV repair kit. Being prepared for the situation whether you are 5 minutes or 5 km from your base is common sense.

“Without Volunteers the club would not be able to continue. Please help out the club and

Thank you to our Volunteers!

The Calgary ATV Riders Association have held several well attended, well organized, fun and safe events in since 2006 through to 2014. These have included: a family day ride and cookout at McLean Creek in March, a poker rally in April or early May, a three day campout at the Ghost Airstrip in May and September, Hunter Valley Loop in June, Thunder in the Valley in July, a three day campout in August at Caroline, the annual Rebels Ride to Margaret

Lake in November as well as numerous ad-hoc rides throughout the year.

There is a lot of behind the scenes work by the executives and volunteers that make these events so successful. Every ride and group has a leader and at least one tail-gunner that enhance safety; volunteers do advance scouting and clearing of the proposed trails, arrange for and transport food,

coffee and hot chocolate to

events, collect fees, manage the website, arrange for safety courses, attend and defend the Club's interests at various meetings, make trail improvements, and so on.

Thank you to everyone who have made the past years successful and filled with adventure. The Calgary ATV Riders could not have done it without the members and their support.



Calgary ATV Riders Association



Box 51051

8120 Beddington Blvd. NW

Calgary, Alberta T3K 3V0

E-mail: info@calgaryatvridders.com

Web Site: www.calgaryatvridders.com

Internet forums: www.calgaryatvridders.com/car

On-line memberships and clothing purchase:

[www.calgaryatvridders.com/Online_Store_and Memberships](http://www.calgaryatvridders.com/Online_Store_and_Memberships)

We're on the web

www.calgaryatvridders.com

2015 Event & Ride Schedule

Feb 15th, Family Day at the Ride Ghost Airstrip

May 2nd, the 8th Annual Poker Rally at McLean Creek

May 15th-18th Long Weekend Camping Riding Ghost Airstrip

May 30th & 31st - Second Annual Stewardship Days & Ralph's Motorsports Demo Days at the Ghost Airstrip

July 3rd-5th Crowsnest Pass (N of Atlas Staging Area)

Saturday CARA sanctioned ride only

July 31st-Aug 3rd, Camping and Riding from the James Wilson Campground.

Sept 4th-7th CARA 9th annual Pig Roast & Pro-Am Demo Days at the Ghost Airstrip

Nov 7th, the 12th Annual Rebels Ride to Margaret Lake

2014/2015 Calgary ATV Riders Board of Directors

Christine Ross— President (403) 968-4749

Richard Wesson — Vice President

Louis Massonneuve — Treasurer

Phil Whitehouse— Secretary

Alec Boyce - Director

Joanna Wesson — Director / Camp Commander

Sylvain Loubert — Director / Always late but always there!

Connor Robinson — Director

Johnna MacDonald — Director

CARA Clothing is available Through our website and at all CARA Events.

T-shirts: \$20 & \$25

Ball Caps: \$15 and \$25

Toques: \$10 and \$15

Hoodies: \$45

Now more than ever Off High-way Vehicle (OHV) access and random camping is under attack in our region. Our Club is an established and vigorous provincial leader that is a balanced and environmentally conscious de-fender of multi-use trails. Your voice must be heard to preserve our sport and places to ride.

If you access the back country and you are inter-

ested in being involved in an organization that makes a difference then come Join Us!

Please continue to support the Calgary ATV Riders by renewing your membership. Our annual memberships are only \$40 per family and cover the period from January 1 to December 31. Corporate memberships are \$100.

Current Members who

joined on or after Labor Day weekend, are considered members for that quarter as well as for 2014. Membership forms can be downloaded online at www.calgaryatvridders.com.

Memberships are only \$40 per Family and include all riding events listed above!