

# Keep Your Wheels Where They Belong

## What is OK

### Drive only on existing trails



ATVs may drive within a two-track road or trail. Here the road is wider than the vehicle.



Motorcycles may travel on single track trails. ATVs and pickups may use two-track roads and trails. Again, if the route is wider than the vehicle, you're OK.

## What Is Not OK

### The vehicle should not be wider than the route!



ATVs should not drive on single-track trails.

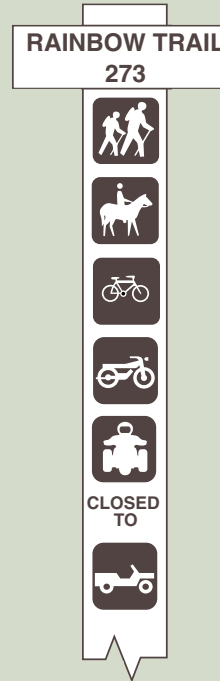


Pickups should not drive on two-track trails smaller than the width of the vehicle.



Do not drive off roads or trails. If you're "breaking trail," driving on undisturbed ground and crushing vegetation, STOP IMMEDIATELY!

Please observe the following signs that you may encounter on Public Lands.



**In Colorado We Stay the Trail**



## Obstacles

- Cross obstacles at an angle, one wheel at a time. This raises the clearance of the vehicle.
- Don't cross the obstacle straight-on. You can get undercarriage damage at the rear since this overhang is generally greater and you may become high centered.

## Meadows and Marshy Areas

- These areas deserve special protection—it's best not to go through them at all.
- Look for trails around the edges where the soil is more firm and dry. Ruts made in meadows leave a "lasting impression" on everyone who sees them.

## Stream Crossings

- Blasting through streams is bad for fish and other aquatic life, not to mention your engine. Stirring up the sediment in the stream bottom makes it harder for fish to breathe and find food.
- Crossing streams at high speeds can also cause water to rush into your air box, drowning the engine.
- Cross only at established fording points, and check water depth carefully.
- Take it slow and steady and try to identify big rocks or other obstacles before you begin crossing. If you spill or drop into an unexpected deep hole, shut off the engine quickly to prevent water from being drawn past the air cleaner.

## Soft Spots

### (mud, soft or loose soils, sand)

- Avoid mud if you can while remaining on the road or trail. If you can't, use low gearing and just enough throttle to maintain forward movement.
- Engage the locking differential or hubs. If necessary, winch yourself through.
- Turn the steering wheel rapidly from side-to-side if you sense a loss of traction. This can help generate additional traction.
- Don't gun the engine. This will spin the tires and dig you DOWN, not forward, and could bury you to the frame. Smooth, easy power is better than too much power.

## Slick Trails

- Many riders think that using more throttle will get them through slick or wet trails better. Usually, just the opposite is true, because high wheel spin merely turns your drive tires into "slicks." It is much better to finesse the throttle for maximum traction.
- If your ATV has a manual clutch, you can also use it to feel for traction. The goal is to maintain forward motion while minimizing wheel spin.

## Switchbacks

- These are sharp, zigzag trails going up steep mountainsides that minimize grades while preventing the trail from becoming a miniature river during a rainstorm.
- Skilled riders work their way along these challenging trails relying on weight shifts and smoothness to negotiate the turns while reducing wheel spin.
- When riding switchbacks, avoid roosting around the apex of the turn when climbing, or brake-sliding while heading down. Both techniques gouge out the trail, requiring increased trail maintenance.
- If the turn is really tight, stop with the front wheel touching the inside (apex) of the turn, place the transmission in neutral, set the parking brake and get off the machine. Pull the rear end to the outside of the turn, remount and resume riding. Using this simple but safe technique can help you get your ATV around the tightest switchback

## Weeds

Noxious weeds are becoming a bigger problem in Colorado!

As they spread, they can:

- degrade wildlife habitat by crowding out native vegetation;
- cause increased soil erosion;
- decrease water quality;
- lower land values;
- poison wildlife, livestock and humans;
- cost millions of taxpayer and private landowner dollars to control them;
- clog or foul rivers and irrigation ditches.

Sometimes these noxious weeds are unknowingly spread by people who have no intention of causing these problems. This can easily occur when motor vehicles are driven through a patch of noxious weeds. Weed seeds can be caught in tire treads, picked up in mud, be lodged in the radiator or the underside of the vehicle and, later, fall off in some other location, starting a new infestation.

## Protecting the Soundscape

Natural sounds are essential to the health of the environment. Man-made noise can reduce the quality of the natural experience and is detrimental to the wildlife in an ecosystem.

- Check with the local land manager to determine if sound restrictions exist for your form of recreation.
- Make sure your engine and exhaust system are well tuned. Your vehicle will run smoother and quieter.
- Avoid revving your engine or running at full throttle. This creates unnecessary noise.
- Respect others' desire for quiet solitude and the sounds of nature. Early morning and late afternoon is often the time when people enjoy peace and tranquility.
- Don't overstay your welcome. Move around and stay away from camping and picnicking areas.
- Be aware that continued exposure to unnatural noise could cause chronic stress to wildlife. Take appropriate measures to reduce travel in areas inhabited by wildlife.
- Make sure your OHV meets state and federal noise emission standards.
- Remember less sound means more ground.

