Ned Suesse Gives Us The Lowdown On Epic Rides

Jimmy Lewis Does The Tour Of Idaho

Volunteers & Sustainable OHV

BRC Board Of Director’s Election

Sandra Mitchell
Boulder White Clouds Wilderness

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WE HOPE THAT YOU’LL NOTICE changes in this issue of our magazine. Along with the traditional content, you’ll find a motorcycle-centric theme to this issue including great photography and engaging articles from motorcycle legends Jimmy Lewis and Ned Suesse. It’s the first step in a new direction that we hope you will find refreshing and engaging. We intend to rotate the theme around our community with each new issue. I’d really like for each of you to consider the magazine a valued asset of membership.

Another thing you will begin to notice across our organization is the increased emphasis on “Sharetrails.org” in our branding. Sharetrails is unique, succinctly self-explanatory and a brilliant descriptor of what we are about as an organization. As we move forward we’ll continue to integrate this more into our organizational identity.

After several months as Executive Director here at Sharetrails/BlueRibbon Coalition (BRC), I’ve noticed two prevailing institutional paradigms. The first is that Sharetrails/BRC is a really big organization with vast scope and presence. The second is that many of our members are, unfortunately, not as productively engaged with us as they could be. While the first of these is very good, the second we need to work on.

I joined this organization as an outsider. The reason I left a secure faculty position at a university for Sharetrails/BRC was that I believe Sharetrails to be uniquely posed to make a difference on access issues – something that is personally very important to me. One of the things that I hear more often than I’d like, from members and non-members alike, is some variation of “Why didn’t you do something about ______?” When I check into the issue I invariably find that if we didn’t do anything about ______, it was because we didn’t know anything about...
That’s where you come in.

We don’t need your support for Sharetrails/BRC to maintain palatial offices, fund high salaries or enable lavish travel because we don’t have or do any of that. We advocate for access. But as a nationwide organization run by a grand total of a few more people than you can count on one hand (a couple of whom are land use specialists looking for potential issues of concern) we need you to be our eyes and ears out there.

When an access issue comes up in your area, you should send an email to brrichard@sharetrails.org and alert us. After we investigate, we’ll issue alerts, get our legal team involved – whatever is appropriate. That’s what we’re here for. Please do not hesitate to contact us about issues of concern to you. While there’s not always something that we can do instantly to put things right, we need to know what the issues are before we can even get started.

Another way in which you may have an immediate and very profound impact on preserving and increasing access is to help us grow. I cannot possibly overstate the importance of this. The best thing that each of you could do, right now, with little effort and not a dime of your own money, would be to recruit just one new member. Just one. If each of you did that we’d double our size overnight. An organization double our current size swings a pretty big stick. That would be good for all of us.

So that is what I’m asking each of you to do today. Please go out and recruit just one new member. For those of you who are more ambitious we have some incentives which you may learn about at www.sharetrails.org/incentives. Who knows - you do a good enough job with this and I may show up at your door with an invitation to go explore the Tour of Idaho, which you may read about in this issue.

Catch me at Overland Expo East near Asheville, NC, from October 2 – 4, and at AIMExpo (booth 1093) in the Orange County Convention Center in Orlando, FL, from October 15 – 18. All the best.
HERE IT IS, THE BEGINNING OF FALL, and looking at what BlueRibbon Coalition has done this year so far is amazing. We hired Martin Hackworth as our Executive Director away from the Idaho university system to lead our great organization. He has hit the ground running, and prior to even being full time, he orchestrated an event with KLIM in Idaho that generated lots of good press and relationships across the country. A Cody Webb World Enduro Campion motorcycle was given away at the Cow Tag event to a lucky winner, and you can read that article on our Facebook and web page feeds.

It is great to be putting our second revitalized magazine together for our members. I know I look forward to getting it in the mail just like the rest of our members. We will also have an electronic version that you can download from a link that will be provided after the paper copy has hit the mailboxes.

This edition of the magazine is themed around motorcycles and those that ride, sell and just have fun on them. There are other stories of course, but this is the feature theme. We will feature other modalities similarly in the future. I have very little time on a dirt bike, and the hours I do have could be counted on one hand. What little time I did have was a blast and it would be great to get more time on one sometime in the future.

Within the industry that sells bikes and all the other cool stuff that can be installed on them, we need to thank them for their support of BRC. There are a couple that deserve special recognition though, as they have gone above and beyond the call of duty in support of Sharetrails.org.

Rocky Mountain ATV-MC is owned by Dan Thomas, who is also a BRC board member. He has generously donated hundreds of...
hours of his staff’s time and resources to assist BRC over the years, and we are forever grateful for that support of our team.

KLIM is also a large supporter of BRC, and been there to assist over the years. This year’s Cow Tag event is another example of stepping up and showing their support for BRC and helping put on a great event. We are going to use the model from this event to hold events in other places during the next year.

Cycle Gear every year has generously donated to BRC from sales of products and matching funds. Don Amador has worked with them to keep this program in place and their generous support of BRC.

If you need parts, riding gear or just shopping for your Christmas list, remember these three BRC member business’s that have supported BRC over the years. Let them know that you are thankful for their support of land use and access, and are shopping there because of their support of BRC. They need that feedback.

There is plenty going on across the nation in regards to land use and access. If you do not get our news feeds, please sign up for them so they come to your email inbox.

We are in the planning stages for our fall membership and Board of Directors meeting in October. This meeting is just prior to the SEMA and NAMRC meeting in Las Vegas, Nevada. If you are in the area, please stop by our meeting room to say “hi.” The membership meeting is where we will review the vote on the ballots for new Board of Directors, and seat the new executive committee. The dates are October 31st for a board working session, November 1st for the board meeting and membership meeting. We will have a little bit of a time limit on the Sunday meeting, as yours truly has been invited to the Off-Road Motorsports Hall of Fame induction ceremony and dinner as I was on the selection committee this year. That was a great honor to be part of the selection process. Congrats on those that were selected this year.

Thanks for your continued support of BRC and our work for public access.

_Fighting for YOUR Access_  
_Since 1987._
Pirate4x4 Blue Star Program: Ongoing Support For Recreation Access

Since the inception of Pirate4x4’s BlueStar program, the generous participants have donated over $30,000 to the BlueRibbon Coalition (BRC). This makes Pirate4x4 one of our largest corporate donors in our history of the organization.

BRC takes these donations seriously, and reviews every dollar we spend over the course of a year. Money is not spent on lavish yachts, travel to foreign lands for the board of directors or staff, nor extravagant office buildings for our staff and contractors. We spend this money with our legal team that is engaged on active cases across the country. It is expensive to go to court if a case goes that way. We have also had wins without going to court, like Trail 38 in Wyoming, and, in Idaho, Trail 956 that has been closed for many years.

We have guys like Del Albright and Don Amador that work with folks to help them keep lands open or even work on building an OHV park. We have sent Don to congress to testify for creating a national OHV area at Clear Creek Management Area. Del has worked with groups to build OHV parks across the country. He has helped 4x4 clubs and folks from all over the nation to keep their local trails open, as well as key places like Moab, Johnson Valley, Farmington and hundreds of other places.

We appreciate the Pirate4x4 BlueStar Program, as it gives us another revenue stream to help keep trails open and accessible across the nation. We review all expenditures that we make every month to ensure it has value to the organization and our members. The members of Pirate4x4 understand the benefit that BRC brings to the land use arena and their continuing support is important to their continued use of OHV lands.

Thanks to Pirate4x4 and all the generous BlueStar members for their support!

Lance Clifford, Pirate4x4.com founder.
EVERYONE KNOWS WE ARE ENTERING
the throes of another Presidential election. BlueRibbon’s nonprofit status prohibits
electioneering, so this article will provide you
zero guidance in selecting
between the overwhelming
yet unsatisfying list of
candidates. Regardless
of who becomes our next
President, the transition
process may have
profound implications for
your recreational access.

What does history teach us about public
lands implications of the change to a new
Administration?

Election-year heroics have punctuated
many iconic battles, like Yellowstone
snowmobiling, Roadless, and Forest
Planning rules. Broad scale decisions take
years to produce, and it is no coincidence
these projects culminate at or shortly after
the Election. If the law might require a
project extend beyond the inauguration, you
can bet the outgoing Administration will find
a way to “git ‘er done” before leaving town.

Sage Grouse is poised to be a 2016
example, with sweeping plan amendments
on sagebrush lands throughout the West
likely to be signed in fall 2015. These are
preliminary steps before a decision on
whether to list the bird for Endangered
Species Act protection. The listing decision
is required by a 2011 court-approved
settlement, under which the Obama
Department of Justice agreed with WildEarth
Guardians and Center for Biological
Diversity on deadlines for listing decisions on
over 250 species, including for the grouse
before the end of FY 2015. The question will
not be whether but what, where and how
much Sage Grouse litigation occurs in 2016.

Another hot topic will be national
monument designation. Unlike a technical
science-based or protracted public planning
process, the President need only sign a
Proclamation to create (or expand) a
national monument. President Clinton had
a flair for the dramatic when it came to
monuments, creating Grand Staircase
Escalante at the height of the Election in
September 1996, while signing the
Pompey’s Pillar, Sonoran Desert, and Upper
Missouri River Breaks proclamations on
January 17, 2001, literally days before
leaving office. President Obama has so far
on 19 occasions invoked this unilateral
Presidential authority. There have been
other instances, notably in Idaho’s Boulder –
White Clouds, where Obama’s overt threat
of monument creation spurred even
Congress to preservationist change.

Some may attack the man, or the Party,
and miss a chance to study the process.

by Paul Turcke
BRC Lead Counsel
Some published reports state that Obama has set a new record for use of the President’s monument authority. In truth, various Presidents have used the authority aggressively, including a few Republicans. In terms of sheer actions, FDR used the power a total of 28 times, albeit over four terms. Since the beginning of the modern “environmental” era starting with President Nixon, five Republicans used the authority a total of eight times, while Presidents Carter, Clinton and Obama uncapped the monument pen 17, 22 and 19 times, respectively.

One of the most expansive Presidential reaches occurred on January 6th, only weeks before the swearing in of the new President in mid-January. The outgoing President created three new ocean monuments, in which commercial fishing would be prohibited and recreational fishing might occur by permit only. The surface area within these monuments totaled 195,000 square miles, adding to the 140,000 square mile Papahanaumokuakea Marine National Monument previously created by the same President. Who was the President making these bold moves? George W. Bush.

Those with simple answers will again be wrong. Today’s political and land management canvas is far more complex than in December 1773. Yet change, even dramatic change, seems likely in the coming months, building to the strong likelihood of some grand christening(s) in January 2017. The recreation community needs to remember the lessons of recent history. We need to plan for the storm, work with our allies, and invest in experienced guides to deflect threats and capitalize on opportunities that political transition will bring.

SUPPORT BRC LEGAL

Your support of BRC’s Legal Fund is invaluable. These days, all too many of our opponents would rather eliminate your recreational areas in court. BRC, along with its allies and member organizations, is all that stands in their way...

To make your donation right now, visit: http://bit.ly/brc-legal-fund or call 1-800-258-3742, ext. 105.

You can also send contributions by mail to: BlueRibbon Coalition; 4555 Burley Drive, Suite A; Pocatello, ID 83202 (be sure to note on your check that this donation is for the BRC Legal Fund).

DONATE TODAY and help us protect your recreational access!

All donations to the BRC Legal Fund are tax-deductable.
I JUST GOT BACK FROM thirteen straight days of riding. And I'm missing it already. Not that I wasn't satisfied, it is that I still want more after a few days’ break. It started with three days of photo modeling on some very interesting bikes which got me heading north from Nevada to Idaho. I have been planning on doing a ride called the Tour Of Idaho (see page 15), or T1 for short, which takes riders mostly off-road and mostly on trails from Utah to Canada. It is a nine-day ride that is encouraged to be done self-supported. I’ve dreamed of doing it since I first heard about it and just never could lock out the time or was prevented by forces of nature, fires and the like. Not this year.

I’ve been preparing my bike since I first bought it, a 2014 KTM500EXC. Riding wise, I’ve been preparing for this type of adventure for my whole riding career. All the years of practice to be a better racer have also made me a very confident rider no matter the terrain or conditions. Being in good shape helps too, in fact I rarely get tired on a motorcycle unless I’m pretending to race it. This wasn’t a race at all, but I seemed to use the same level of preparation going in. Those experiences are priceless. They save me all the time, especially in a much less stressful non-racing environment.

And to top it all off I have set myself in a position where I don’t necessarily have a real day job to report to. Ever since I can remember, and even later on in life, I was
guided by much older and wiser riders to “get out and do the stuff you want to while you are young and can do it. Don’t wait till you have the time and money but not the youth and physical ability any longer.” Sage advice I’ve acted upon looking back at all the hard work it took to get here. The patience to wait to get here is the tough part.

So the funny part is how it all rolls back into work. And I love it. My balloon excuse for going riding for two weeks was I’d be testing lots of stuff for Dirt Bike Test, my day job. Then after finding out videographer Will Lyons, a friend from the King Of The Motos event, was also out riding in Idaho and looking to shoot some cool motorcycle stuff; well a plan was in effect. He would meet up with me, and we’d collectively document my “solo” Tour Of Idaho.

It was as solo as it could be, excepting that in the evening and morning each day we’d be shooting the effort. We’d look at the route and plan for how Will on his Husky TE300 could ride a section with me and shoot some scenes, preferably the best stuff, and not run out of fuel. Then he’d find his way back to his van and proceed to the end of my scheduled day.

I packed all my stuff to survive. I carried everything I’d need in case I had to sleep out—most nights hotels or cabins were available I kept to the route and was smart

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**JIMMY LEWIS OFF-ROAD**

**INTERESTED IN THE TOUR OF IDAHO?** Going through the checklist to make sure that you have everything that you need? The best possible thing that you could do to prepare for the Tour would be to learn how to ride as efficiently as possible. Jimmy Lewis Off-Road ([http://jimmylewisoffroad.com](http://jimmylewisoffroad.com)) can help.

Jimmy’s classes are helpful for any level of ability from beginner to advanced. I’m still processing information and working to perfect skills I learned in a class several years ago. It definitely helped my riding. It’ll help yours too.

**BRC and MotorcycleJazz.com** want to make it easy for you to experience Jimmy Lewis Off-Road for yourselves. We’ve tentatively set up a class for those who may be interested in the Tour for right after the New Year - January 9th and 10th. It’ll be the same basic class that Jimmy and Heather always teach, but Jimmy and I will discuss navigation, planning, packing and other Tour of Idaho specific skills over dinner each evening. The first 12 people who sign up for this class through jimmylewisoffroad.com will receive a 10% discount courtesy of the BRC and MotorcycleJazz.com.

—Martin Hackworth, BRC Executive Director.
about attempting challenging sections by myself or where there was evidence the trails had not been used for some time. I survived rough weather but was mostly very lucky dodging heavy hail by hours and snow in one location by a day.

And in the end what really struck me about the T1 was the vast opportunities we still have to travel off-road. Going places that people really do not even attempt to go in some instances. But it is all very clear that these opportunities are under threat of closure all the time. Whether natural (by fire and the forests are real tinder boxes these days with drought and beetle infestation) or by pending legislation. Some whole days of this route could be put off-limits to motorized and mechanized use by looming Wilderness bills and ridiculous presidential proclamations.

Riders who dream of doing adventures like these need to be active in recreation access groups like the BlueRibbon Coalition (www.sharetrails.org) or your trips will be very short. Not to mention all the on-the-ground work done by local riders and groups in everything from cutting downfall and making waterbars to signing and bridge building.

To spoil the ending, I made it through. Eight days (I foolishly added a half-day to a couple of days which I wouldn’t do again) later and north of 1500 miles I rode up to the final lookout tower and looked into Canada. I was done riding the T1, and for that brief moment pretty done with riding trails for a while. About an hour into the drive home Will and I were talking motocross tracks (for a change up) and where the next adventure ride will be. We were on the gas for the next one fresh off the last one.

ABOUT JIMMY LEWIS: Jimmy Lewis is a motorcyclist whose accomplishments include being a Dakar Podium Finisher, 4X International Six Day Enduro Gold Medalist, ISDE Silver Vase Junior World Champion, Overall Winner Baja 1000, Overall Winner Dubai Rally and stints as a professional rider for KTM, Kawasaki, Honda and BMW. He’s been an Editor of Dirt Rider magazine, Off-Road Editor for Cycle World Magazine and currently runs the Jimmy Lewis Off-Road School. If you want to learn to ride a motorcycle with confidence and skill, Jimmy’s your man.
NO SUPPORT, no back-slapping spectators, no cheering crowds - just you, your motorcycle and your wits. The Tour of Idaho is a 1300-mile dirt bike ride designed for soloists and small groups traveling alone and unsupported. The Tour begins in the Malad Range of southern Idaho and ends nine days later in the Selkirk Mountains near the Canadian border. The Tour of Idaho, currently in its 10th season, is very likely one of the most committing and difficult long dirt bike rides in the United States.

Most of the time required to complete the Tour is spent in wilderness areas far from the nearest town. Cell phones (and sometimes even satellite phones) are of little use much of the way. Water, food, emergency supplies and fuel must be carried. Bikes and riders must be
capable of a 150+ mile range, day after day. Roughly half of the Tour consists of single track, ATV trail or extremely primitive roads.

The Tour encompasses extremes of elevation (1486' at to 10,420') and climate. It crests 10,000' three times and 9000 feet a dozen times more. Technical challenges include mud, snow, extensive sections of technical single track, rocky ATV trails, numerous water crossings and deep sand. The variety of plants, animals and geological features found along the way is amazing. The riding is varied, challenging and always interesting. If you are the type of person who feels comfortable rebuilding a bike in the middle of nowhere, resetting your own separated shoulder or lashing logs together to cross a swollen creek, the Tour of Idaho is for you.

All of the trails along the Tour are signed open by July 1st each year. But
nature also plays a role. The Tour is physically passable, i.e., snow, blowdown and other winter remnants are minimized, by mid to late July each year. A last week of July start is generally the earliest that is advised. The route remains open until October 1st when trails begin to close for hunting season. There is a distinct possibility of blistering heat, brutal cold and deluges of biblical proportions - rain, snow or both - along the entire route – all potentially within a few hours. Fires are a perennial problem throughout the riding season.

All of the Tour of Idaho trails are on public land and riders are free to use the information provided by the creators of the Tour in any way they like. The Tour was created to both showcase the unique off road riding opportunities in Idaho and to assist the economically vulnerable farming mining and ranching communities along the way. Thousands of
riders have casually ridden parts of the route since 2005. For a small, select group, however, the Tour of Idaho Challenge has proven irresistible.

Riders who under-take the Tour of Idaho Challenge must ride the entire route from south to north in ten days or less in small (three or less), self-contained groups - without any support other than that found along the way. Fuel, tools, supplies, food and all accessories must be carried. Each day contains half a dozen or so “challenge points,” landmarks or trail segments of some significance, which must be acquired in order and within certain intervals of time. Optional “special challenge” sections are available to test the mettle of elite riders.

All individuals or groups attempting the Challenge must, for safety purposes, carry a broadcasting beacon which is tracked by an enthusiastic group of Tour aficionados on social media. It’s Dakar for the masses right here at home.

The 2015 version of the Tour Challenge features average days consisting of between 150 and 200 miles, roughly half of which are technical in nature. Strong riders will spend 10 –
12 hours on their pegs each day. In my own sawing pre-run of the Tour this year I rode from 100 degree heat to snow squalls in the span of just a few hours. I encountered bear and wolves. Riding skill and outdoor acumen are required. Mechanical, navigational and medical competencies are essential. Self-reliance and an exceptionally high tolerance for discomfort are highly advised.

Get to the end of The Challenge at Sundance Mountain and a finisher number awaits. As of this writing, finisher numbers in a decade of attempts still number in the forties.

For more on the Tour of Idaho visit motorcyclejazz.com/TID.htm
MANAGING SUSTAINABLE OHV and other recreation programs on federal lands are complex challenges in the 21st Century. Most successful programs have these common factors: appropriated funds, support from line-officers, dedicated recreation staff, supplemental monies from fee programs, state or other grants, and volunteers.

This article focuses on trail volunteers and their growing import in the aforementioned equation. To bolster their volunteer workforce, the Mendocino National Forest recently held a chainsaw certification class for volunteers.

According to the agency, before Forest Service volunteers can operate a chainsaw or a crosscut saw on a Forest Service project, they need to attend an official Forest Service training course on the safe and proper use of these saws. The Forest Service has training courses specific to the use of saws for firefighting and for other purposes. Usually, the Missoula Technology and Development Center (MTDC) course is the preferred crosscut and chainsaw class for non-fire personnel. The operational and safety based training course for volunteers will help both experienced and inexperienced sawyers use chain saws and crosscut saws for limbing, bucking, brushing, and—to a limited degree—for felling smaller and less complex material. Safety is the number one element emphasized in the chainsaw training.
The training is comprehensive. Topics include, but are not limited to: Personal Protective Equipment (PPE), area size up, proper body positioning and stance, familiarity with OSHA requirements and regulations, physics of “bends”, physics of “kickback”, sawyer/swamper communication, cutting area control, danger tree awareness, job hazard analysis and emergency evacuation plans, Forest Service radio communication, radio procedures and how to use a Forest Service radio; parts of the chainsaw, how to sharpen chainsaw chain, and saw maintenance; and of course the inclusion of safe chainsaw handling, starting and stopping procedures, use of escape routes, and field practice with limbing and bucking practicum.

Bill Aaron, a Region 5 chainsaw instructor who taught our class, states, “Trail volunteers are an important part of the Forest Service trails system. Without their assistance the upkeep and maintenance would be much more difficult, and they are an integral key in the trails program.”

The Forest Service also states that volunteers who have completed saw training successfully are usually certified at the "A" or "B" level. The level of certification indicates the types of saw work, along with any restrictions, that the volunteer can perform. The "A" level is considered “apprentice” and the "B level is considered “intermediate” with restrictions limiting them to limbing, brushing, and bucking.

After training is complete, a line officer (usually the district ranger or unit manager)
issues the volunteer’s saw qualification card. Saw training and recertification is required every 3 years.

A skilled trail volunteer workforce, in my view, is a force-multiplier. They not only help keep trail clear of trees and other vegetation, but their donated hours can be used as a match for grants from the California Off-Highway Motor Vehicle Recreation Division. Volunteers continue to be an important factor in the land-management equation.

I considered it a privilege to have been part of this chainsaw class where safety and proper cutting techniques were emphasized. Recent wildfires at popular OHV areas such as Stonyford on the Mendocino National Forest and Hull Creek on the Stanislaus National Forest highlight the need for a skilled volunteer program.
PUT ON BY THE MID-FLORIDA JEEP CLUB, the annual Jeep Beach event rocks the record books every year. I've never seen such a gathering of just Jeeps. And BlueRibbon Coalition benefits as one of the club-selected charities with a $26,000 donation from the event's 2015 raffle.

Held in the infield of the Daytona International Speedway, our vendor day was filled with roaring big block race cars making laps around our event. And of course, the excitement was contagious as the club set a new Guinness Book of World Records event for 1846 jeeps in a parade (see story: http://bit.ly/jeepbeach2015).

With Title Sponsors Rugged Ridge and BFGoodrich Tires, the 4x4 industry brings it to this event. The multi-day Jeep Beach also offers a Scavenger Hunt, Jeep Show & Shine, Welcoming Party, Vendor Social Functions, beach time, Daytona Dodge Cruise-In, and a man-made Obstacle Course in the Speedway on vendor day that showcased nearly 4000 jeeps!

Millie Rice, Event Director added, “Our goal is to keep making Jeep Beach bigger and better with every year, while still maintaining our family-friendly focus and donating to our huge list of charities.”

Martin Hackworth, BRC Executive Director put it this way: “The Mid-Florida Jeep Club with their Jeep Beach event has enlightened me as to what the jeeping community and industry can make happen! I tip my hat to this amazing club! Thank you.”

Learn more and sign up for next year at http://www.jeepbeach.com/.
EVERYONE HAS THEIR FAVORITE RIDE, the one that never fails to put them in a happy place, the one that has a magic combination of elements to leave you satisfied at the end of the day.

The hard part is sharing those favorite rides. When Martin asked if I would write a column revealing my favorite spot, I clenched up. Like a 4 year old with his favorite toy, my first instinct was not to share.

But, here’s the thing: If we are going to hold on to our best opportunities, it is going to be because we worked together, not because we kept other people out. We need more people, not less, to be engaged, so that when the time comes, there are more letters and dollars and votes that care about our issue.

What we don’t need are bad ambassadors for our sport. You are already a member of the BRC, so at the risk of preaching to the choir, here’s what being a good citizen means to me:

1) Take care of the trail. Don’t cut switchbacks. Don’t make go-arounds- if there’s a tree down, you cut it out, or go over it, or under it. If you see a puddle forming that can be drained, kick a rut in to get the water off the trail. Pick up trash. Leave it better than you found it.
2) Make friends of other users. Ride a quiet bike. Pull over early, say hello, wish people (even those with stinkeye) well on their hike or ride.

3) Spend a few bucks in the businesses in towns along the way, and if you aren’t wearing your gear, make sure they know you are there to ride. The business will notice that OHV matters to their businesses, and they’ll share that with city council, and that matters when the USFS or BLM wants to make a change.

4) When you travel to ride, join the local club, and send whatever you can to the state organization. For this ride, the local club is the GOATS, and the state group is COHVC0. I’ll do this when I come to your state and collectively it makes a difference.

OK, let’s get to the fun part.

Colorado is an amazing place for all kinds of recreation, and for trail-riding motorcycles, it is one of the best. To ride this loop as outlined, you’ll need a street legal bike, and the trails described are quite rocky and technical, so it definitely is an expert level adventure. If you are in the area on a less off-road oriented bike, you can make a similar loop out of the passes shown on the map.

This ride is at high elevation as well. Not only does that mean your bike won’t perform as well, you won’t either. Bring plenty of food and water, weather moves fast up here, so no matter how clear it is when you leave your truck, pack raingear, the chance of an afternoon shower is about 90% all summer.

I started at the Tomichi Trading Post on US 50 at Sargeants, CO. They are a moto-friendly business, and they have cabins, campsites and good food if you want to spend the night. From there, it is a short ride up on US 50 to Dawson Creek, where the off road fun begins. After a stream crossing, you’ll be rolling along on twisting
two-track up a valley, through a few gates, heading for the Quakey Mountain trail (538). This is a great warmup- not too technical but not trivial either, and a good indication of what is to come. If this trail isn’t to your liking, change plans- you’ll come out on top of Black Sage Pass and you can run some great two tracks instead.

At the end of Quakey, hook a left, and eventually two rights on the fire roads to find yourself at Waunita Trail. Most of the traffic you’ll see on this one has 4 hooves and it is a smooth run over to Canyon Creek (481), which is one of the real gems of the area. To me, the joy of a trail is partially in the combination of turns, straights, and obstacles it offers, and Canyon Creek is special in this regard. It has it all, straight and then bendy, smooth and then technical, water crossings, rock gardens, root holes and more.

In addition to the elements that make up a trail, the other thing that I find joy in is how unexpected it is, the more unlikely it seems that it will go through the more I enjoy when it does. This is the beauty of South Quartz trail (483). You’ll start way above timberline on a faint track that doesn’t seem to hold much promise for going anywhere. After picking your way through some exposed rocks, you’ll start a steep and treacherous descent. Eventually, this turns into technical Jeep trail, the trail is named after a rock for a reason. At the bottom, you will make a left and find yourself in Pitkin, where there is gas and food and usually other OHV enthusiasts to be found.

From Pitkin, you’ve got loads of great options for more trail, or scenic jeep roads, or both. If you’re in Pitkin early and are feeling sporty, head up Fairview Peak Road to Gold Creek (426) and Cameron Creek (427) trails, both of which are great singletrack trails. You can loop these together with a little interesting dirt road on either end, but I will warn you that navigation is tricky on Fairview Road, there are some private inholdings, so take your time and respect property owners.

When you get back to Pitkin, head up Alpine Tunnel road toward Hancock and Tomichi
passes. These are relentlessly rocky and absolutely gorgeous. After you yo-yo Hancock, go just over the summit of Tomichi to hook back onto the far end of Canyon Creek. After a rough climb, you’ll have the option to turn left onto Horseshoe (482) just before you come back to the intersection where you turned onto South Quartz. Horseshoe is a very difficult trail, but you’ll be going downhill, and where it rejoins Canyon Creek on the bottom, you’ll be in for the smoothest section of the day. An advantage to this route is that you don’t repeat anything, you’ll miss a few hundred yards of Canyon Creek at both the top and the bottom but never repeat any trail.

Canyon Creek comes out at Snowblind Campground, and you’ll have a short road ride to get back to Sargeants. Even though the road is not challenging, this is one of my favorite parts of the day- in my mind, I replay all the amazing places I saw and feel so lucky to get to experience places like this. I hope future generations are as lucky.

ABOUT NED SUESSE: Ned has raced in rallies from Africa to Europe to South America, but his favorite thing to do is ride trails near his home in Colorado. His business, Doubletake Mirror was inspired by his passion for riding as well, so his life is mostly motorcycles, most of the time. When he is not twisting a throttle, he can be found pedaling a mountain bike, hiking, or napping in a hammock.
Sage-Grouse update

IN LATE JUNE, BRC filed formal “protests” in most of the western states in regards to the BLM’s Proposed Sage Grouse-related Land Use Plan Amendments (LUPA) and Final Environmental Impact Statements (FEIS). BRC is concerned about how many of the new complex and multi-layered critical components like lek buffers or anthropogenic disturbance criteria will be applied to any particular recreational use, route, or site.

BRC is more concerned than ever that implementation of post FEIS travel management projects have the potential to greatly affect/impact all aspects of motorized/mechanized recreation, from traditional camping, hunting and fishing access to access for photography, bird watching, mountain biking, boating, cross country skiing and wilderness areas. Most of all, this proposal could have a serious negative impact on casual OHV use and permitted special events such as enduros, trials, hare -scrambles and dual sport rides. All forms and aspects of motorized recreation -- off-highway/off road motorcycle, dual sport/adventure sport motorcycle, ATV, SBS, OSV, 4WD and even all street legal vehicles could be adversely yet unjustifiably impacted, since the agency failed to describe a travel management strategy in the FEIS.

Stay tuned on this issue as BRC awaits a response to our protests from the agency.

BLM Nevada RMPs (Las Vegas-Pahrump RMP and Carson City RMP)

Earlier this year, BRC filed formal comment letters in regards to Draft Resource Management Plan/Draft Environmental Impact Statement (Draft RMP/EIS) for the Nevada Bureau of Land Management (BLM) Carson City District, Sierra Front and Stillwater Field Offices and the Las Vegas and Pahrump Field Offices.

BRC remains extremely concerned about the elimination of dry or sand washes from both post-decision interim travel prescriptions and subsequent project level travel management plans could functionally close millions of acres to meaningful access for both casual OHV recreationists and permitted events.

BRC is hopeful the BLM will amend their draft plan after reviewing our comments and
the thousands of comments sent in by OHV recreationists in Nevada who love access to desert roads and trails. BRC expects the final planning documents to be released this December.

**Objections filed on Bitterroot National Forest Travel Plan**

**IN JUNE**, BRC filed formal objections to the April 2015 Draft Record of Decision (“ROD”) and associated Final Environmental Impact Statement (“FEIS”) for the Bitterroot National Forest Travel Management Planning Project. The objections were submitted on behalf of our individual and organizational members, the Ravalli County Off Road User Association (RCORUA), and the Bitterroot Ridgerunners Snowmobile Club (BRR).

BRC objected to Alternative 1, the Preferred Alternative, in the FEIS since it is not compliant with the 1987 Forest-wide Management Objective to “Provide for the current mix of dispersed recreation by maintaining about 50 percent of the Forest in wilderness, about 20 percent in semi-primitive motorized recreation and about 30 percent in roaded areas.” In fact, BRC believes that none of the FEIS Alternatives meet the goal of 20% of the Forest (or miles of motorized routes, which is a better measure) available for semi-primitive motorized recreation.

BRC stated the Draft ROD and FEIS had fundamental flaws. Those flaws can only be rectified by conducting a new process and accepting comment on an SEIS, or through adoption of Alternative 2 (revised) or Alternative 3.

Finally, the Draft ROD reflects aggressive and largely unprecedented efforts to cast nearly every choice decidedly against motorized (and mechanized) use. BRC told the agency that if it persists in backing our organizations into the figurative corner reflected by the Draft ROD we will have little choice but to exercise all available options to challenge or counteract such a decision.

This is a hot one to watch as well.

**Recreational Trails Fund**

**THANKS** to all of you who sent in letters opposing Sen. Mike Lee’s S.A. 2280 amendment to gut the Recreational Trails Fund! According to our friends at the Coalition for Recreational Trails, the U.S. Senate passed its multi-year transportation bill with a 65-34 vote. The provisions affecting the Recreational Trails Program were left alone. The Lee amendment that would have eliminated RTP was not even brought up for consideration. Good job everyone!
THE RADIO PLAYS on in the background. I’m smiling behind the wheel of my old Jeep Cherokee bouncing lazily down a hot sand road, older than New Jersey (NJ) itself. My wife is beside me rubbing my hand, while my Labrador Retriever squeezes her nose out a slightly cracked window. At the same time, my 1 year old son calls out from his car seat, “Tree. Yay. Green!”

I’m driving my young family to go swimming in the Pine Barrens for the very first time at a spot I enjoyed as a child. As we round the bend just 10 minutes from the scorching pavement of Rt206, I spot an unusual fiberglass sign post blocking our turn: “No Motor Vehicles.” Thirty minutes later, 12 more signs. My son has grown weary of his car seat, my wife is no longer amused, the dog is crying, and I surrender. I take them swimming under Constable Bridge. Swimming under a bridge wasn’t how I’d hoped my son would first meet a place I called home.

These signs began to spring up without explanation several weeks ago. Like a thief in the night, they would appear suddenly and without warning to take our secret spots away. No public announcements, no management plans, just signs. We had been evicted from our recreation.

Weeks later, a map and press-release would be hastily rushed to the public as a result of complaints. The content of the map was worse than I could have ever predicted: the vast majority of the public roads in Wharton State Forest are scheduled to be closed without a single believable explanation.

It is of utmost importance to understand that we are experiencing a covert shift from CONSERVATION (controlled use) to PRESERVATION (absolute protection). This shift represents the single largest shift in Wharton State Forest’s philosophy of land management since the 1950s. Joseph Wharton originally put together Wharton Tract to sell water to Philadelphia for profit. When the laws changed and it became illegal to sell water across state lines, Wharton got stuck.

“Sign, sign, everywhere a SIGN. Blockin’ out the scenery, breakin’ my mind. ”

by Gregory O’Brien
Contributing Writer
The land was eventually sold to NJ for Water Conservation Purposes only.

Under a CONSERVATION MODEL, this land was left alone and set aside for recreation. Most importantly, the land was barred from all commercial/industrial-use and development. This basic principle is what saved the pine barrens. Beyond that, public land use was guided and protected by enforcement of a couple of dozen effective rules. It was always and, for now, continues to be truly open and free to every tax payer that BOUGHT it from the Wharton Family. This has been the social contract from day one.

Unfortunately, half a century later, the people that made these original deals are long dead and there is an unrelenting push to shift from conservation to preservation.

In a PRESERVATION MODEL, the removal of man’s influence from the ecosystem is paramount. Any perceived need of the ecosystem (real, fabricated, or imagined) overrides the recreational interests of the public without question. It could be argued that perfect preservation is a circular fence with no man inside.

What a preservation model first fails to recognize is that the pine barrens is an ecosystem that thrives in the harshest conditions NJ has to offer. It is not something to be placed in a glass jar. It has survived all-consuming fires, relentless colonial timbering, and the most damaging forms of iron ore, charcoal, and glass manufacturing. The second major blunder of preservation is to assume that this natural ecosystem is somehow at odds with responsible recreation, though there is no valid research to support this stance. The State Park Service’s own heavy-handed management (machine widened/graded roads, established trees felled to block roads, and concentrating traffic into focused corridors) likely has more net environmental impact than all forms of recreation combined.

To understand the challenges facing public access rights at Wharton State Forest, you need to understand the management. The State Park Service administration has shifted toward the ‘preservationist’ camp drastically in recent years and they are now revealing their master plan.

Certainly the concept of a ‘master plan’ would’ve sounded like a bit of a conspiracy theory 10 years ago, but here we are with a federally funded Motorized Access Plan (M.A.P. – clever, isn’t it?) that shuts down AT A MINIMUM 55% of the State Forest Roads. Despite State arguments to the contrary, these are real roads that have existed for 100+ years and lead to river access, ruins, homesteads, grave sites, trailheads, and other points of interest off the graded roads. These are places that really matter to citizens, but the state wants closure signs and they want us to blame each other for them.

A closer look at the events surrounding closure, tells the real story:

- **Chronic Enforcement Problems:** By all accounts, the State Park Service administration hasn’t worked as a team with
the State Park Police in recent memory. This isn’t a problem more money or patrols will fix. This crucial management/enforcement relationship has eroded to the point it is irreparable. It seems the State Park Service wants these abuses as justification for ‘the plan’ to shut it all down. They know in time the pines will heal after closure; it is by scientific definition a collection of survivors after all. A small price to pay, the argument would seem to be? Seems like a cowards way out of enforcing the laws that have been successfully protecting this area for the past 60+ years.

- **Special Interests at Play:** Even if every blade of grass and grain of sand in Wharton was unmolested, this would still be happening. The State Park Service was so eager to ‘preserve’ that it simply jumped the gun and started closing roads nearly a month before the rushed press-release. It was easy work to plot the first sign posts of this closure on a map, because everyone noticed them right away in this untouched area. The initial closures appear to provide a non-motorized buffer for legacy projects of the controversial Pinelands Preservation Alliance. How odd that a public institution should be so concerned about the assets and investments of a special interest group? From here, the federal M.A.P. grant closures start to funnel all motorized travel onto unnatural, man-made graded gravel roads. Say good-bye to the undulating, narrow white sand roads and low hanging pine trees that make Wharton home. These new maintenance-friendly, non-natural road surfaces are at least an aesthetic eyesore and at worst an element of unknown environmental impact.

- **Misinformation and Confusion as a Tool:** If you stir up anger within the public (widespread unannounced closures) and give them someone to hate (generically blame non-specific motorized damage), you can get the innocent public to agree to wallpaper themselves into the corner with ‘No Motor Vehicle’ signs before they ever realize what they have given up forever. In reality, the State is removing traditional access for 99% of the tax-paying public and justifying it as necessary to prevent some vague future damage which could only result from a history of failed policies.
• Funding Woes, Or are There? Many involved members of the community are very tired of hearing “lack of funding” as an excuse. Every year the State Park Service and the State of NJ turn down comprehensive, reoccurring Federal funds for motorized multi-use trails through the Recreational Trails Program (RTP), as part of a gas-tax refund. On numerous occasions, groups have approached the Park Service about a cooperative approach to get Wharton land management back on course. This has been a non-starter, because it requires motorized access be part of the plan. Once the spigot is open to RTP funds, shutting down all motorized access means demonstrating how the problem has been managed and why closure is being used as the last resort. NJ is currently the ONLY STATE in the country not accessing federal RTP funds!

We pull away from Constable Bridge, the Jeep still smells of pine trees and fresh cedar water. I smile at the feeling of sand between toes as the Jeep wheels gently struggle for traction in the powdery, white sand. Both the dog and my son are sleeping happily, my wife isn’t far behind.

Minutes later, we come to the larger Quaker Bridge Road which will lead us home. Almost as a sign of the times, we wait for an ugly dust caravan of travelers to come rumbling down the freshly graded road. Each driver looks more miserable than the first. All shunted onto this dirt highway by little arrogant brown signs. At that moment I feel strangely compelled, almost shamed, into using my turn signal for the first time ever in a forest where you rarely see another soul all day… and the radio belts out:

“Do this, Don’t do that. Can’t you read the Sign!”

Similar plans lay in waiting, drawn up for other NJ public lands. Welcome to the State’s New Wharton. You are not welcomed.
ON AUGUST 7, President Obama signed into law H.R. 1138, the Sawtooth National Recreation Area and Jerry Peak Wilderness Additions Act (SNRA+).

It was supported by an unusual assortment of groups including the Idaho Recreation Council (IRC)* which includes the Idaho State Snowmobile Association and the Idaho Trail Machine Association. This was not the first time a wilderness bill that included the Boulder White Cloud Mountains had been before Congress. Formerly the bill was called the Central Idaho Economic Development and Recreation Act (CIEDRA) and IRC opposed it. In fact, IRC is credited by many as the reason the bill did not pass. So what happened? Why from investing enormous resources in defeating the bill did we switch our efforts to actively supporting it? The answer to that question is--the threat of a National Monument.

In 1906, The Antiquities Act was passed. This well-meaning piece of legislation gives the president the authority to designate any federal lands as a national monument. There are no requirements that he confer with Congress or local governments. He alone makes the final decision about who gets to use the land and when. The bill was intended to protect small archaeological sites but in recent years has been used to lock up huge tracts of land to restrict logging, mining, and oil and gas drilling.

President Carter has the record for setting aside the largest amount of land—56 million acres in Alaska. Congress, respecting the wishes of Alaskans, chose not to pass an Alaska Lands Protection bill, but President Carter went around them and did it with merely his signature. Alaskans were outraged! Although Carter wins for the largest, President Clinton wins the race for the most National Monuments. The most egregious was the Grand Staircase-Escalante monument - the site of a future coal mine. Like Alaskans, Utahans were furious! Nothing was ever done to modify or eliminate these monuments so eventually the rage and the fury dissipated.

When wilderness advocates were unable to

by Sandra Mitchell
Idaho Recreation Council
pass a wilderness bill in the Boulders after almost thirty frustrating years, they turned their efforts to convincing the administration to creating a National Monument. They were successful and the administration was moving forward. It was at this point that Congressman Mike Simpson (R-ID) requested a 6 month stay from the Administration to give him enough time to take one more run at passing a wilderness bill. This time it was a much improved bill. The acres of wilderness were reduced, all snowmobile areas and motorized trails were removed from the Wilderness Areas and protected for recreation.

It was no easy feat to move a major piece of legislation quickly through Congress which is designed for deliberation, not speed; however, thanks to the amazing work of Senator Jim Risch, who had opposed the bill the last round, Congressman Mike Simpson and the unusual cast of supporters working together, the deadline was made.

Was the bill perfect? No. We could have suggested a number of changes that in our opinion would have improved the bill, but this was a ‘take it or leave it bill’ and after a long and often painful discussion, IRC chose to take it. It is a bittersweet victory for the motorized community. The riding areas that we cherish will remain open. We won’t have to simply tell our children and grandchildren about the amazing places we ride in the Boulders, we can show them. The small rural communities that rely upon motorized recreationists to infuse revenues into their economies will benefit. These rural communities cannot afford to take one more economic loss. It isn’t easy making a living in a small rural mountain community that is surrounded by public land, but it is possible, if there is access to the land for a variety of users, including motorized. Recreation to them isn’t simply an “activity done for enjoyment when one is not working.” Recreation to them is their last hope for preserving what is left of their economy.

The Idaho Recreation Council stands by its position that congressionally designated wilderness is not always the best way to protect the land and its resources. Management is so constrained in wilderness that it often cannot respond in a timely or effective manner to threats, such as weed invasions, insect outbreaks and tree disease. If a natural event threatens an endangered species, it is nature’s way; species come and species go. When fires burn naturally in wilderness and pollute the air of surrounding communities for months on end that is just wilderness being wild and untrammeled. If recreation is significantly impacting the wilderness, recreation must go.

“The Battle for the Boulders is now over but the battle to protect our access will never end...”
The choice is not wilderness or development, or road building or logging. Managers have a full range of options available to them and the best way to select from these options is in Forest Resource Management Plans, not another restrictive wilderness bill.

The Battle for the Boulders is now over but the battle to protect our access will never end as long as our public lands are managed by the Federal Government. However, there are things we can do to make our job easier. For example, how about we start a national movement to amend the Antiquities Act? It is just wrong to have to negotiate under the threat of a National Monument. There are a number of good bills already introduced that will require consent by Congress and the State Legislature before a Monument can be proclaimed. There is no way the sitting President will sign the bill but we can get ready for the next administration and congress. If recreationists in every state agree to work together, we can make it happen! Let’s start here and now. If you, your club, or your association are willing to participate, please let me know:
smitche@alscott.com.

* The Idaho Recreation Council (IRC) is a recognized, statewide, collaboration of Idaho recreation enthusiasts and others who identify and work together on recreation issues in cooperation with land managers, legislators and the public to ensure a positive future for responsible outdoor recreation access for everyone, now and into the future."

Are you a federal employee?

If so, you are eligible to take part in the Combined Federal Campaign, September to December. Please contribute to the BlueRibbon Coalition and defend your access!

BRC will be listed as "11402 BlueRibbon Coalition" under National/International Independent Organizations for charitable donations.

For details, visit: www.sharetrails.org

or call: 1-800-258-3742
Introducing the Sharetrails.Org/BlueRibbon Coalition Partners For Access Program for corporate and business supporters.

Please consider joining our roster of corporate partners in preserving access for all. Contact Sharetrails.org Executive Director Martin Hackworth (brmartinh@sharetrails.org) for more details.

$50,000+ - Elite Partner for Access

- Full-page Ad in each quarterly magazine issue for 1 year at a 75% discount* or a free full-page “Thank you” block.
- Accolade Article – Editorial support
- Website and Social Media exposure and interaction (retweets, shares, etc.)
- Logo and Listing on our Partners for Access webpage
- Large Logo on our booth at events
- Official BRC presence at requested sponsor events
- Staff expertise as requested
- “Official Product of BRC” designation
- Sponsorship of our member handbooks
- Special pricing on memberships Elite Partners provide customers. Cooperation in membership/customer incentive programs.

$10,000 – $50,000 – Leading Partner for Access

- Quarter-page Ad in each quarterly magazine issue for 1 year at a 75% discount* or a free quarter-page “Thank You” block.
- Accolade Article – Editorial support
- Website and Social Media exposure
- Logo and Listing on our Partners for Access webpage
- Name of Partner on our booth at events
- Special pricing on memberships Leading Partners provide customers. Cooperation in membership/customer incentive programs.

$5,000 – $10,000 – Partner for Access

- 1/6 page Ad in each quarterly magazine for 1 year at a 75% discount* or a free 1/6 page “Thank you” block.
- Website and Social Media Accolade article
- Listed on our Partners for Access webpage
- Special pricing on memberships Partners provide customers

Please note that as the range of donations within each Partners tier is fairly broad we do have some flexibility to tailor benefits within each level. Please do not hesitate to contact Martin Hackworth, the Executive Director of Sharetrails.org, with any questions that you may have.
THE BLUERIBBON COALITION
2015 BOARD OF DIRECTORS ELECTION is here! This year’s board election include one current board member running for re-election and two new board members running to fill seats left vacant by retiring board members.

Current board member William Kaeppner will be running for re-election. Two new candidates will be vying for two of the seats made available by departing board members. These candidates are: Rebecca Antle and Mark Kincart.

The election itself will occur online and via mailed ballots, with final voting taking place on location at the General Meeting of the BlueRibbon Coalition/Sharetrails.org in Las Vegas, October 31 - November 1, 2015.

All members in good standing are eligible to vote. If you are a member in good standing but will not be able to attend the meeting, you may fill out and return an absentee ballot (http://bit.ly/brcabsenteeballot2015), or vote online (http://bit.ly/GoVoteBRC). All absentee ballots must be received at the BRC office no later than October 30, 2015, in order to be eligible. Online voting will be available until 4:00 on October 30th.

REBECCA ANTLE
Home State: Arizona
Affiliations: ASA4WDC President

WILLIAM KAEPPNER
Home State: Ohio
Affiliations: AMA ATV congressman district 11, BOD NOHVCC. President Ohio Motorized Trails association (a 501 3c) President Buckeye Dualsporters.

MARK KINCART
Home State: Arizona
Affiliations: KLIM Technical Riding Gear
KLIM, RPM Motorsports and Sharetrails.Org are pleased to announce that Cow Tag winner Mike Anderson, of Richmond Heights, OH, has received Cody’s Webb’s motorcycle.

Mike had this to say when we spoke to him:

“I would like to thank the AMA for reaching out to me to help support the BRC and the BRC for all of their efforts to keep trails open for everyone to enjoy. I have been riding and racing dirt bikes for over 42 years and am always concerned about having a place to ride. Keeping our riding areas open requires money, time, and effort and I would encourage everyone to contribute to this cause. I joined the BRC because I felt it was the right thing to do for a sport that I truly love...I never even thought about winning Cody Webb’s bike...although I cannot wait to ride it! Thanks again to KLIM, the BRC, Cody Webb, RPM Motorsports, and all the other sponsors for helping raise money to keep our trails open.”

Mike sounds like a happy guy. So are we. Thank you KLIM and RPM Motorsports for putting on this event to support Sharetrails.org and access.
WINTER OR SUMMER
We Support Motorized Access to Public Lands.