Del Albright
Epic Trails:
The RUBICON TRAIL

Todd Ockert
The MOLINA GHOST RUN

Clif Koontz
ENDURING TRAILS
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WE’VE CHOSEN THIS issue of our magazine to highlight changes we’ve been making here at Sharetrails.org/BlueRibbon Coalition (BRC) over the past year. For my part the biggest news is the change to our brand and logo. From here on we are Sharetrails.org/BlueRibbon Coalition. Sharetrails is both our web name and really, our mission. It describes almost perfectly what we do. Though we are still doing business as the BlueRibbon Coalition on our 990 and business filings, we will be operating in the public sphere as Sharetrails.org.

Along with the new brand name and logo we are introducing our new website. Please visit sharetrails.org as soon as you can and see what’s new. Our old website had not seen significant upgrades in more than a decade – something that is simply unacceptable in the digital age. We are making it easier than ever to join or renew online. The new site is cleaner and easier to navigate with the most relevant and important information just a click or two away from the landing page. We really hope that you’ll like our new website and visit often. Please let us know about your experience while visiting.

We’ve doubled the amount that we spend on a routine basis on our legal program over the past year. We’ve had to do this because we are involved in more actions in more places than ever before. That’s a good thing. It’s what those of you who are members and supporters are paying for and we aim to succeed in defending and expanding access.

I do not come to work here every day because I need to. I could easily spend the time at home with my wife and boys and be just fine. I am in here every day (and on the road a significant amount of time) because I believe in what we do. About half the trails I used to ride when I was young are no longer available to my boys. That’s not acceptable. I have a fundamental problem with the radical environmental
community disproportionally affecting the way that lands we all own are managed. That fires me up enough to drive to work each day instead of hopping on a dirt bike and heading into the hills.

Keeping trails open is what I care about. I took this job because I believe that Sharetrails.org/BRC is the best mechanism for doing just that. Upon accepting this job I promised our founder, Clark Collins, that I would do everything within my power to shepherd the organization he started to the next level. I fully intend to do just that. The ex-racer in me is still competitive enough to make the fight for access personal. I really hate losing.

To that end we are growing. Right now one of our main goals is to bring onboard a very good land use representative for the Eastern U.S., Randy Block. Randy is a former BlueRibbon Coalition board member, a Tour of Idaho finisher and all-around great guy. We are very close to raising the money needed to fund his position. If necessary, I will take a pay cut to make this happen. That’s how much I believe in what we are doing and what Randy can bring to the fold. We will similarly be bringing on a snow ambassador a little later this year contingent upon funding. We want to get as many folks into the field as we can to make sure that we are taking care of all of you.

We are continuing our efforts to expand and improve Sharetrails Magazine. I’m pleased that we are beginning to receive a lot of submissions. Please don’t be offended if we can’t run your piece right away because we can’t run everything. It’s a nice problem to have. We are investigating new ways of producing the magazine that should lower the production costs and allow us to expand. Feedback on the magazine has been very favorable and we look forward to making it even better.

My family just expanded by one so my event schedule has been a bit lean. I’ll be back on the road in the fall at the Family Offroad Adventures Dual Sport ride in Yosemite in September and at AIMExpo in Orlando in October. Please stop by and say hello if you can.

6 Ways to Support Sharetrails / BRC

1. Join and renew your membership
2. Sign up for alerts and use the info to contact the agency mentioned
3. Contact your representatives, let them know you support trails
4. Thank the National Forests and BLM agencies in your riding area for keeping trails open
5. Contact BRC if you find changes or closures on your favorite trails (see page 4 for contact information)
6. Add BRC as your charity of choice when shopping on Amazon.Com

(For details, see: http://smile.amazon.com)
THE THE PRESIDENT’S DESK

THE THEME FOR THIS ISSUE is “Something Big.” Well, that something big is the roll-out of our new website, logo and all the other big stuff we as an organization are working on to support YOUR access.

As with life, things change even though we may not like change as a human being. We have had people working behind the scenes on our new web site, and by the time you read this, it should be live. I have test driven the beta and helped work out any kinks in the system with Martin, our Executive Director, staff and contractors. Along with the new web site, we are rolling out our new logo. I know sometimes too much change is not good. Some of you may already have seen the new logo on a banner or on email from Sharetrails.Org/BlueRibbon Coalition (BRC) staff.

We knew our website needed a major revamping, and this was one of Martin’s priorities upon him coming on full time last year. He brought in a web design professional to redo this to meet the requirements of our organization. Working closely with our staff, this web designer has created a wholly new, modernized and much more navigable website that can be managed from our side with ease. If you see something you do not like on the website, please let me know at brodoo@sharetrails.org. After our magazine, our website is our next-best means of communication to you, our members.

Speaking of our magazine, it seems as though each issue continues to get better and better. Michael, our magazine Editor, keeps improving on a great communication tool. I hope you enjoy it as much as I do. I can hardly wait until the next edition is on my door step. We are always looking for articles, photos and other information to put into YOUR magazine. I have had businesses tell me that they want to be in it because of the quality that we are achieving in...
our articles and the overall look. To the advertising businesses that have supported the magazine, I thank you. It is much appreciated, as we could not put this together without your financial support. We are partners in this fight to keep lands open for recreation and, if we can do anything to help you in your business, please let us know.

Other big things that we are working on include more legal cases for Paul Turcke, our attorney, to work on and help fight the good fight for land access. Don Amador has been busy with land access issues, and he recently attended the official dedication of the Berryessa Monument and had a personal meeting with Secretary Sally Jewel of the Department of the Interior (BLM boss).

As I write this, Del and Stacie Albright just got back from Jeep Beach in Daytona Beach, Florida. From all the pictures on Facebook, this looks like a great event and everyone was having fun on the beach. This event is put on by a small club, and they generate some huge donations for charities in the area and to Sharetrails.org/BRC as well. We are forever in their debt for what they do to help us financially. If you ever get the opportunity to attend this event, please get down there to support them and the charities that they donate to.

My wife and I have a busy schedule planned for this summer. We will be headed off to the Cal4Wheel event in May, a Jeep Beach West (www.jeepbeachwest.com) event, June 11 – 12 at Pismo Beach, California, MetalCloak Skillz Day on June 25th at Prairie City SVRA. In July we are headed to Pocatello for a meeting at the office with the staff and contractors and then we are headed to see my dad in Ely, Nevada, for a local group 4x4 ride with him and some of his friends from Las Vegas.

Our membership has been on the rise and, for those that helped bring in a new member, thank you. Until next time, enjoy your favorite recreation spot.
Monsanto congratulates the Blue Ribbon Coalition for being the force behind the National Recreational Trails Fund Act.

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IN THIS ISSUE of the Magazine it seems only fitting to look at a list of selected “big” Legal Program accomplishments over the years. Time is short so let’s jump in.

Some of our legal projects involve intervening in a preservationist lawsuit. We strive to send an important message that Sharetrails.Org/BRC Legal will respond to any meaningful threat to access. A fitting place to start is one of our earliest projects, the defense of snowmobiling in Yellowstone and Grand Teton National Parks. This saga started in the U.S. District of Columbia in 1997 during Al Gore’s effort to revamp our land management framework. Working closely alongside partners like the International Snowmobile Manufacturer’s Association and their legal counsel, Bill Horn and Jim Lister, we have fought off a concerted campaign to prohibit snowmobile travel to the Parks and facilitated a workable, active management program. Another example involved a call from the Shawnee Trail Conservancy in Illinois, who alerted us to a suit filed in 2000 by Heartwood which led to a “sweetheart” settlement to significantly revamp Forest Service categorical exclusion regulations, to the detriment of trail maintenance efforts and certain types of recreational events. We intervened in the case and convinced the trial judge to vacate the settlement agreement. That decision was eventually reversed on appeal, but only after we had cut the political wind from the sails powering the environmentalist reforms. Also in 2000 with long-time partner California Association of 4 Wheel Drive Clubs we led the only successful effort to gain intervenor status in a suit designed to severely restrict access to the BLM-managed Imperial Sand Dunes near Glamis, California. That case too was on the settlement fast track. As the only multiple use interests at the table, we helped make the settlement more palatable. Over 15 years later the case is still pending, with the tables now turned in our favor as BLM’s latest plan would reopen key riding areas closed in the original suit.

On other occasions we “go on offense” and file our own suit challenging an agency decision. The Legal Program has had success in this arena too. In 2014 we filed suit challenging the Forest Service closure of Trail 38, a popular single-track route in Wyoming. In another example, BlueRibbon partnered with the Idaho State Snowmobile Association to challenge the 2011 Clearwater Travel Plan and its doctrinal creation of “administrative wilderness.” Both of these suits prompted favorable settlements, including reimbursement toward our attorney’s fees. In 2008 we filed suit with the Montana Trail Vehicle Riders Association and other groups challenging the Lewis and Clark Forest Travel Plan, winning the case in the district court and obtaining a remedy that re-opened many key routes. We’ve even fought for water-based recreation, filing suit in the District of Utah in 2003, which successfully restored personal watercraft access to Lake Powell.

A couple of projects warrant special attention where Sharetrails/BRC Legal played a lead role in “changing the law.” In 2000 we worked alongside lawyers from the Department of Justice and various Utah governments to successfully repel a motion for preliminary injunction to restrict
motorized access to BLM lands throughout Utah. Sharetrails/BRC Legal went a step further and moved alone to dismiss the case on jurisdictional grounds. Our motion was granted. The Tenth Circuit reversed that ruling, which set the stage for an eventual 9-0 Supreme Court decision defining and limiting a burgeoning preservationist tactic keying on claims of an agency’s “failure to act.” In 2013, BRC Legal acted as lead counsel before an “en banc” Ninth Circuit panel who eliminated the “Federal Defendant Rule” limitations on inter-vention, which should facilitate broader participation by nonfederal interests in environmental issues.

Unfortunately, the legal and cultural playing field is usually tilted in favor of our anti-access foes. We must be diligent, creative, and efficient to stand a chance. The Sharetrails.Org/BRC Legal Program has been fortunate to hit the mark on many occasions over the years. With your help we will continue this record of success.

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

SUPPORT THE LEGAL FUND

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

To make your donation right now, visit:

bit.ly/sharetrails-legal

or call 208-237-1008 ext.”0”

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

DONATE TODAY and help us protect your recreational access!

All donations to the Sharetrails.Org/BRC Legal Fund are tax-deductible.
THE “GOLD RUSH” of 1849 brought California to the national limelight and thousands of explorers and adventurers west to the famous gold fields. The era was wrought with exploring, trapping, gold mining, gun fights and trading with Indians from coast to mountains. From those hearty souls, we now have the famous Rubicon Trail.

Around 1850 trappers and survey parties were traveling routes in the northern part of the state along the Georgetown-Lake Bigler Indian Trail. Noted explorers like John Fremont leading US Army expeditions brought Lake Tahoe to the attention of the western world. Rubicon Springs was discovered in the process, and today we have the epic 4x4 trail of the world, the icon of four-wheeling, the famous Rubicon Trail.

Later in the 1800s the “Rubicon/McKinney” road became a stage coach route between Georgetown and Lake Tahoe, servicing two mountain resort hotels; one at Wentworth Springs and one at Rubicon Springs.

In the 1920s Studebaker cars traveled over the Rubicon Trail to Rubicon Soda Springs to enjoy this retreat in the mountains, nestled along the Rubicon River. Eventually over time, natural erosion and continued use turned the trail from touring to 4x4 required. Today, in the words of a Rubicon “father” Mark Smith (RIP), the Rubicon is rated a 10 out of 10 on the difficulty scale.

In 1953 Mark Smith and friends started the Jeepers Jamboree that has become the “Granddaddy” of all 4-wheel drive events in the world. More on Jeeps Jamboree and Jeep Jamboree here: http://jeepersjamboree.com/history.html

Some historians point out that the name Rubicon is related to Julius Caesar (50 BC) declaring war on Rome with his statement: “The die is cast.” So that when his Army crossed the Rubicon River (in Italy), they were at the point of no return. So, “know ye all today (in the words of Del Albright) that whoever passeth through these hallowed rocks has crossed the point of no return in life – and ye shall be hooked!”

On a more serious note, the Rubicon Trail is really only about 17 miles long after leaving pavement from Georgetown, CA, area to Lake Tahoe. But this “short trip” is not a one-day buzz-through adventure. People who speak highly of their experience on the Rubicon talk about a three or four
day adventure, with time for swimming, hiking, picture taking and just plain relaxing. Oh, yes, and some grueling four-wheeling as well.

Trail elevations run from 5400 feet to over 7000 feet, with incredible Sierra Nevada mountain scenery, vegetation and granite rock formations. It is truly breathtaking to drive through “large expanses of exposed granite rock, the result of glacier movements that scraped volcanic rock layers away to expose Volkswagen-type dune buggies have also been noted to traverse the trail.

From the Loon Lake entrance, you’ll cross famous obstacles like “the granite bowl” or granite “slabs,” Ellis Creek, Walker Rock/Hill, Spider Lake, Little Sluice, Big Sluice, Old Sluice, Rubicon Springs, Cadillac Hill, and finally, Observation Point.

In 2000, the Rubicon Trail became in jeopardy of closure and a gate. Allegedly, Lake Tahoe water quality was being threatened by soil discharge off the Rubicon into McKinney Creek feeding into Lake Tahoe. Placer County received a “Cease and Desist” order with a huge fine attached if the problem was not promptly fixed.

Hence, Sharetrails.Org/BlueRibbon Coalition (BRC) sanctioned Del Albright (4x4 Ambassador) to work nearly full time (at their expense) “to do what it takes to save this trail!” The California 4Wheel Drive Association (CA4WDA) immediately partnered with Albright’s BRC effort and together gave birth to the Friends of the Rubicon (FOTR). Many clubs, organizations, national/regional groups, international interests, magazines, associations and businesses all joined in to help sharetrails.org

and polish the underlying granite.” (Quoted from “Rubicon Springs and The Rubicon Trail: a history, by Rick Morris, Published by The Rubicon Historical Group, 2011)

There are two standard access points on the west end of the Rubicon Trail: Wentworth Springs and Loon Lake. While not a one-way trail, most four-wheelers enjoy the trail west to east. The most common starting point is Loon Lake right at the dam/spillway, driving through and popping out near Tahoma on the west shore of Lake Tahoe.

Both street legal and “green stickered” off-road motor vehicles are welcome on the trail, including jeeps, 4x4s, ATV, UTV and dirt bikes.

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Sharetrails Magazine (#005-2016) — 13
where they could to save this icon of off-roading. (See historical links at right for more listings of partners and supporters).

The immediate drainage problem was fixed in the summer of 2001 as FOTR became the largest, most organized and best known “friends” group in the off-road world. Users adopted this trail and worked with all the various governing agencies, local, state and federal, to keep the Rubicon open to all, all year long.

In 2004, Albright gathered key players in the four-wheeling world and formed the Rubicon Trail Foundation (RTF), to be the “officialdom” of Rubicon efforts, apply for grants, and to “enhance the future health and use of the Rubicon Trail, while ensuring responsible motorized year-round trail access.”

Albright continued to lead and mentor FOTR and RTF for nearly 10 years under the guidance of Sharetrails.Org/BRC with support from CA4WDA. “The Rubicon is alive and well today because of the passionate dedication of the folks who use it, committed county partners, tons of off-road businesses, and some solid leadership by a great team of individuals,” said Del Albright.

Rubicon Trail Foundation Website: http://www.rubicontrail.org
Rubicon Trail Map with GPS Coordinates (courtesy Rubicon Trail Foundation website): http://rubicontrail.org/map-randy.pdf
History of the Rubicon Trail (courtesy RTF website): http://rubicontrail.org/RTF-History.htm
Links to Rubicon Trail Today: a County Road (courtesy the County of El Dorado, CA): http://www.edcgov.us/Government/Rubicon/Information_to_the_Rubicon_Trail.aspx

Part of the unique enjoyment you will experience on the Rubicon Trail is the high Sierra Nevada scenery, full of granite boulders, tall mountain peaks and lakes like Buck Island, Loon Lake, Spider Lake and Miller Lake.
In 2009 Wheelers for the Wounded of California, headed by Dan Hiney and Kevin Carey, brought together several “wars” worth of veterans, including the author’s group of Vietnam vets, for an epic Super Rubicon adventure, food, fun, campfire stories, and incredible volunteer drivers who gave these vets the time of their lives (and still do today).

The Rubicon represents not only history but families.

Pictured: Del Albright (left) with Jessica Dominick (Albright) in her pink jeep.

The Rubicon Trail was “saved” for motorized recreation by the strong backs, hard work and determination of hundreds of volunteers, organizations, clubs, individuals, businesses, and government agencies. Notably, Rusty Folena on the left throwing the biggest rock to make an erosion control device, eventually graduated from volunteer to Leader to President, Rubicon Trail Foundation (RTF).
POCATELLO CITY CREEK PEDAL FEST is a mountain bike race that just turned seven. The trails used in this event are part of a multi-use system that’s open to other modalities including hiking, motorcycles, skiing, ATVs and jeeps.

The City Creek system is a model of multi-use cooperation. Once an area with just a handful of poorly-maintained trails used principally by hikers and mountain runners, the area has, over the past decade, blossomed into one of the premier mountain biking destinations in the Intermountain West. All of this was accomplished by a coalition of local enthusiasts who volunteered tremendous amounts of time and energy to plan, create and maintain this impressive network of trails.

Pedal Fest, an annual June celebration of this effort, draws upward of 170 riders of all ages each year.

Sharetrails.org/BlueRibbon Coalition (BRC) is proud to be a sponsor for this event (Executive Director Martin Hackworth serves as
Share-trails.Org/BRC is also a sponsor of the local youth mountain bike team, the Pocatello Pioneers, which takes home a fair share of the trophies.

At this year’s Pedal Fest Martin had the opportunity to demo a top-spec, electric-assist fat tire mountain bike. “Within 10 years these will be the most popular mountain bikes out there,” said Hackworth. “The combination of long battery life, the ability to power up anything when you need to, top flight suspension and components make this a great crossover between a motorcycle and a bicycle. I loved it.”

We would like to congratulate Chris Howell as the winner of the Sharetrails award given to the person who most embodies the spirit of Pedal Fest. We hope that yard doesn’t burn a hole in his pocket!
WE ALL HAVE THOSE FUN EVENTS or runs that we just like to go to. I know we do, and this is a little information about one of our personal favorites.

Cal4Wheel has an event called the Molina Ghost Run. This event, which started out years ago, takes place in Clear Creek Management Area. Unfortunately, this area got closed down a few years ago by the BLM and EPA because of the threat of asbestos in the area that the EPA said was hazardous to our health. This could be another article in and of itself. Cal4Wheel was able to move the event to Hollister California and the Hollister State Vehicle Recreation Area (SVRA). The terrain really is not that different from the two areas, other than the SVRA has some organized play areas. Most people may know this area from the Top Truck Challenge series that has happened here for many years.

The event has three different run difficulties; difficult (lockers required), Mild (one locker) and easy or SUV type run. Most of the trail guides can have the group back to the main play area by noon for lunch, or you can run back down to the main camp area that is about 5 minutes away for your lunch. Most people will do one or the other.

There are some good trails around the area, with names like Tank Trap, Rabbit Road, Quail Trail and Truck Hill. The area has just about something for everyone’s ability or comfort level.

We went off on our own to play and started at the Adventure Track area to help show some of the newer Jeep owners what their Jeep could do...
without getting to wild yet. Then we moved off to the bottom of Truck Hill and the gulley there. Those of us with lockers went through the gulley and, even though it is not that tough, it does get you a little off camber and you will pick a tire off the ground a few feet. We then headed off to the 4x4 Obstacle Course for the rest of the day with a lunch stop in main camp in between.

The SVRA has been adding new obstacles all the time. The latest obstacle course is more for the buggy crowd and has some big rocks and tunnel tubes created just for them. To play on this obstacle course, you better not be afraid to break something.

If you are ever in California in the middle of May, check out the Cal4Wheel web site www.cal4wheel.com for information on their Molina Ghost run. They have a great raffle that includes tires from BFGoodrich, Warn Winch and now the latest Magellan eXplorist TRX7 and much more. We always have fun here and this year was no different. Looking forward to the event next year already. Thanks Cal4Wheel for the great event and the great sponsors that help make it all happen.
LASTING SUCCESS TAKES a lasting effort. For example, multi-time motocross champion Ryan Dungey didn’t wind up on the Wheaties cereal box through luck. His mind has been tuned by a supportive family, his body by the same trainer who trained the last several champions, and his bike by a team manager who brought championships to three brands over the past three decades. Dungey’s effort is matched by that of his team.

Likewise, in the twenty-first century, great OHV trails don’t just happen. Sure, most public lands have a multiple-use mission, and a tiny portion of your taxes goes toward recreation (mostly through the Recreational Trails Program and associated OHV registration programs). But the land managers need watch dogs and—even more so—service dogs. Management can be a problem, but it can also be a solution in the face of fewer trails, more trail users, more types of trail use, and more advocacy of non-use (which is one way to describe expanding wilderness designations).

Fortunately, when I moved to Moab in 2001, long-time residents had already anticipated these trends and envisioned a nonprofit organization. Since then, Ride with Respect (RwR) has performed over twelve-thousand hours of trail work on public lands. Most of our work is on motorcycle singletrack and ATV trails, while the Moab Friends For Wheelin’ have put an equal number of hours on 4WD trails. In addition to benefiting the land and other land users, the work directly benefits OHV riders by maintaining the quality of trails and the access to them.

For example, relocating sections of trail has typically added mileage and flow as the new sections are designed with recreation and longevity in mind. Even when RwR offered to install fences alongside the Dead Cow Loop, our efforts wound up to be self-serving. After the land managers received a threatening letter to close this trail, they were able to cite RwR’s planned mitigation measures in their rationale for keeping the trail open. In fact we have a working relationship with five land-management agencies to resolve resource concerns, with solutions as simple as promoting a trail ethic on the entrance kiosk or as complex as planning a trail system for diverse opportunities.

Of course, relationships are strained from time to time. After one agency insisted on closing an iconic network of trails, RwR resorted to a legal protest of the decision. Through consultation with BRC, RwR presented a case based on evidence and reason. Rather than hunkering down, the agency wound up rescinding its decision, and is now working to expand the network with a new trail. The agency staff deserve full credit for rising above any hard feelings, but weathering this storm can also be attributed to RwR’s history of service.

Guest editorial by
Clif Koontz
Executive Director
Ride with Respect
On top of the agencies is a political climate that can be even more turbulent. Again RWR has turned to BRC, most recently to participate in the Utah Public Lands Initiative. Representatives Bishop and Chaffetz are crafting a balanced alternative to the proclamation of national monuments. Unfortunately wilderness groups have responded by transforming their half-million-acre Cedar Mesa request into a two-million-acre Bears Ears demand. If our president proclaims Bears Ears with the stroke of a pen, it will set back any real resolution for many years to come. Let’s hope cooler heads come together on legislation that would truly advance the land and all of its people.

Meanwhile, there are more concrete projects to be done this year and more resources available. To move boulders in less accessible areas, RWR acquired a Griphoist winch through the Yamaha Outdoor Access Initiative. To promote state-of-the-art trail construction among every OHV club and land manager in Utah, RWR distributed the new Great Trails publication from National Off-Highway Vehicle Conservation Council. Most of our general-purpose funding has come from events hosted by Colorado Trails Preservation Alliance and Rocky Mountain Adventure Riders.

Over the last fifteen years, hundreds of OHV riders have contributed time or money to RWR. Yet these contributors represent one percent of the people who ride Moab. If that participation rose to a mere ten percent, we could dramatically strengthen our defense, and develop an offense (resulting in new trails). Granted, visitors help merely by riding responsibly and supporting local businesses. But every time you visit Moab, consider donating a couple hours, or a couple Jacksons or Tubmans (as we’ll gladly accept either form).

When local, state, and national OHV groups are firing on all cylinders, they form a team. Championships are slow to win and likewise slow to lose, such as BRC’s leadership in establishing the Recreational Trails Program, which has left a legacy of motorized and non-motorized trails across the country. Rest assured that the vigor of OHV groups eventually translates to conditions on the ground. In the prime of his racing career, Ryan Dungey is already paying it forward through St. Jude Children’s Research Hospital. To everyone who invests in trails for generations, thank you.

Clif Koontz is the executive director of Ride with Respect, which conserves shared-use trails and their surroundings.
THIS YEAR THE JACKSON SNOW DEVILS provided Sharetrails.Org/BlueRibbon Coalition (BRC) a booth near the food vendor area at the Hill Climb event in Wyoming. The event was very successful for Sharetrails.Org/BRC, and provided an outstanding location for outreach on issues affecting snowmobilers.

At our booth I discussed the current non-commercially guided snowmobile access program in Yellowstone National Park and other snowmobile related subjects like the Winter Wildlands legal action against the Forest Service in Idaho over the OHV Rule with its settlement and, of course, concerns about potential new Wilderness areas in the region.

The weather was mild with temperatures in the high thirties and created great attendance. In addition, it should be noted that last year’s Jackson Hole World Championship Snowmobile Hill Climb had to be cancelled because of poor snow conditions. This year’s weather helped to make a record crowd for the event. The total crowd for the four-day event was up, with the Jackson Snow Devils Club estimating about 12,000 people in attendance for the various events.

For my main outreach I handed out information on the Final Winter Use Plan for Yellowstone National Park that is covered in issue #003 (2016) of the BlueRibbon Magazine (now Sharetrails Magazine). The
magazine was a real hit and I gave out many copies. On Yellowstone Park’s Winter Use Plan, the Park Service has set the number of non-commercially guided groups at four per day, which is a good start. In addition, the plan calls for increased snowmobile access to the Park with up to 480 addition entries on peak days. The total could be as high as 500.

(To stay informed on the Winter Use Issue go to our special Yellowstone website of www.saveyellowstonepark.com)

In addition to the Yellowstone and other snowmobile issues, I talked to snowmobilers from across the country about becoming a Sharetrails.Org/BRC member; as a result, several of the folks joined as new Coalition members. Another highlight of the four days was being interviewed by the roving infield announcer and publicly being thanked for Sharetrails.Org/BRC’s efforts in Yellowstone and for keeping the National Forest open to snowmobilers. This interview was on Saturday when thousands of spectators were present.

In closing, I would like to thank the Jackson Hole Snow Devils Snowmobile Club, who puts on the World Championship Hill Climb, for providing Sharetrails.Org/BRC with a free booth at the event again this year.
GETTING WHAT YOU BARGAINED FOR

IF YOU ARE A REGULAR READER of Sharetrails Magazine (formerly the BlueRibbon Magazine), you likely spend a lot of time in the outdoors. For me outdoor recreation has been a lifelong affair. All of the way back in the ‘60s my pre-teen friends and I were building our own off-road bicycles out of cannibalized Schwinn Stingrays. My life’s arc has led me through spelunking, rock climbing, skiing, ski touring, mountain biking, snowboarding, mountain running and adventure dirtbiking. I financed a chunk of my college education with the proceeds from climbing guidebooks that I wrote. I’ve been a climbing guide, a ski instructor, an outdoor retailer and an industry consultant. I’m comfortable that my outdoor bona fides are in reasonably good shape.

It is often the case that when an outdoor adventurer expresses any interest in motorized recreation they find themselves on the wrong end of disapproval from erstwhile friends. I still remember the howls that erupted when I suggested to some of my backcountry ski buddies that we could get in a lot more vertical in an afternoon if we used a snow machine to help us haul stuff in and out. This, mind you, from the same folks who had no problem with ski lifts and parking lots filled with cars in the mountains. The upshot is that outdoor PC dictates that a crossover athlete is very likely to spend some time on the other side of a lot of arguments about access to public lands.

I’ve said it many times but it bears repeating, I am all for reasonable restrictions on access and travel in public lands because they are a resource worthy of responsible stewardship. But I’m also not for discriminating, based on little more than opinion, against various groups who want to enjoy public lands. As far as I’m concerned, hikers, climbers, equestrians, skiers, mountain bikers, dirt bikers and people in jeeps all pay taxes and deserve access to the public lands they pay to maintain. Unless there is a good reason, open areas should be open to as many groups as possible, not as few as possible. It’s just not up to me, you, or anyone else to decide which forms of recreation are implicitly worthy and which are not. The world is still a pretty big place, and I think that there is room in it for all of us, so long as we are not too selfish.

Something that amazes me about folks participating in OHV sports is the degree to which they support companies, through the products that they purchase, who are doing their best to keep them off of public land. There are many lists of such companies out there on the Internet along with calls for boycotting them. This is a complex subject but I’m rarely for boycotting someone just because I disagree with them on a political issue. In many cases I know folks who work for those companies who are doing their best to change the culture from within. A few years ago I had some friends who completed the Tour of Idaho who were reluctant to have their names published because they were afraid of flak from work. Sad, but true. No need to go there.

So rather than suggest where you not shop I’d rather suggest where you should. All of the companies in the following list share two things in common: they make great products and they support your right to access public land. This list is, of course, incomplete as there are thousands of suppliers across the OHV spectrum. You may take inclusion in this list as a gentle suggestion that you support this retailer over a well-known competitor who is far less friendly to access.

Kate’s Real Food (katesrealfood.com) in Victor, ID, crafts the best energy foods imaginable. Kate Schade is an accomplished

Editorial by
Martin Hackworth
Executive Director
Sharetrails.Org/BRC
athlete whose experiences span a variety of pursuits. I doubt that Kate ever met an outdoor activity that she didn’t like. She’s a wizard in the kitchen as well, and her energy bars are simply the best. Kate is “one of us” no matter what crew you happen to hang with. This is as close to a no-brainer as it gets. I never travel to an event without boxes of Kate’s goods to give away. You sample some of Kate’s bars and there is no going back.

Wicked Good Snacks from Yosemite Sierra Specialties (yosemitesierraspecialities.com) makes some jerky that is off the rails good. A portion of the proceeds go to support access. Chew on that!

KLIM (klim.com), FLY (flyracing.com) and many others have you more than covered for any item of apparel that might have caught your eye in the in the expensive outdoor boutiques. You may get less “Save the Whales” cred at Starbucks, but you will be patronizing folks who are not out to make you the endangered species. Both of these companies have outstanding records of both supporting access and making great stuff. So why are you running around in the spendy fleece jacket from the outdoor boutique store?

Despite the popularity of dromedary bags from a high-end mountaineering retailer for supplemental fuel storage, there isn’t a supplemental fuel need that cannot be met between Rotopax (rotopax.com) and Just Gas Tanks (justgastanks.com). One of the best solutions we’ve seen specifically for motorcycles comes from Giant Loop (giantloopmoto.com) – the GL Gas Bag and Fuel Safe Bladder (reviewed in BlueRibbon Magazine issue #4, 2016).

KLIM, Giant Loop and others make an entire galaxy of bags, backpacks, hydration packs and other accessories with design features that make them more suitable for power sports applications than competing wares found in outdoor shops. Why anyone is riding a dirt bike or sled with a pack not specifically made for riding is beyond me—yet I see it all the time. Once you discover straps made to accommodate riding accessories and ventilated back pads there’s no going back. I’m doing you a solid here. Trust me.

Patronize businesses who support you when buying gear—especially retailers/distributors like Rocky Mountain ATV/MC (rockymountainatvmc.com), Cycle Gear (cyclegear.com) and Western Power Sports (wps-inc.com) – all of whom have ponied up big to support access. Often your local PowerSports dealer is a Sharetrails organizational member and they could sure use your money. Why buy a jacket or pack from a general sporting goods store when you can get your money. Why buy a jacket or pack from a general sporting goods store when you can get what you need from people who support your passion? Finally, please visit sharetrails.org and look over the lists of business members who support you by supporting access. I’m quite sure they’d appreciate your support in return.

(This article was adapted from a piece originally published in MotorcycleJazz.com in 2013)
Another Awesome Event Done…
This was the 4th year that I had the privilege of being invited to be a Judge. There were 21 Universities and 127 students that were part of this CSC Event. There were 2-stroke, 4-stroke, diesel, and electric sleds, all with specific jobs to do. Enjoy the Summary provided by Jay Meldrum (Professor in charge of the Clean Snowmobile Challenge for 14 years) and written by Allison Mills of Michigan-Tech (below). We applaud the efforts of these energetic and creative students. Their work continues to advance the technology of cleaner and quieter snowmobiles.

—Kay Lloyd, Sharetrails.org/BRC Board of Directors
Clean Snowmobile Challenge Judge

DESPITE THE WARM TEMPERATURES and melting snow, students from around the northern hemisphere gathered at Michigan Technological University to test their cleaner, quieter snowmobiles.

The Clean Snowmobile Challenge is an annual competition through SAE International, hosted by Michigan Tech’s Keweenaw Research Center and the Department of Mechanical Engineering—Engineering Mechanics. The events and tests are held north of Houghton at the Keweenaw Research Center, where student teams run a gamut of tests ranging from a 100-mile Endurance Run to oral presentations to noise and emissions measurements. They compete in three categories: internal combustion, diesel utility class and zero emissions.

Internal combustion is the largest category. The University of Wisconsin-Madison team, winners of last year’s competition, took home the traveling MacLean-Fogg Cup again and the International Snowmobile Manufacturers Association award for first place overall. They also set the bar for clean and quiet, taking home awards for lowest in service emissions sponsored by Sensors, Inc. and quietest snowmobile sponsored by the PCB Group, as well as the SAE International award for best overall internal combustion design.

Competition was stiff, however, and the runner-up teams in internal combustion were close behind. École De Technologie Supérieure and Clarkson University placed second in a virtual tie, the final competition points were within 0.1 percent of each other. École De Technologie Supérieure also took home the best safety award; Clarkson also won the CAMSO best performance award.
The zero emissions category, which covers electric snowmobiles, posed a major challenge. The category is of interest to many research organizations seeking ways to travel in polar regions without contaminating experiment samples. Lapland University of Applied Sciences, the winners from last year, also took the lead again this year, winning the John Deere Electronic Solutions award for first place. They also won best overall electric design from SAE International. Lapland also traveled 19.2 miles on a single charge, the second longest miles achieved in CSC history. Michigan Tech had the second highest point score and South Dakota School of Mines and Technology was third. However, both failed to compete in the distance event.

Although a smaller category—with only two teams competing—the diesel utility class represents a unique group, one that students say focuses on hard work over performance, which is important for agricultural and small engine-based industries. North Dakota State University once again placed first receiving the John Deere Electronic Solutions award.
Power Systems award. The University of Buffalo team was unable to compete in the emission and range test, but they were recognized by DENSO and BASF for their bold use of a very modern diesel engine with the Innovation award and the Best of the Best award, respectively.

Besides the overall winners, other teams caught the attention of the judges for their work in specific areas.

Rochester Institute of Technology won the AVL best overall IC lab emissions award—meeting the high standards of the mechanical engineers and companies assessing the snowmobiles. They also won a portable 5-gas analyzer from Horiba to help them in future years. This is the second year Horiba has acknowledged a “Team in Need.” The University of Idaho won the Gage Products best fuel economy, a crucial part of making the students’ prototypes both cleaner and marketable; they also took home the Faurecia award for most innovative emissions design and the ENovations “Can-Do E-Controls Award.”

Marketability is considered important for the teams and weighs in on the teams’ scores. Kettering University is the BlueRibbon Coalition most practical design winner while the University of Idaho won the Kohler “most likely to be manufactured” award. Perhaps the most prestigious award won by the University of Idaho is the Founders award for being the Most Sportsmanlike in the eyes of other teams.

Another aspect is usability; after all, snowmobiles need to be fun to ride. The University of Wisconsin–Platteville took both awards for Woody’s best acceleration and Polaris Industries best handling. They also won the “Hayes Performance Systems Trail Trac Award.”

The University of Minnesota Duluth won the Mahle Powertrain best engine design. Michigan Tech won the Continental Emitec award for best value.
SOLITUDE APPEALS TO ALL users of back country trails, but devotion to their means of travel likely equals the pleasure of being in “the high lonesome.” Thing is, it’s a crowded world. Regardless of how far you get into the back country, you’ll meet others travelling by different means. Courtesy and good fellowship can go a long way to ensure the safety of all trail users.

Stock users, i.e. riders and packers with horses and mules, differ from other trail users in one very important regard - they require the cooperation of an animal weighing a thousand pounds or more who’s naturally fearful and capable of making their own assessment of what represents a threat when coming in contact with strange people and machinery. To make things more interesting, a horse’s reactions are not completely reasonable. In a perfect world, a horse would be as predictable and insensible as a motorbike. There would be no green-broke horses nor inexperienced horsemen on the trails. Alas the pitfalls of an imperfect world await in the back country.

To minimize unhappy incidents, the Forest Service has offered the yield triangle to govern interactions on trails. You may have seen these signs at trailheads. Mountain bikers yield the trail to hikers, motor users yield to hikers and mountain bikers and all should yield to stock users. This is not an arbitrary ranking for privilege, it’s a golden rule for showing courtesy to each trail user with special consideration for the sensibilities of saddle horses and pack animals.

Usually hikers and the stock users travel at similar rates. This bit of serendipity offers ample time for greetings and choosing a good place for the hiker to yield the trail. On steep
trails, hikers should leave the trail on the UPHILL side. The reason? If a horse stumbles it surely won’t slip uphill! Give riders plenty of room and don’t approach an animal or touch it without the rider’s permission. Don’t hide yourself in the brush when a horseman comes in sight. Remain clearly visible until they pass. Rustling bushes and concealment can spook the calmest horse. It’s also a good idea to remove your hat as a hat may confuse the horse. Same rules apply when you’re overtaken by a rider. If you overtake a horseman, slow up and hail the rider, then agree on how you can pass.

Mountain bikers pose two problems for stock users: speed and silence. It’s probably inadvisable for cyclists to out-ride their ability to stop when visibility is not good. The same general guidelines for hikers apply to mountain biking. Leave the trail on the uphill side. Since mountain bikers travel faster than horses do. Make your presence known when overtaking horsemen. Remove your helmet and don’t conceal yourself in the brush. Depending on the situation, it may be advisable to lay your bike down.

Unlike the swift and silent mountain biker, the horseman is usually aware of an OHV rider long before they meet on a trail. But the advantage of that audible warning can turn bad if speed and sustained high-level noise cause horses to panic. Please throttle down, pull to the trailside on the uphill side in head-on encounters. It is especially considerate to turn your motor off if animals appear nervous about your presence. When overtaking stock users avoid a rapid, sudden advance and approach the horsemen as quietly as you can manage until acknowledgement. After greetings you may both arrange for a safe pass. Again,
Removing your helmet may make the difference between a horse’s easy acceptance of you as a human being rather than something outside of their experience.

These are just guidelines meant to be helpful. Most important is courtesy and a good attitude. Often it’s easiest for the horseman to yield the trail and horse riders are willing to do so when it makes the most sense. Trail users are not adversaries - we all have a stake in keeping trails open and public land accessible to all who want to enjoy it.

**Publisher’s note:** Richard Bingham is the head of a backcountry horsemen club from Idaho. I recently met with his group to listen to their concerns about restrictions on access. Horsemen share more of our concerns than you might imagine. I asked Richard to provide us with a brief primer on trail etiquette for horses. This article is his advice on how best to share trails with horses and other pack animals. As someone who occasionally leads llama pack trains I both endorse his sage advice and appreciate his pleasant demeanor.

—*Martin Hackworth*
SHARETRAILS.ORG/BLUERIBBON COALITION (BRC) does not support or condone actions related to the ongoing interest in returning large swaths of federal lands to states or counties. We feel that this is a perfect illustration of the expression "Be careful what you wish for." Sharetrails.org/BRC does, however, support collaborative federal/state/local efforts that might consolidate, sell, or transfer "checkerboard" matrix lands for the benefit of the recreation community.

Though we may, in certain limited circumstances, support land transfers. Sharetrails.org/BRC feels that the current Federal control of the majority of Public Lands is generally better for the following reasons:

• States are bound by limited budgets and the need to keep those limited budgets balanced. In most cases this would seriously impact their ability to adequately manage swaths of land - especially if acquired suddenly

• Anti-OHV litigation involving states (with budgetary restrictions) would likely be settled under terms unfavorable to the OHV community

• The Federal government has essentially unlimited resources to battle environmental groups who would like much greater restrictions on OHV use than currently exist

• Instead of a handful of agencies and their rules, national organizations such as Sharetrails.org/BRC would have to deal with hundreds of Federal, State and local agencies and their rules (even more so than we do right now). This would greatly increase the cost of litigation and reduce our effectiveness in fighting for OHV rights

• Public land is a birthright of all US citizens. This should be a source of considerable pride to everyone in our country

• As much as we might disagree with OHV restrictions on Federally-controlled Public Land, it’s still public land. We anticipate that transfer to state or local control would, in at least some cases, ultimately result in private control of lands in which we now share ownership

• Trail recreation programs would exist at the pleasure of local or state officials

—For more on this and many other important issues, visit Sharetrails.Org.
MY THIRTEEN YEAR-OLD son, JR, just stepped up to his first big bike, a CRF250X. Now that he’s graduated to more difficult terrain and higher speeds I’m more anxious than ever to be able to communicate with him while we are riding with more than just hand signals. Enter motorcycle-specific bike-to-bike communication kits.

Over a decade ago on the very first Tour of Idaho we attempted to use the then relatively new PTT motorcycle radio kits to communicate with each other. The kits were not up to the challenge. Half of the radios didn’t work after just the first day. We cobbled enough parts together to continue but none of the kits survived the trip completely intact. I swore off radio kits at that time as too expensive and too fragile to be of any use to trail riders.

Fast forward a decade and the state of the art seems to have caught up. Rugged Radios (ruggedradios.com) supplies a vast array of kits for the entire OHV community. I recently ordered two of the RH5R kits directly from Rugged Radio’s website and my son and I have spent the last few months riding with them.

When we first received the radios the motorcycle harness (a cable that connects the helmet intercom to the PTT button) was defective in one of the kits. This necessitated a week delay since Rugged would not send the replacement harness until they’d gotten
the old one back for inspection. After receiving the replacement harness, which worked perfectly, we installed the microphones and earphones in our helmets, velcroed the PTT switches to our handlebars, clipped the radios to our KLIM Krew Packs and we were off.

After three months we’ve determined these radios to be a very good value for the money. We’ve found the range to be good in places like the Mojave where line of sight is extensive and not too bad in the woods and mountains. Generally speaking, if you are within a few hundred yards of each other, communication is crisp and clear. Beyond that range some breakup begins to occur. At one point out in the Mojave, we were separated by a distance of well over a mile and could still hear each other pretty clearly over the static.

So far all of the connecting cables have held up well. Even though this particular model of radio is not waterproof it has worked just fine in the rain. Our only complaint is that it is difficult to find a channel without unwelcome interference (which tends to be very loud inside your helmet) except in the most remote places. In terms of bang for the buck, it’s hard to go wrong with this particular kit. Recommended.

**PRODUCT:**

“Rock Biting”

Jeep Fenders

**MANUFACTURER:** MetalCloak

www.metalcloak.com

**REVIEWED BY:** Del Albright

Ambassador

Sharetrails/BRC

MY RED JEEP takes a trail beating doing my Ambassador job so a few years ago MetalCloak donated some upgrades to keep me from tearing up poor “Red” any more. MetalCloak fenders are not only rock biting and tough, but very innovative in the high clearance they provide for increased articulation of your Jeep.

![Metal Cloak Jeep Fender](image-url)

The company continually produces new technology and enhancements to off-road rigs and is known for their unique fender design that adds an incredible amount of clearance without cutting or replacing your hood. Both the Arched Tube and Overline Tube fenders offer the same removable flare option while being ruggedly constructed to hold up to even the toughest trails and rocks.

Part of the unique design of the MetalCloak fenders are their signature Quick Release “Ball Lock Joint” that keeps trail stresses on the rigid joint and not on the bolt.

I was impressed that these tube fenders are bolt-on with no special tools needed. Once I got my Overline Fenders installed, my 35 inch tires looked small and I couldn’t wait for my 37’s to show up! I had so much more clearance it was hugely noticeable! And boy, did it help on the trails I like to do like the Rubicon Trail, Moab and many local (to me) trails like Slick Rock and Deer Valley.

MetalCloak and their affiliated repair/build shop, Cloakworks 4x4, are die-hard dedicated enthusiasts who are also specialists in building your adventure. They support many clubs and associations while making land use and responsible four-wheeling a part of their brand.

From render to reality, MetalCloak is on the team and helping the 4x4 industry grow better and stronger.
GOLDentyre is an Italian Company that makes a variety of tires, tubes and similar products for motorcycles, scooters and vintage cars. GoldenTyre has been around in one form or another since the 1980s. The buzz over Golden first reached me during 2015 when several prospective riders on Tour of Idaho forums announced that they intended to complete the Tour thusly shod. Golden Tyres were rumored to be to enduro tires what sticky rubber was to climbing shoes back in the 1980s, i.e., almost magic. Unfortunately their relatively scarcity in the USA kept me from finding out for myself until just a few months ago.

The first time I was able to actually get my hands on a GoldenTyre was at King of the Motos earlier this year when Jimmy Lewis gave everyone who helped at the event a tire. I noticed that a large number of the competitors who rolled through my checkpoints were on GoldenTyres. That, in and of itself, is a strong endorsement.

After a few months of riding the 216 front and the 216 (soft terrain) and 333 (hard terrain) rears, I'm impressed. The 216 front is available in an oversized footprint that makes it about the best front tire I've ever used for general offroad riding in technical terrain. Bump compliance, traction, tracking and wear are all outstanding. I was particularly concerned with how well such a compliant tire would wear but so far it's showing little wear after sorties in the deserts of Nevada, California and Idaho and some very rocky and muddy spring rides in the mountains. The 216 rear has treated me similarly well. The 333 rear will need to be on a few more miles before I can form a definitive opinion but so far it appears to have most of the grip with a lot more wear than the softer terrain 216.

MotorcycleJazz (which sponsors the Tour of Idaho) is a limited, media only, distributor of GoldenTyres.
IN JUNE, KAY LLOYD and I attended the 48th annual International Snowmobile Congress (ISC) in Rapid City, South Dakota. This annual event brings snowmobilers together from around the world.

This year's Congress was well attended from the United States and Canada. The total registered attendance was 413 attendees. Sharetrails.Org/Blue-Ribbon Coalition (BRC) was well represented, and many members were attending. The three-day event started with a Thursday breakfast and keynote address from Dee Dee Raap on "The Leadership Journey."

I provided an update on Sharetrails.Org/BRC, and took part in reviewing the new Non-commercially Guided Snowmobile Access program for Winter in Yellowstone National Park.

In addition to the Chapter meetings there were 17 breakout sessions covering subjects like the USFS Over-Snow Travel Rule, Youth and Snowmobiling, Access on Public and Private Lands, Avalanche Terrain Training, just to mention a few.

Another important arm of ISC is the International Snowmobile Media Council (ISMC). Sharetrails.Org/BRC is a member of the ISMC, and I was asked to report on the restored magazine and the new website (http://sharetrails.org). I also briefed the Council on the status of winter snowmobile access to Yellowstone National Park.

On Friday Ed Klim, President of the International Snowmobile Manufacturers Association (ISMA), updated the attendees on this last season's sales of new snowmobiles and other related information and the importance of this year's election. At that meeting Ed, thanked Sharetrails.Org/BRC for its efforts in making the Yellowstone Winter Non-commercially Guided Access Program a success.

Also on Friday, in the morning we had two sessions on USFS Over-Snow Travel Rule. I learned that this travel management process is very important to be a part of.

Kay, who is Vice President of the Iron Dog Brigade, a snowmobile Honorary group, was asked at the meeting of that group to give a Sharetrails.Org/BRC update and a Winter Access update on Yellowstone National Park.

I provided the American Council of
Snowmobile Associations (ACSA) Board with a similar update on Sharetrails Magazine (formerly the BlueRibbon Magazine), the new website and on winter access to Yellowstone.

The 2016 International Snowmobile Congress ended Saturday evening with a formal banquet and special awards, including one received by Sharetrails.Org/BRC for its sponsorship of the Clean Snowmobile Challenge 2016 (see story, page 26). The award was presented to Kay Lloyd who represented Sharetrails.Org/BRC as a Judge at the event.

Kay and I feel the International Snowmobile Congress was a major success and Sharetrails.Org/BRC was an important part of the three day event.

Kay Lloyd accepts award on behalf of the BlueRibbon Coalition.

Reflections on the Iditarod

Presented by Kay Lloyd, Sharetrails.Org/BRC Board of Directors

At the International Snowmobile Congress.

ELEVEN MONTHS OF PREPARATIONS began in June 1993, after the ISC. Kay Lloyd kept the Trail Class Riders updated as support built from the National Snowmobile Foundation, as well as each of the four Snowmobile Manufacturers committing to put four snowmobiles on the ground in Alaska. Kay created an Activity Book that had been drop shipped to each school along the route (also sent to Snowmobile Clubs across the US & Canada as a tool to teach safe riding).

The Iron Dog Gold Rush Classic Snowmobile Race Organization required many things: signed ‘Hold Harmless’ Agreements, a Physical by a Doctor, a check for $1,000 to cover fuel and other associated costs, purchasing appropriate clothing, sleeping bags good to a -40 degrees, purchasing ‘Arctic Bunny Boots’ (used by the Air Force), dried food for survival plus MREs, a GPS, two way radios w/FRS & headsets, a hydration pack that we wore on our backs, a 2-man tent (1 per team) and a Sterno stove.

We boarded flights from across the US and Canada that took as long as 8 hours to get to Anchorage. All riders flew thru time zones but arrived in Anchorage the afternoon of Feb. 13, 1994. In Anchorage we had to adjust and repack, leaving clothing behind with locals, to be picked up after the completion of the Ride.

We were up at 4:30 a.m. the morning of Feb. 14 and caught a flight to Nome at 6:30 a.m. The flight went to Kotzebue, located above the Arctic Circle and about 130 miles from the Russian border, before arriving at Nome. We immediately began organizing survival packs and snowmobiles for the Ride. We were loaded with tools, spare parts, survival equipment, clothes, extra gas, oil, antifreeze, and isopropyl. Each snowmobile had a green flag attached so we could see each other. Gauntlets were installed on the handle bars.

We traveled across the frozen Bering Strait with trees placed into the ice to show the way. We visited 15 schools and were welcomed by kids at every stop. We slept in school gyms, remote cabins (at -40) and nice Road Houses. Meals were from oatmeal to food given by the Eskimos. Most of the time, gas was hand pumped out of 55 gallon drums on airstrips and a mountain pass. Fueling was done about every 90 miles.

On February 23rd we reached Big Lake, AK, in the afternoon, ready for good food, a shower, and rest. But first, due to the lack of snow, we had to trailer the snowmobiles back to Anchorage.

It was an awesome adventure!
I HAVE THE PLEASURE OF SPEAKING with many clubs and organizations in my travels around the country. Most of you share my passion for keeping the public in public lands which is very good. The problem is that passion, by itself, isn’t enough. You have to have a plan (and a realistic way of articulating that plan). That’s what we do here at Sharetrails.Org/BlueRibbonCoalition (BRC).

One of the things I always ask when I speak with groups is how many of them are Sharetrails members? In a group of 100 or so one or two hands will usually go up. The pregnant pause that follows is invariably punctuated with a refrain of “But our club is a member.” ... Say what?

Club memberships are wonderful and we are happy to have every club out there as an organizational member. That’s why we make organizational memberships available. When I ask folks why they have not joined as individual members they usually tell me that they thought that their club joining was good enough. Sometimes they’ll even tell me that their club does a lot more for them than any national organization: rides, activities, etc. “They even provide insurance.” I’ve heard that more than once.

All of that is great. No doubt about it. And I definitely like the enthusiasm. But I like to follow up with a few questions about exactly how your particular club defends your ability to ride. To wit:

- How many times has your club won a Supreme Court decision defending access 9 - 0?
- How many times has your club enjoined a Presidential mandate on roadless areas?
- How many times has your club used the courts to reverse a decades-old rule that prevented non-federal interests from responding to environmentalists’ lawsuits?
- How many times has your club successfully sued to re-open Lake Powell to personal watercraft?
- How many times has your club successfully defended snow machine access in Yellowstone for two decades?
- How many times has your club succeeded in reopening trails that were closed by Federal mandate?
- How many times has your club restored OHV opportunities in Wilderness Study areas?
- How many times has your club recovered attorney fees after successful litigation?

This list could easily be expanded to many pages, but I take it my point is made. We at Sharetrails.Org/BRC do what almost no club can on its own in defending access. There is no other 50-state organization with the reach, resources and track record of Sharetrails out there. But we need all of you, and more, to keep it going the right way.

Our legal retainer is over $5,000.00 per month. Litigation and other legal work increases that by many multiples. The money to pay for all of this does not rain down like manna falling from the heavens. It comes from members and supporters. The more of you there are, the more that we can do.

Yearly individual membership in Sharetrails.Org/BRC is available for as little as $20, and that money goes a long way. A club with 100 members coasting on a single organizational membership is simply not doing all that they can do to defend their own stake in the game. We need both you and your club to be members.

Special thanks to the International Snowmobile Manufacturer’s Assn. for their continued support...

www.snowmobile.org

Supporters like ISMA allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!
Individual membership in Sharetrails/BRC costs for a year about what a fill up does for a side by side. That strikes me as a bargain - especially considering what you are supporting.

If you are a member of a large club and wish to inquire about discounts for individual memberships they are available. Do not hesitate to contact myself or any member of our staff for more information.

If, after all of this, you are not convinced that we need you as an individual member, I guess that’ll just have to be the way that it is. Just be aware that the environmentalists do not feel the same way, which is why they are often pretty effective in getting what they want. There are dozens of well-funded environmental groups out there with millions of members. Sharetrails.Org/BRC is it for our side.

You can allow this imbalance to continue or you can do something about it. Please visit sharetrails.org and look at our various options for membership and support. And please encourage everyone that you know who shares our passion for the outdoors to join as well. Remember, passion alone isn’t enough. But passion with a plan – that’ll get things done.

Sharetrails/BRC invites everyone to come get to know our fine staff and contractors, and learn what they do for you...

We’ve created a place on the web where Sharetrails/BRC staff & contractor can tell you a bit about themselves

www.sharetrails.org/watercooler

SHARETRAILS.ORG/BLUERIBBON COALITION MEMBERSHIP APPLICATION

NAME__________________________
ADDRESS_______________________ CITY_________________ STATE______ ZIP________
EMAIL_________________________ PHONE___________________

Check One: ☐ Renewal? ☐ New Membership?

☐ Individual Membership — One year ($30)
☐ Lifetime Individual Membership ($500)
☐ Additional Donation of $________________________

METHOD OF PAYMENT
☐ Check Enclosed* Credit/Debit Card...

*Make check payable to: The BlueRibbon Coalition

Card Number ____________________ Exp. Date ________________

Send your application with payment to: The BlueRibbon Coalition • 4555 Burley Drive, Suite A • Pocatello, ID • 83202-1945

For faster processing & special offers, visit us online at: http://sharetrails.org

or call 1-208-237-1008
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