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Welcome to the brave new world.

Personally I’ve given up trying to make any sense of the way that political winds blow. All that I can do is reconnoiter the new lay of the land and go from there. It’s early, and with the caveat that there is little in the way of action upon which to base a factually-informed opinion, I’m optimistic that OHV interests stand to gain a lot from the sea change in national politics.

With the aforementioned disclaimers on predicting the future it is nonetheless the unanimous opinion of everyone here that OHV interests are likely to benefit substantially from the current political environment. All other matters aside, we feel that the legal environment, the raison d’être of this organization, is likely to tilt in our favor. Though even something as modest as a level playing field would be welcome I think that we are likely to get much more. For the first time in decades I believe that we can rationally dare to be on the offensive.

Not to get ahead of ourselves too much. We are, after all, talking about Federal agencies and rapid change is rarely part of that landscape. And the opposition is not going away. But I am convinced that we have a real opportunity to roll back or eliminate much of the regulatory environment that has been used to severely limit our access to public land. Wilderness, National Monuments, Wilderness Study Areas – I think that it’s all potentially on the table.

No good outcome, mind you, will happen without our involvement. There are those who feel that all we have to do is yell “woohoo” and our problems will solve themselves without much further effort. I am almost certain that is not true. In order for us to win legal cases we have to develop them. Having a legal environment tilted more in our favor does no good if we are not
actively pursuing legal action. But it seems reasonably clear that for the first time in a long time environmental and preservationist groups will be on their heels in their quest to dictate how public lands are used and managed.

Again, none of this will be automatic. But if things play out as anticipated we are well-positioned to strike while the iron is hot. It will be great to be able to play offense for a change. But this will require all hands on deck. Yes the future looks bright, but it may be more of a window of opportunity than a legacy. As we’ve just seen things like this can turn quickly. We have to make hay while the sun shines.

This organization currently has around 6500 members. Of that 6500 about 20% reliably come through when we need to raise money. In order for us to take full advantage of the brave new world while it lasts we are going to have to up our game.

You’ll be getting our legal fundraiser in the mail in just a few weeks. This year I’d really like to only ask you once for money to support the legal program. If everyone in our organization donated $100 to the legal fund we’d have a war chest of $650,000 and could absolutely change the world. Instead of fighting a handful of cases we could be involved in dozens – and at a time when we are much more likely to win.

I’ve said it before and I’ll say it again right now. You want a good outcome? All it takes is money. The only thing that’s changed in that regard is that now that money is likely to get you a whole lot more. I can almost guarantee that your $100 dollar donation now will get you more than $1000 did until recently and $10,000 may in the future. If you think that environmental and preservationist groups are going to take this sitting down I’d suggest that you ponder that a bit more. Indeed, they are already raising money in droves.

When the legal fundraiser comes please consider donating as generously as you can. I don’t know how long our window will last. I do know that we must take advantage of our relative good fortune while it lasts.

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)
I sit here writing this after attending our fall Board of Directors and membership meetings, they were very productive as usual and informative for our members who were able to attend.

On Monday, I attended the North American Motorized Recreation Council meeting (www.namrc.com) facilitated by our very own Del Albright. Over 60 people were in attendance this year. After the introductions were done, we broke the folks into five groups to discuss how we can be better represented and what the big issues are within our sport and advocacy. Del and I had to run away from this meeting early to get ready for the Off-Road Motorsports Hall of Fame (http://ormhof.org) induction ceremony. Our very own Don Amador was inducted into the Hall of Fame this year to join Del Albright and Clark Collins on this esteemed wall of inductees. I was also honored as a Rising Star in Advocacy during the ceremonies.

By the time you read this, our latest fundraiser will have wrapped up for the year end. However, if you are looking for a possible tax deduction, please consider donating to OUR organization at http://sharetrails.org/contribution-options.

Also in the planning stages is our 30th year celebration event at Pirate Cove Resort (www.piratecoveresort.com/). We plan to make this an epic celebration that will encompass all modalities of motorized recreation at the resort. They have over 3000 miles of trails from the resort out into the desert for 4x4s dirt bikes, atvs and SxSs. They are located right on the Colorado River and, in the summer, are a watercraft getaway point. With the availability of the different forms of recreation that Sharetrails.org has worked to keep access for over the years, this was a natural location for this celebration. Keep watching our Facebook page and website for more info on how to register for this event and be part of the celebration.

What is 2017 going to bring for us in the Land Use fight? I really wish we had that crystal ball.
and could foresee what the future will bring for us within our organization. I do know that we will keep the press on to keep access to recreation. With the new President coming into the Whitehouse, we will be monitoring who fills what cabinet positions. We will be engaged as much as we can be to ensure they know who and what we do for OHV recreation.

We continue to work on collaborations that enhance our ability to project our forces for recreational access across the country.

If you have something that we need to hear about in relation to access, please visit our web site and under the Advocacy link, click on the “Report a Land Use Issue” to let us know. You can track that issue under the “In The Trenches” page also. Until next time.
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WE HAVE A NEW President Elect, Donald J. Trump. Sharetrails.org/BRC is a tax exempt nonprofit and must exercise a certain degree of political detachment. Our organization has a diverse membership and our unique issues do not perfectly align with a conventional political chessboard. We will therefore neither gloat in victory nor take to the streets protesting the election results. Still, we would be remiss in ignoring the political undercurrents of many access issues, and the challenges/opportunities presented by any change in Presidential Administration. In fact, many multiple use interests, including many recreationists, are already predicting that benefits to be gained under President Trump will be huge. Before we switch to a diet of manna from heaven, let’s take a dispassionate view of some legal bedrock.

First prediction: it is too early to make intelligent predictions. The first days after the election make it apparent that the President Elect may not precisely mirror the candidate. It can take months for key positions to be filled. Most political appointees take time to grasp the organizational chart and pathway to even modest accomplishment. Some barely learn more than the location of the nearest restroom. Through design or bureaucratic coincidence, our land management agencies reflect decentralized power. Higher level policy can matter, but most decisions affecting on-the-ground access come from career positions in the field, not DC.

There is a lot of talk about “executive orders.” This talk includes predictions that President Trump will “roll back” Obama (or earlier) orders, while making decisive change through his own orders. Unilateral Executive action is subject to legal analysis, so we must insert the standard caveat that specific cases are susceptible to differing interpretations. That said, it is important to realize that an Executive Order, in itself, generally does NOT carry force of law. “What about the Nixon/Carter EO’s that created ‘minimization’” you ask? Those acquired legal effect when the Forest Service and BLM pasted the language into regulations that were adopted through formal rulemaking. This raises an important point – Obama orders/memos that have not yet undergone such rulemaking may be subject to rescission. Otherwise, regulations that took years to construct will
not be toppled overnight, and laws that prescribe meaningful Congressional or agency roles cannot be fundamentally altered by the Presidential pen alone.

We’ve mentioned the executive and legislative branches, so let’s now consider the judicial branch. Opponents of change, including well-lawyered preservationists, are likely to become even more tenacious in the courtroom. Their tenacity, and judicial scrutiny, will likely be directly correlated to the “aggressiveness quotient” of the change attempted. We should be cognizant of this dynamic, while seeking opportunities to create and utilize effective partnerships, in the courtroom and beyond. The changing political dynamic may justify, counterintuitively to some, more creative outreach to our anti-access opponents.

In the author’s view, the election of Donald Trump and related political currents are positive for multiple use interests. However, positive change will not come easily and nothing is permanent. Meaningful change will likely come from the use of scalpels, not sledgehammers. No matter who occupies the White House, common sense and diverse support are key ingredients to lasting change.

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

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-deductable.
The leaders of the Border to Border Trek were myself and Jack Sheets from the S&W Adventure Riders Snowmobile Club. This trek from the Wyoming border to the New Mexico border was three years in the making. In the planning, local Colorado Snowmobile Association (CSA) clubs played a very important role in guiding us across the state. We also worked with Region 2 of the United States Forest Service and many ranger districts along the route. Also, included in the plan was the contracting for the use of 5 semi-trailer trucks and a 50-passenger over-the-road-coach. We knew that there would be areas of our route with not enough snow and, of course, very bad weather could change plans. In addition, we had support from three snowmobile manufacturers, Arctic Cat, Ski Doo and Yamaha, that provided the leaders’ machines and backup machines in case of major breakdowns for the riders.

The Trek was planned for approximately two weeks’ duration. We divided the adventure up into two-week-long sections and a long weekend in the middle. We started the actual trek in Buena Vista, Colorado, the last weekend in February 1997. We had 45 riders from across the United States and Canada. From Buena Vista, we loaded our snowmobiles on five semis, our gear on the coach, and were transported to Walden, Colorado, near the Wyoming border to begin the adventure. In Walden, a kickoff banquet was held with welcomes from local officials. The next day the ride started from the Colorado/Wyoming Border north of Walden and was covered by Denver Regional Television Channel 4. What a great way to start this historic trek.

The group of riders soon made their first of five crossings of the Continental Divide, this time in Wyoming. They traveled to the community of Hahns Peak, northwest of Steamboat Springs, Colorado, for the first night on the trail. The next day they traveled through California Park to the trailhead north of Craig, Colorado. Here they loaded machines on the five semi-trailer trucks and the riders boarded the coach to Craig, Colorado. It was a long but great day.

After a restful night, the riders boarded the coach and headed to Yellow Jacket pass, near Meeker, Colorado, to unload. That day the group would divide into two groups and stay in two remote lodges, Sleepy Cat and Coulter Lake. The lodges were located at the base of the Flat Tops, a very high plateau. Little did the riders know the snow storm they would face the next day as they again crossed the Continental Divide; this time on Blair Mountain. After breakfast, the two groups met at the northern approach to Blair Mountain. The weather was so bad that at one point, crossing a valley once over Blair Mountain, we had to station riders along the trail as guide posts just to keep folks
from losing their way. The snow was blowing and the visibility was very poor! The crossing was a testimonial to knowledge and skill of the local clubs that finally got the group to the Trailhead near Glenwood Springs, Colorado, for the night.

The next and final day of the northern half of the trek had to be changed. The original plan was to trailer and coach to near Aspen, Colorado, and snowmobile over Taylor Pass, another crossing of the Continental Divide. We would then travel down the valley to the Taylor Park Trading Post and stay in their cabins. However, the storm that almost stopped us on Blair Mountain continued, and we elected to use the semis and coach and travel back to Buena Vista. We returned to Buena Vista, Colorado, unloaded, and the riders rode over Cottonwood Pass to stay the night at the Taylor Park Trading Post. This ended the northern half of the trek and the first week of the two-week event.

After two days to service the machines, the trek continued south from Taylor Park Trading Post over Napoleon Pass, the highpoint on the trek. Getting over the pass was a major challenge. At one point, riders had to help pull some of the low powered machines over the pass. From the southern base of Napoleon Pass, we followed an old railroad grade to the town of Pitkin and then over the next drainage to Waunita Hot Springs. At the Hot Springs, we loaded the machines on the semis. This was the end of another challenging day. The hot spring was a great overnight stop, great food and lodging along with a relaxing hot pool to soak after dinner.

The next morning after breakfast we loaded our gear and boarded the coach and headed for Los Pinos Pass and snow. It should be noted that by this time in our two week journey, our five truck drivers had become very good at loading and unloading 45 plus snowmobiles; in fact, at the Los Pinos trailhead when the coach arrived the machines had been off loaded and warmed up! From this trailhead, we started our trek toward Slumgullion Pass and Lake City,
Colorado. The weather was great and we had an outstanding ride all the way to Lake City to stay the night. As we approached the lodge on our snowmobiles, we saw that our coach had gotten stuck trying to reach the lodge. The local snowmobile club folks had to get heavy equipment to free the coach. The day ended with dinner and great plans for hill climbing and off trail riding the next day on the way to Creede, Colorado, and on to South Fork, Colorado, our day's destination.

Another beautiful day appeared with a picture perfect sunrise ride over the San Juan Mountains. Today the plan was to ride over Slumgullion Pass, cross snow mesa, do hill climbing and lots of off trail riding on our way to South Fork, Colorado. It was about half way to South Fork, near Creede when we encountered low snow and soon we ran out of snow. So outside of Creede, we loaded the machines on the semis and riders boarded the coach and we ended our day at South Fork and spent the night.

From South Fork, we left and traveled toward the small community of Horca, Colorado. This day was special because we traveled south through the remote town of Platora, Colorado, which has no year-round residents. Most of that day we followed old mining roads. Again the weather was great and the views outstanding as we approached our final destination of the Colorado/ New Mexico border.

After breakfast in Horca, we boarded the coach and with the 5 semis drove to the trailhead on Cumbers Pass and unloaded for our final day of riding and the completion of the first and only crossing of Colorado from the Wyoming to New Mexico Border. It was a great day when at 1pm my handheld GPS determined we had again crossed the Continental Divide, this time in New Mexico, and had reached our final destination the New Mexico border!

At the banquet that evening, the group recounted the over 1,000 miles that had been ridden in 14 days. The highlights including the blizzard of Blair Mountain, the conquest of Napoleon Pass and, of course, the hundreds of miles of Colorado backcountry few have ever seen from a snowmobile. The 45 riders, the 5 truck drivers and our coach driver all became a team and all worked together and were part of an event that to this day has never been equaled. "Riding in the Clouds along the Continental Divide", was a snowmobile adventure I was proud to lead along with co-leader Jack Sheets.

It was 20 years ago this March, that we completed the 1997 Border to Border Trek. To celebrate the 20th Anniversary of the Ride, we have created a DVD of the professional video of the trek. If you are interested in ordering a DVD, please contact me at jrwelch@frii.com for an order form. Please note, the BlueRibbon Coalition will receive a contribution from the sale of the DVDs.
...TO PROVIDE US WITH AN EMAIL ADDRESS. Email is a much quicker and far less expensive method of contacting our members than paper mail. Less money in overhead means more money for keeping trails open. Please contact our Membership Director, Mary Jo Foster at brmaryjo@sharetrails.org and update your membership account with your current email, or update your email online at: sharetrails.org/myemail.

We do not share membership lists or membership data with anyone without your explicit permission.

Martin Hackworth
Executive Director
Sharetrails.org/BRC
During a recent trade show trip across the country I had an opportunity to spend several weeks with a Specialized Turbo Levo FSR Comp 6Fattie E-mountain bike courtesy of Barries Ski and Sports in Pocatello, ID. Along the way I had the opportunity to ride in a variety of terrain and conditions and, more importantly, to allow dozens of others an introduction to electric mountain bikes.

My biggest takeaway, not my own reaction to the bike which I thought was fabulous, but rather the reaction of others. When the bike was returned to me after a demo it was invariably with a wide-eyed smile and the question “Where can I get one of these and how much is it?”

E-bikes, virtually unknown just a few years ago, are now available in a burgeoning number of styles and for many uses (in Europe E-bikes are rapidly becoming the norm). There are two general approaches to electric-powered bicycles: throttle controlled (basically a light-weight electric motorcycle) and pedal-assisted (basically a heavy bicycle). The Turbo Levo FSR is an example of the latter. Specialized, which has a facility in Switzerland devoted to developing E-bikes, has done a wonderful job of making this bike feel like a mountain bike but with someone stronger than you pedaling.

The Turbo Levo FSR is a fully-suspended (RockShox front, FOX rear) mid-fattie (3 inch tires) style mountain bike with a nice SRAM component group, hydraulic disc brakes and the Command Post seat height system that makes getting your seat ride height a breeze. Specialized succeeded in making this a really nice mountain bike all by itself - albeit heavy at around 45 lbs. (for perspective, my first chrome moly framed mountain bike purchased around 1988, a fairly high-end model, weighed only 15 lbs. less).

The weight premium in the Turbo Levo FSR comes in the form of a battery, controller and motor capable of producing an astonishing 530 watts of extra power above and beyond what the rider puts in by pedaling (for a reasonably fit person the human-powered component would be a few hundred watts). The electric motor/controller on the Turbo Levo FSR has three modes: Eco, Trail and Turbo, each of which provides a respectively increasing level of assist at the cost of battery life. On Turbo mode (about the only mode I used) pedaling up even really steep hills is a breeze. I never ran out of battery even after hours of steady climbing. I’m reasonably sure that in Eco or Trail mode it’s good for at least half a day.

Specialized has built a smart phone app that allows the rider to input to the bike’s controller information about the ride upon which one is about to embark (time, distance, etc.) and have the bike modulate the amount of pedal assist to make sure that you get through the entire ride. With the use of the app you’ll really only notice the extra heft in very aggressive riding (or when pedaling uphill if you do run out of battery).

For experienced mountain bikers getting used to the pedal-assist is a process. When you press on a pedal with any effort the bike, at first anyway, feels like it wants to jump out from underneath you in Turbo mode – something that takes a bit of getting used to in technical terrain. You can soften this a bit by use of the smart phone app.

This bike is simply a blast to ride. It makes trails I have not been able to ride for many years accessible once again. But make no mistake –
far from being an old person’s two-wheel Barcalounger the more you put in the more you get back out nature of the pedal-assist makes flogging the bike irresistible.

The modern outdoor athlete is rarely a purist. An increasing number of people who recreate in the outdoors do so by multiple modalities. In addition to my passion for dirt bikes I also climb, ski, paddle and pedal mountain bikes. As soon as I can get my hands on a snow bike I’ll be out with it as much as I can. Ditto for a side by side. The thing that I find the most intriguing about pedal-assisted mountain bikes is how they really cross conventional boundaries between OHV modalities. It’s really difficult for me to see the harm in allowing these anywhere that a regular mountain bike is allowed and I’m quite sure that I’m far from alone in that sentiment.

I expect bikes like the Turbo Levo FSR to become very popular and sooner rather than later. They are simply too much fun. For a fit, young athlete they extend the range of what is possible. For an older rider (like me) they harken back to younger days. My wife likes it for towing the baby around in the baby trailer. If all of that doesn’t presage a tsunami I don’t know what does. Ours is on its way for Christmas.

For another well-written and interesting view on the same bike and same set of issues from a different point of view I recommend the following article from bicycling.com:


PHOTO CREDIT: ANDREW GANT
TREAD LIGHTLY! leads a national initiative to protect and enhance recreation access and opportunities by promoting outdoor ethics to heighten individuals’ sense of good stewardship. The scope of their work includes both land and water, and is representative of nearly every form of outdoor recreation including, but not limited to hunting, recreational shooting, fishing and boating. They also have a niche in promoting safe and responsible use of motorized and mechanized vehicles in the outdoors.

In 2009, in partnership with America’s most influential hunting, fishing and shooting sports organizations, Tread Lightly! released a comprehensive education and outreach campaign called Respected Access is Open Access. More recently, through a cooperative agreement with the Forest Service, Tread Lightly! created the RIDE ON Designated Routes educational message to help promote the importance of keeping motorized vehicles only on designated routes and areas open to motorized vehicle use.

Tread Lightly! is the nation’s only source for a full line of motorized and non-motorized outdoor ethics training and education materials, some of which are offered for free on their website. Tread Lightly!’s educational materials include: guidebooks, quick-tip brochures, a hunting education curriculum, an online awareness course, how-to videos, teaching materials, and a line of children’s materials featuring Tread Lightly!’s mascot, a squirrel named Lightfoot®.

Tread Lightly! recognizes that one of the best ways to promote responsible outdoor recreation is to get recreationists involved in the care of their favorite recreational areas and espouse an ethic of good stewardship. Along with education, Tread Lightly! focuses on stewardship of public and private recreation areas through their Restoration for Recreation™ program.

This program was designed to keep the great outdoors beautiful, healthy, and accessible by providing much needed resources for backlogged maintenance, along with critical education and communications initiatives to allow for environmentally sustainable outdoor recreation. Importantly, funding for Restoration for Recreation partnerships comes entirely from voluntary contributions from the private sector.

You can help support Tread Lightly! by becoming a member or volunteer for a project at www.treadlightly.org.
Snowmobile Safety: Ride Safe and Have Fun!

WINTER IS THE TIME for snowmobilers to make snowmobile safety a top-of-mind awareness issue. Snowmobile safety is nothing new to organized snowmobiling. Snowmobile Administrators, the Manufacturers, snowmobile associations and clubs joined together years ago in developing the Safe Riders! You make snowmobiling safe™ safety campaign which emphasized safe snowmobiling practices, training and enforcement. The campaign includes safety related materials such as decals, posters, the Safe Riders! DVD, public service announcements, and more. Millions of Safe Riders! Snowmobiling Fact Books, Brochures and Posters have been distributed throughout the world to safety trainers and clubs and associations—free of charge—from the manufacturers' ISMA (International Snowmobile Manufacturer’s Association) office. The 22 minute long DVD is an excellent adjunct tool for snowmobile safety classes. All of the Safe Riders! materials are available free of charge by filling out an order form and returning it to the ISMA office.

The Safe Riders! campaign highlights key issues of importance for snowmobile safety. The position statements are concise and easy to understand. They include:

Snowmobile Safety
1. Snowmobiling and Alcohol don’t mix - don’t drink and ride
2. When night riding slow down—expect the unexpected
3. Know before you go - always check local ice conditions
4. Cross all roads with care - don't become road-kill
5. One is the loneliest number - never ride alone
6. Know the risks and be prepared - make every trip a round trip
7. Ride smart—ride right—stay in control
8. Smart Riders are Safe Riders - always take snowmobile safety training

Mountain riders need to be aware of their surroundings and snow conditions. The 5 key safety guidelines when riding in avalanche country are:

1. GET THE GEAR: Ensure everyone has an avalanche transceiver, shovel, and probe on their person and knows how to use them.
2. GET THE TRAINING: Take an avalanche course.
3. GET THE FORECAST: Make a riding plan based on the current avalanche and weather forecast.
4. GET THE PICTURE: If you see recent avalanche activity, unstable snow exists. Riding on or underneath slopes is dangerous.
5. GET OUT OF HARM’S WAY: One at a time on all avalanche slopes. Don’t go to help your stuck friend. Don’t group up in runout zones.

Visit www.snowmobile.org (or www.facebook.com/GoSnowmobiling) for more info on snowmobile safety.
Mirror Lake Trail

SIERRA NATIONAL FOREST

MIRROR LAKE TRAIL is one of the best trails in the Sierra National Forest for a couple of reasons. I would not call it an extreme trail, but you will need a 4x4 that is more than stock to complete this trail. The first section of the trail heads out from an area called Sand Flats. From here you go left at the sign to Mirror Lake. Just over halfway through the trail, you will come to the big hill that is the toughest part of the trail. It is a little off-camber to the downhill side as you go down. It can be a little unnerving as you make the turn parallel to the hill and it leans your vehicle downhill some.

The trail is only about three miles long to the lake. It is a nice ride and once at the lake, you can fish or just kick back. The Visalia Lock and Low club maintains the trail. They have installed a pit toilet down near the lake and installed an anchor point about half way up the hill for people to winch from rather than use a tree. At the lake,
there are a number of camping spots with fire pits for your use.

The easiest parts of the trail are probably the first and the last portions. The rest is all rocks from football size to tire sized rocks that make you pay attention to where you are going on the trail. In these sections, you need to pick your line through the rocks carefully depending on how well your vehicle is built for the trail.

Coming down or going up the hill, there is a slopped granite rock and a tree that you have to squeeze between. For those in full size rigs, it is very tight. The hole that is on the bottom side does not help either, as it pushes you into the tree in either direction on the hill.

Visit [www.cal4wheel.com](http://www.cal4wheel.com) for a list of events around the state or get more information about the California Four Wheel Drive Association.
FROM THREE BEAR’S humble beginnings, through its high points of the restaurant opening and many interior updates, the lodge has experienced many highs and lows over its history, including two major fires to present day. It was after the second fire in 2008 that Clyde Seely, current owner, realized that telling the story of the lodge’s history of over 75 plus years was worth telling. Clyde developed many displays and exhibits of the materials he used and recycled in rebuilding the lodge. In addition, an exhibit of historic rock materials and a pictorial timeline of the Three Bear Lodge history were important to share with lodge guests.

The personal part of the Three Bear story revolves around Clyde Seely’s long history with the Lodge. Clyde first worked at Three Bear Lodge doing the laundry in 1958 and became interested in one day owning the lodge. After college, he returned to West Yellowstone and taught in the public school system. While teaching, Clyde continued to work toward his dream of owning Three Bear Lodge and fulfilled that dream when he and his wife Linda purchased the Lodge in January 1970. One of the “must see” exhibits while staying at the lodge is the “Legacy of the White Shirt.” It provides a unique look into the principles instilled early in Clyde’s life and clearly shows why he has been so successful at Three Bear Lodge!

Clyde and his wife Linda have owned the lodge for more than 45 years. Their incredible story includes a great trail of challenges and successes of this loved gateway town and winter use in Yellowstone Park. This great history has
been captured in Clyde’s new autobiography, “Opportunity Knocked”. It is much more than a book of captivating stories. It is a great history of the hurdles and accomplishments that have happened in West Yellowstone and winter use in Yellowstone covering nearly a century. Anyone can order a copy of this great history directly from the author at http://ClydeSeely.com or on Amazon.

In the late 1960s, Clyde was one of the early local business leaders to visit Yellowstone National Park by snowmobile. He saw the opportunity to rent snowmobiles to others, so they could also enjoy the majesty of winter in Yellowstone as well as in the surrounding national forests. Clyde became one of the park’s first winter snowmobile concessionaires. In 1998, they joined the BlueRibbon Coalition and have been a Sharetrails.Org/BRC member and supporter for the past 18 years.

It was in the year 2000 that access to Yellowstone National Park by snowmobile was threatened. The Department of the Interior issued a national directive to eliminate ALL snowmobile access to National Parks. It was Clyde, along with other West Yellowstone business leaders that joined the BlueRibbon’s "Yellowstone Action Task Force." This combined effort has kept Yellowstone open to snowmobiles for the last 16 years!

That is why today the Three Bear Lodge is the place to start your Yellowstone winter adventure. They provide lodging, meals, lounge, snowmobile rentals for regular riding or boondocking in the National Forest, and guided tours of Yellowstone National Park by snowmobile or snowcoach.

Through SeeYellowstone.com (A sister company to Three Bear Lodge), you receive the personal touch of a Vacation Planning Specialist to help you create the perfect way to check this item off of your bucket list. Clyde organized this company to provide visitors a place where “one call gets it all” for access to Yellowstone. In addition to making lodging reservations, you can book a snowcoach or snowmobile guided trek into the park, go to Old Faithful or the Grand Canyon of the Yellowstone, or you can simply rent park-approved snowmobiles if you have a non-commercially guided permit to visit the Park which is a program that the "Yellowstone Action Task Force" helped develop.

Please consider Three Bear Lodge for all your year-round adventure headquarters for exploration of Yellowstone National Park and the surrounding National Forest areas. Visit www.Threebearlodge.com or call 1-800-646-7353 for Three Bear Lodge directly, or you may visit SeeYellowstone.com and also speak to a Vacation Planning Specialist by calling 1-800-221-1151.
SHARETRAILS.ORG/BlueRibbon Coalition (BRC) is proud to announce the results of the recent BRC Board of Directors Election, which saw the election or re-election of a number of candidates to the BRC Board of Directors.

The October 30th General Meeting in Las Vegas, Nevada, saw the re-election of Kay Lloyd and John Stewart, as well as the election of new board members Byron Baker and Corey Wright.

For more details on the candidates and other current members of the Board of Directors, visit: http://sharetrails.org/board-election

BRC would like to thank all those who participated in the election and submitted their vote. The final tally of election results was tabulated at the BRC General Membership Meeting on October 30, 2016, in Las Vegas, Nevada. All votes were gathered from members in good standing and were tabulated on location, online, via absentee ballot, or via proxy vote.

Additionally, at the BRC Board Meeting, new officers for the 2016 BRC Board of Directors were elected or re-elected. These officers are as follows:

OFFICERS, 2017
President – Todd Ockert
Vice President – Joni Mogstad
Treasurer – John Stewart
Secretary – Rebecca Antle

These newly elected officers will assume their positions as of January 1, 2017. The rules and standards used in the election and appointment of members of the BRC Board of Directors, as well as those used in the election of the BRC Board Officers, are outlined in the Bylaws of BlueRibbon Coalition, Inc.
Sharetrails.Org/BRC’s own Western Representative, Don Amador, was recently inducted into the Off-Road Motorsports Hall of Fame (ORMHOF). At the induction ceremony, ORMHOF surprised Don with a generous contribution to help defend recreation access.

**Pictured:** ORMHOF Chairman Mark McMillin (left) presents Don Amador with the ORMHOF 2016 Land Use Donation of $2,500. The donation represents a ‘pay it forward’ portion of the funds ORMHOF receives from our partners. Mark immediately matched the donation, so the total going to Sharetrails.Org/BRC was $5,000. Thanks, ORMHOF, for your generous support!
Sharetrails.Org/BRC
30th Anniversary Event
Pirate Cove Resort • Needles, CA
February 24-26, 2017

NEXT YEAR Sharetrails.org/BlueRibbon Coalition will mark its 30th year of defending your right to recreate on public land. We are throwing a party to celebrate this milestone and we’d sure like for you to attend.

For three decades now we have been the only multi-modal 50-state organization focusing on legal means of keeping recreational lands open to OHV use. It’s been no small feat, but with your help we’ve been able to accomplish a lot - including victories in the highest courts in the land. We intend to keep right on doing the same thing for as long as it takes to ensure that all of you enjoy reasonable recreational access to lands that you own.

In the meantime we’d like to invite you to mark your calendar for the weekend of February 24 - 26, 2017, and join us in recreating on public land at Pirate Cove Resort near Needles, California. No snow (sorry snow machine folks), but everyone else will enjoy the warm winter climate and desert surroundings. Pirate Cove has something for nearly everyone and immense fun awaits those who attend. Our event will include two days of clinics, presentations, demos, a vendor show, auctions and geo-tag rides where participants may earn prizes by tagging sites and uploading photographs to social media. Dozens of riding loops for all modalities (jeeps, quads, side by sides and motorcycles) and levels of difficulty are directly accessible

by Martin Hackworth
Executive Director
Sharetrails.Org/BRC

Special thanks to
CAPITAL LAND CRUISER CLUB
for their continued support...
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Supporters like GLCC allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!

When in Moab, please do as the Moabites.
Ride with Respect
conservewithrespect.org
1. Slow down upon encounters.
2. Minimize noise and dust.
3. Yield to wildlife, too.
4. Stay precisely on the trail.
5. Choose trails for your use-type.
6. Leave it better than you found it.
7. Wear protective gear.
8. Ride in control of your vehicle.
9. Supplies? (snacks, map, coat, etc.)

Voice of the BlueRibbon Coalition
from Pirate Cove Resort. In addition to being eligible for door prizes registered participants will receive a commemorative tee-shirt, gift bags, posters and other items. Registered participants will also receive a complimentary breakfast both Saturday and Sunday morning. We love families and encourage you to bring yours. Children of registered participants 14 and under will receive free admission.

Please plan on attending this event if you can. We’d love to see you there. I, in particular, would welcome the opportunity to thank you in person for your dedication to preserving access and support of this organization. To register please visit: http://sharetrails.org/30years. Significant discounts are available for early registration which is open now.

If you wish to be a sponsor, please contact me directly. We’d be delighted to have you. Looking forward to seeing you there.
The Jackson Hole Snow Devils snowmobile club was established in 1964 with approximately 14 members. Over the next 10 years, club activities included club rides, oval races at the fairgrounds, and cross country races, but there were bigger things in its future.

The club’s purpose is to educate the public concerning winter activities and sports and to raise funds for other charitable and educational purposes. The Snow Devils has provided winter education and, specifically, avalanche training. In addition, the club raises funds for other charitable organizations and for educational scholarships, primarily from its annual World Championship Hill Climb event.

What is the World Championship Snowmobile Hill Climb? In 1975 about 20 members of the Jackson Hole Snow Devils started a small hill climb and what started as a few local boys high marking a ski slope has grown into the World Championship Snowmobile Hill Climb. The four-day event now draws over 10,000 fans and more than 300 snowmobile hill climb racers from all over the US and Canada to the valley of Jackson Hole. Nearly 400 club members (all volunteer) converge on Snow King Mountain to stage one of the largest non-profit charity snowmobile events in the United States.

Where does the money from the Hill Climb go? Since 2003 the club has donated $100,000 to St. John’s Medical Center for an Oncology Exam room, approximately $96,250 in college scholarships for graduating seniors and on-going college students, $61,500 to Teton County Youth and Family Services for “Toys for Tots”, and $10,000 to the Huntsman Cancer Institute in Salt Lake in memory of Angie Gould. Since 2008 they have donated $72,000 to the Jackson Hole Shrine Club to benefit the Shriner’s Children.
Hospital in Salt Lake City. Beginning with the 2009 Hill Climb event raffle and continuing with additional donations, the club has donated $50,000 to the Make-A-Wish Foundation of Wyoming. This is to mention just a few of their contributions.

The Snow Devils actively support and donate to other charitable groups that protect our continuing access by snowmobile to places like Yellowstone National Park and National Forest lands. In fact, the Snow Devils have donated booth space at the annual World Championship Hill Climb event to BlueRibbon Coalition for outreach. This is all made possible by the volunteers (there are no paid members or employees!) of the Snow Devils club and the World Championship Snowmobile Hill Climb.

The Snow Devils hold monthly general meetings the first Thursday of every month at the Virginian Lodge Convention Center in Jackson, Wyoming, starting in October and ending with their year end event in June at Heise Hot Springs in Ririe, Idaho. These meetings are family oriented and include a pot luck dinner and an information session pertaining to outdoor enthusiasts. At several meetings, I, as a Sharetrails/BlueRibbon Board member, have updated the club on winter access issues. Other club activities include the Annual Christmas fundraiser event held every December at Togwotee Mountain Lodge, monthly club rides, avalanche training, spring and fall Highway Clean-up, and grass drags in October.

New Members are always welcome. Visit the Jackson Hole Snow Devils website at: www.snowdevils.org for details.
THE BED OF MY F-350 pickup is occupied by a truck box and an Andersen 5th wheel hitch - leaving little room for motorcycles. There are times when I want to head out someplace with a bike but without either the big or little trailer to haul it. Enter hitch-mounted motorcycle carriers.

For those having a vehicle equipped with a 2” receiver there are a variety of carriers available from light-weight models capable of handling a dirt bike with relative ease to truly beefy units capable of hauling around a Gold Wing safely. I have several hitch-mounted motorcycle carriers that almost completely span this range but my current favorite is the Black Widow.

The Black Widow is a 600-lb capacity, 79” x 8” carrier that bolts to any Class III or IV 2” receiver hitch. It comes with a 72” x 7.5” loading ramp (with sidewalls) that bolts easily to the carrier when not in use. Other features include an adjustable wheel-
chock and four tie down points for worry-free attachment. The entire unit is made of steel and weighs just a bit under 100 lbs. It's only drawback is that it takes two men and a boy to carry it very far.

I much prefer the Black Widow to my lighter carriers because of the four tie downs (instead of the standard two), the really beefy wheel-chock and the attachment system that features a standard hitch pin connection with a four-bolt tightener that is about the best I've seen. It'll also haul everything from my mountain bikes to my 450X Honda to my KTM Super Duke with ease. The only thing I added to mine was a strip of LED lights along the back to make the back of the truck more visible at night.

The Black Widow 600-lb motorcycle carrier is available from a variety of online retailers for around $200.

Check it out at Discount Ramps: http://www.discountramps.com/hitch-mounted-steel-motorcycle-carrier/p/MCC-600

**PRODUCT:** Enduro Motorcycle Mirror  
**MANUFACTURER:** Doubletake Mirrors  
**www.doubletakemirror.com**

**REVIEWS BY:** Martin Hackworth  
**Executive Director**  
**Sharetrails.Org/BRC**

**COLORADO-BASED** Doubletake Mirrors offers, without question, the best dual sport aftermarket (Adventure Series) or street-legal dirt bike (Enduro Series) mirrors in the world. If you own a motorcycle with any off-road capability you need a Doubletake mirror for it.

Owner Ned Suesse set out to accomplish three things when designing Doubletake mirrors: to create a mirror with optical properties that matched or exceeded OEM, to create a mirror robust enough to survive the abuse that comes with tip-overs and crashes common in dual sport and off road riding and to create a mirror that folds out of the way when not needed in pure off road environments. He not only succeeded in nailing all three of these objectives but I'd ad another feature – the bang for the buck with Doubletake is unmatched. There is no need to look any further for a dual sport or off road mirror.

Doubletake Mirrors are designed to be mounted with RAM mounts and you may order up a kit with
a variety of mounts and extensions directly from the Doubletake website. The choice of Adventure or Enduro depends on how much you plan on folding it down (Enduro if a lot). The cost of a either mirror with all of the usual accoutrements is around $50. That's a pretty good deal for what you are getting but if you are put off by a $50 mirror you may rest assured that it's a buy once, cry once scenario.

I received a Doubletake Enduro mirror for my CRF450X a few years ago from Ned for evaluation and it's a fixture on the left side of my bike. Because my desires as a rider greatly exceed my ability as a rider this mirror has been involved in big get-offs in desert sand, lots of tip-over adventures in technical single-track and one or two trunk-thumpers on our own backyard MX track. I've been through three other right side mirrors in the same period of time. My Doubletake has also survived most of a Tour of Idaho - including being hit by a tree that fell on the bike while I was sawing another tree. No higher praise is possible.

Go get one at: www.doubletakemirror.com
blade is 6.7 inches long with 6.8 teeth per inch. It's unobtrusive enough to go with you everywhere and cuts well above it's size.

The Ultra Accel (~$45) is slightly larger than the Pocketboy and features a blade length of 9.4 inches with 6.4 teeth per inch. It's your choice for a saw slightly bigger than a pocket saw but still very compact.

The Bigboy 2000 (~$50) is my favorite Silky. It's got a 14.2 inch blade with 5.5 teeth per inch (coarse blade) for a very fast cut. It cuts through impressive sized trees with less effort than you'd think. It's also still light and relatively compact. The only drawback of the Bigboy is that the blade does not completely fold into the handle but an accessory sheath is available. The Bigboy 2000 is the main saw that I carry for long rides in the woods. If you were going to buy just one hand saw for your woods riding the Bigboy 2000, IMO, would be the one.

Finally, when you absolutely have got to saw everything in sight there is the Katanaboy 2000 (~$140) – a handled saw with a 19.7 inch blade and 4.2 teeth per inch. It's like having a friendly, log-chewing T-Rex at your disposal. It's the most entertainment that you can have with a hand saw. 
**WINTER STARTED** Thanksgiving weekend in the Big Horn Mountains, the site for the 14th Annual Bear Lodge Resort Bad Boys Riding Club annual dinner party and season kick off! I was honored to have been selected as the speaker at their dinner. In attendance at the event, hosted by Roberta and Rick Young, owners of Bear Lodge, were over 300 snowmobilers from all over the region. At the event the leaders of the Riding Club announced a $1,000 contribution to Sharetrail.org/Blue Ribbon Coalition for use in Snowmobile Winter Use Issues. I was happy to be onsite to thank them in person.

The Bear Lodge Bad Boys Riding Club was founded in 2002 by Tom Kostreba and Rick Young. The purpose of the Club is to promote year round awareness of the recreational riding areas in the Big Horn Mountains and the surrounding region open to those activities. The "Club" has only one activity each year and that is the $50,000 raffle/donation in which 500 tickets are sold for a $100 donation each. The main "Club" event is the dinner party where the drawing is held for the winning tickets for over $32,000 in prizes, including the $10,000 Grand Prize and cash prizes ranging from $50 to $500. The remaining $18,000 raised after the expenses of the raffle and the dinner are used to improve recreational opportunities and safety in the Northern Big Horns and support to snowmobile issues in the region. One example of a snowmobile issue in the region is Yellowstone National Park "Winter Use Issue" along with the Winter Wild Lands efforts to limit snowmobiling.

On behalf of BlueRibbon I want to again thank the Bear Lodge Resort Bad Boys Riding Club and all the snowmobilers that helped make the event a success and for their support of BlueRibbon. For more information on Bear Lodge Resort visit bearlodgeresort.com

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Supporters like these allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!
31th Annual Rocky Mountain Snowmobile Expo Featured Sharetrails/BRC efforts for snowmobiling access

THE 31ST ANNUAL Rocky Mountain Snowmobile Expo was held On October 8th and 9th, 2016, at the National Western Complex in Denver, Colorado. This year's Expo featured the new 2017 snowmobiles from the four manufacturers Ski-Doo, Yamaha, Arctic Cat and Polaris. In addition, aftermarket products, resorts, lodges, trailers and destinations for snowmobilers were featured.

This year the Sharetrail.org/BlueRibbon Coalition booth was staffed by myself, as the Board Vice President, and Chuck Ramsey, a BRC member. We featured updated information on the Yellowstone snowmobile issue and other snowmobile access issues. As part of this information, we covered the BRC Legal Action Program. The Legal Action Program has helped maintain snowmobile access to Yellowstone National Park for the last 16 years.

I also had other handout materials on our efforts to protect motorized access issues including the "Recreation Access Armageddon" handout from our latest fund raiser.

I was pleased to have the opportunity to meet with John Prusak, Editor of Snow Goer Magazine that puts the Expo on each year. We discussed the ongoing efforts to maintain and to improve snowmobile access to Yellowstone National Park and other snowmobile access issues.

The attendance was up twelve percent over last year and attendees were very upbeat about the 2016-2017 season and hoped it would snow very soon!
LETTIME INTRODUCE MYSELF and tell you a little about what I do. My name is Ric Foster, I’m the Public Lands Department Manager and I have been with Share-trails.Org/BRC for just over ten years. I’m usually the guy on the other end of the phone when you call the office and want to talk to someone about whatever public lands issue you may have in your area.

I have a number of different jobs here including monitoring the agency news feeds for upcoming meetings and comment deadlines, keeping the computers in the office up and running and troubleshooting issues with software and emails. I do research, packaging and shipping, graphics and a host of other things for the organization. Earlier this year I was been worked Michael Patty, our Magazine Editor and resident graphics guy, overseeing the design and completion of the new website. (sharetrails.org)

We spent a lot of time working to give the new website a fresh new look, to make it easier to navigate and most importantly user friendly. So please take a few minutes, check it out and let us know what think. You can do that by sending an email to feedback@sharetrails.org. While you’re on the website you should take the opportunity to sign up to get our Action Alerts and Land Use Updates. Which is also a clever way to talk about one of the most important aspects of my job. Of all the information that comes into the public lands department, a lot of it needs to go back out to you, our members, so you are aware of that next Forest Service or BLM meeting, comment period, piece of legislation and what you need to do.

In a recent fundraiser we asked you to answer a few questions when you sent back your return cards. The questions were about Sharetrails.Org/BRC’s mission and about your recreating outside your home state. Along with that we also asked you to go online and take a brief 12 question survey with other questions dealing with land use and our alert system.

A couple of the questions dealt with where you recreate, your involvement in recreational access issues and how you get your information about these issues. The survey showed that most of you not only recreate in the state you live in but often recreate in other states. (This will be become more important later.) Not surprisingly over 80 percent...
of you that took our survey are either somewhat or very involved in recreational access issues in your area. Knowing that the land use process is more often than not a multi-year process and takes time and commitment, we applaud your involvement and stand ready to help whenever possible.

What was a little surprising, was that only about 58 percent of you are signed up to receive our Action Alerts and Land Use Updates. With over 80 percent of you being involved with recreational access issues in your area and in neighboring states, it is important to get information from the agencies about land use planning, public meetings and comment periods by any means possible. Hence the need to sign up to receive alerts.

Sharetrails.Org/BRC’s Action Alerts are free, easy to sign up for. One of the cool features of the system is that it allows our subscribers to select if they want to receive ALL of the alerts that we send out or just alerts specific to their STATE. It also allows you to select other STATES you may want to get alerts on. We also send out national alerts which go to all subscribers and usually involve information on land use issues or legislation on a national level, which could affect everyone.

It’s important to know that the agencies send out information about planning, comment periods and public meetings by email, snail mail, media releases and articles in the local newspapers. On occasion we don’t get any type of notification at all. This is when we rely on our members and subscribers to let us know of any planning efforts going on in their area. So feel free to send us an email to publiclands@sharetrails.org or call the Public Lands Department at 208-237-1008, ext. 2.

To sign up simply go to sharetrails.org/subscribe. Don’t forget, for all those people that are on social media, you can also follow us on Facebook, Twitter and Instagram.

In October of 2016—at the North American Motorized Recreation Council (NAMRC) meeting in Las Vegas, Nevada—North American XJ Association (NAXJA) president Matt Rowland and NAXJA vice-president Joshua James, presented a check to the Blue Ribbon Coalition (BRC) in the amount of $5,000 to help fight land use issues.

THANKS NAXJA! Generous contributions such as this are what help Sharetrails.Org/BRC in their mission to protect recreation access!
What’s a non-profit specialist? And why does Sharetrails.Org/BlueRibbon need one?

SHARETRAILS.ORG/BRC is governed first of all by corporate documents filed in Idaho. As a non-profit corporation, IRS regulations also define who we are and what we may do as a 501(c)(3) tax-exempt charity.

Each year we file IRS 990 information form with the IRS. I oversee all bookkeeping entries during the year and compile the numbers into a draft 990 to send to our accountant who submits the 990 to the IRS. In addition, the accountant performs an audit of my books to be sure there are no irregularities in our accounting for income and expenses. After completion, the 990 is posted on our website for public inspection. The audit is submitted to the Board of Directors for their oversight and filed permanently in the office along with the 990.

But I’m not done yet. Because Sharetrails.org/BlueRibbon solicits donations from our members in all fifty states, we come under the charity laws in forty individual states (10 states don’t have charity regulations). Each one asks us to submit annual forms so they can evaluate our compliance with their state regulations. That’s a lot of people looking over my shoulder.

The records we keep of donations and expenses have to be explained to all of these agencies – beginning with the IRS – every year. We must show that the donations we ask from our supporters are used to further our mission and not used to enrich anyone on our board or staff.

I began as Sharetrails.org/BRC’s bookkeeper in 2004. In 2007 the job expanded to include the state charity reporting, and the Non-Profit Specialist’s job split from basic bookkeeping in 2013. During the year, my job is now to oversee the bookkeeper, to prepare the draft of the 990 for the accountant, file the forty state charity renewals on time, track changes in the IRS and states’ laws that relate to non-profits, and advise the Executive.
Director and Board of Directors when questions arise regarding new ways to raise funds or whether a proposed expenditure meets the IRS guidelines. I also prepare the budget for the upcoming year using guidelines from the Board of Directors and Executive Director.

Because Sharetrails.org/BRC is committed to transparency, I have posted several information pages on our website regarding our state charity compliance and annual reports. I also submit our corporate information to charity watchdog websites like BoardSource, where the public may also review our performance and mission.

If you want to see what our 990 looks like, it's posted on the new website. To check if we are registered as a charity in your state, log on to your state government's portal and search for “charities” in either the Secretary of State’s office or the Attorney General’s office. These state websites also have a great deal of information on how to protect yourself against fraudulent charities. For more information on tax-exempt organizations, log on to the IRS website at www.irs.gov/eo.

The IRS and state regulations we follow are designed to make sure your donations are used wisely. I have a lot of people looking over my shoulder to make sure that happens.

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
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