Martin Hackworth
30 YEAR ANNIVERSARY EVENT IS A SUCCESS!

Randy Block
EPIC TRAILS: Redbird Crest Trail

Del Albright
MY 20 OF BRC’S 30 YEARS (20 Years In Photographs)
FROM THE EXECUTIVE DIRECTOR (Martin Hackworth) .......................................................... 5
THE PRESIDENT’S DESK (Todd Ockert) ..................................................................................... 7
THE WHO, WHAT & WHY OF LAWSUITS (Paul Turcke) .......................................................... 10
30TH ANNIVERSARY EVENT A SUCCESS! (Martin Hackworth) .............................................. 12
EPIC TRAILS: Redbird Crest Trail (Randy Block) ........................................................................ 14
A 20/30 PERSPECTIVE: My 20 of BRC’s 30 Years (Del Albright) ................................................ 18
ORGANIZATION SPOTLIGHT: California Four Wheel Drive Association (Todd Ockert) ............ 22
MAKE THE COMMITMENT (Don Amador) ..................................................................................... 24
BUSINESS SPOTLIGHT: Jimmy Lewis Offroad (Martin Hackworth) ............................................. 26
HOT SPOTS: Points of Growing Concern To Recreation (Don Amador & Randy Block) ............ 28
CLUB SPOTLIGHT: Arizona State Association of 4 Wheel Drive Clubs (Rebecca Antle) ............. 30
STAFF REVIEWS (Martin Hackworth & Todd Ockert) ................................................................ 32
TAKE NOTHING BUT PICTURES? (Martin Hackworth) ............................................................. 36
A HISTORIC PERSPECTIVE: PWC Access On Lake Powell (Jack Welch) ................................. 38

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Contact Sharetrails / BlueRibbon Coalition (BRC)
Sharetrails Magazine
brmag@sharetrails.org | 208-237-1008 (ext. 3)
Advising
stacie@staciealbright.com | 209-217-6886
BRC Main Office
brc@sharetrails.org | 208-237-1008

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brbooks@sharetrails.org | 208-237-1008 (ext. 4)
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Voice of the BlueRibbon Coalition
FROM THE EXECUTIVE DIRECTOR
30 Years Defending Recreation Access

THIS IS THE FIRST issue of our magazine published during our 30th year.

That’s right, during 2017 Sharetrails.org/BlueRibbon Coalition is celebrating 30 years of sticking up for your right to access Public Land. It’s been quite a trip - and the best, hopefully, is yet to come.

The BlueRibbon Coalition was founded in 1987 in Pocatello, ID, by Clark Collins to combat both the loss of riding areas on Public Land and the perception that OHV interests were politically insignificant. A complete history of Sharetrails.org/BRC is available on our website at https://sharetrails.org/aboutus. It’s a good read and I suggest that you have a look sometime. The short version is that we are the oldest organization of our type and the only multi-modal national organization that defends OHV access to Public Lands through legal means.

Along the way we’ve achieved significant victories – including arguing and winning a case before the United States Supreme Court. We’ve partnered, negotiated, bargained and done just about everything and anything else needed to support our members and their goals. The one thing that has remained constant through the years is that we’re usually the “D” in David vs. Goliath. Everyone here has a lot of skin in the game because we are perennially under resourced. If I accomplish anything during my tenure as Executive Director it’ll be to change that.

This past year has been rewarding on many fronts. Bucking the now multi-year trend among many non-profits, our membership is up 20%. Individual, organizational and corporate donations are increasing. Our profile has increased and so have the demands for our services (it’s a target-rich environment out there). We’re all good on those fronts.

Unfortunately, though giving is up, it’s not up at a rate commensurate with what’s required to participate like we need to participate on the national stage. About 20% of our membership is responsible for about 80% of our donations. This upside down effect is the same among clubs, organizations and businesses – a few give an awful lot. That means a lot of folks out there are getting a free ride. That’s just not right.

I’d like for you to take a moment and consider an alternative reality where Clark Collins never founded this organization; where there are few places for motorized/mechanized recreation left on public land anywhere in the country; where the National Recreational Trails Fund Act never passed; where the BlueRibbon Legal Fund was never established. After you ponder that for a bit know this: the veneer between that reality and the one we inhabit is thin. The difference is you.
The Legal Fundraiser we kicked off at the beginning of the year still has legs but we are still short of our goal of fully funding the legal retainer, one of the best legal investments this organization makes, for the entire year – a ridiculously low bar I might add. This means that we will almost certainly have to have a Legal Fundraiser in the fall not to build a war chest (our goal) but to fund the retainer for the remainder of the year. It also means that we’ll have to continue to subsidize our Legal Fund from the General Fund which means that Alerts, events, web services, staffing, trips to visit policy makers and the like take a hit.

Most of you reading this are part of the twenty percenters who are always onboard. All of you give and give and you have no idea how much we appreciate you (and the debt of gratitude that the rest of OHV community owes you). What us twenty percenters need to do is rattle the cages of everyone else. I kid you not. It’s time to climb into some wheelhouses.

I don’t understand why everyone with an OHV in America is not a member of Sharetrails.org. Why isn’t one of our membership brochures available with every new OHV sold? We’ve got plenty to go around. Why isn’t every OHV organization in the country a member of Sharetrails.org? The answer is they are all depending on the rest of us to do the heavy lifting. We need to change that narrative.

We could use your help persuading both individuals and the powers that be that we need to significantly up our game if we intend to make hay while the sun shines. No one has to go out and get a law degree or spend years learning the byzantine ways of resource management either – we already have that covered. All anyone needs to do to hold up their end is write a check - then go enjoy Public Lands while we fight to keep them open.

It is especially crucial now that we up our game. If we can’t take advantage of the most favorable political environment since before this organization was founded (while it lasts) and advance OHV interests on Public Lands I fear that I and many others will not live long enough to see the next such favorable alignment of events.

So please, give what you can. But as importantly, get others to up their game just like you.

6 Ways to Support Sharetrails / BRC

1. Join and renew your membership
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3. Contact your representatives, let them know you support trails
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AS WE WRAP UP the mad rush to our Sharetrails.Org/BlueRibbon Coalition 30th Anniversary event at Pirate Cove Resort, I am left wondering where the time has gone since my last article. Since then, we have had a new President take office and lots of rain here in California. We are hoping for good weather in Needles and Pirate Cove Resort during our event (see follow-up story on the Sharetrails.Org/BRC 30th Anniversary event on page 12).

It is amazing that we are celebrating 30 years since Clark Collins started this great organization. We have had many great people who have worked hard every day to keep us in the fight for recreation access to public lands. Some of those people are still around, a few are even still on our Board of Directors or on staff. We have done many great things since that day in 1987 and we are grateful for the idea that Clark had to start this organization and the energy to make it happen.

It started when Clark was told that “Recreation” was not politically significant and that Wilderness was more important than motorized recreation by the Idaho Governor.

I would say that some wilderness is important. But is it more important than recreation or even motorized recreation? Each has their place in our little part of this planet that we call Earth and the United States of America. We have a great staff and group of contractors that are working to ensure that Wilderness and other land lockup polices are not just pushed over on us. Have we won all of these fights? No! We have had wins like Glamis, Trail 38, Yellowstone, and Monuments that have retained OHV routes because of the work of
Sharetrails.Org/BlueRibbon Coalition and the idea that Clark had many years ago. Many of these access issues have been successes because of the partnerships that we have forged over the years with different land use organizations. I would try and list a few here, but would leave somebody important out and offend them. There are many that we have worked with and will continue to work with in the future. To our partners, I thank you for your support and continued vigilance in the fight for recreation access.

Where will the future take us? I really wish I could answer that question, but I know we have a great team in place to tackle any land use fight that comes up in the future. The staff and contractors are top notch and are very dedicated to the preservation of recreation. Our partnerships with organizations and businesses will help us continue the fight far into the future. We continue to hit above average when it comes to fighting for recreation access. We will continue to be the adult in the room when all the groups want to fight for closure and unrestricted access. We have been commended on the way we handle these issues and it has gotten us recognized as the responsible group to have around when the tough fight breaks out against recreation interests.

I am thankful that I have the opportunity to be the President of OUR organization, and I work hard to ensure we continue to do the right thing with your membership dollars and donations. Those dollars have helped get us to where we are today and where we are going in the future.

Until next time...
—Todd Ockert
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It seems an appropriate time to step back and remind our readers of what it means to file/defend a lawsuit about public lands access. As you may know, we have done this more than 70 times since 1997 here at Sharetrails.org/BRC Legal.

Let’s start with some with some basic details. Our lawsuits typically involve a federal land manager, say the BLM or Forest Service. These are agents of the United States, which enjoy “sovereign immunity” meaning they cannot be sued, absent a “waiver” of that immunity. A few statutes, including the Endangered Species Act and Clean Water Act, have “citizen suit provisions” which accomplish this purpose. However, in the vast majority of “public lands cases” the waiver of immunity must occur through the Administrative Procedure Act (APA), which allows one “aggrieved” by “final agency action” to file suit. APA suits fall under the “general” statute of limitations for civil suits against the United States which is six years. So the takeaway here is that when your Travel Plan is adopted by a formal decision document, up to six years from that date someone could file a lawsuit challenging that plan.

In order to file suit you must meet certain requirements. As noted above, you must be “aggrieved.” Recreational and aesthetic injury suffices, so that hurdle is surmountable. More importantly, you must “exhaust administrative remedies” which means you must participate in the decision-making process before the agency. This is subject to debate, but arguably means that you must raise the same issues before the agency that you hope to bring before the Court. The point here is that the decision to get involved in a lawsuit can be years in the making. We will say it again – don’t be shy about calling Sharetrails.org/BRC Legal. We can politely say “no,” but we cannot reconfigure “your” lawsuit after the Forest Supervisor has made a final decision.

What is the goal in filing a “recreation” lawsuit? That question is more elusive than you might think. The most basic answer would seem to be to “open trails.” That can happen, but is not guaranteed. There may be a trend in recreation cases toward “remand without vacatur” meaning that the Court will send the offending plan back...
to the agency with instructions to fix it, but will leave the plan in place during this “remand.” Of course this assumes that you actually “win” one or more claims on the merits, which is far easier said than done. Even the anti-access forces may not win the majority of the time, and we need to remember the “environmental” laws are tilted in their favor, and NOT ours. When we win, we will generally try to argue that the prior management scheme should be reinstated, but this is not guaranteed. The point here is that a legal “victory,” like much in the law, can be painted in shades of gray.

So what is the point? The point is that the agencies will keep plotting and planning, and we want them taking our perspective seriously. An opponent once described litigation a “fulcrum for change.” We are not angling for some proverbial pot of gold, but rather a preferential seat amongst the growing crowd of stakeholders. Whether we are plaintiffs fighting the agency or intervenors on their side, a central goal of litigation is to enhance our mutual awareness and build respect for the organized recreation community through the forging process that can be litigation.

The organized recreation community cannot afford to be absent from the courtroom. Our anti-access opponents are opinionated, vigilant, and heavily-lawyered. Our founders wisely recognized we cannot afford to be perceived as the path of litigatory least resistance. Please be active, informed, and help us stay on that battlefield.

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DONATE TODAY and help us protect your recreational access!

All donations to the Sharetrails.Org/BRC Legal Fund are tax-deductable.
TO KICK OFF Sharetrails.org/BlueRibbon Coalition’s 30th year, we threw a party. Held at Pirate Cove Resort (near Needles, CA) the weekend of February 24 – 26 we gathered about 100 folks for two days of riding, celebrating and general fun.

We were very fortunate to have excellent weather (one of the event’s best features) along with great riding/driving, informative presentations, a great vendor show and not one but two auctions that raised thousands of dollars for access. I’d like to take this opportunity to, once again, thank all of our vendors and sponsors who made the event possible. This article includes the event poster (next page, at left) so that if you weren’t able to be there you may discern for yourself who supported your rights to access by supporting this event.

I’d also like to thank all of the drivers and riders who all chipped in to make the event a whole lot of fun to be a part of (though some of you really need to become part of the 21st century and figure out the newfangled invention known as the Internet).

Finally a great big special shout to Jim Nakashima, Pirate Cove Resort, Clark Collins and Jimmy Lewis for stepping up above and beyond the call.

For those of you who were unable to make it but might like to still be a part of it we have something for you – official event tee shirts. We ordered lots of these and are available in all sizes while they last for $20 including shipping to anyplace in the USA. We also have a box of Sharetrails 30th Anniversary Hoorags left over and we’ll be glad to sell you one of those for $6.00 (including shipping). Want both? $25.00 to anywhere in the USA. All proceeds go to support access. Visit: sharetrails.org/buy-stuff to order your 30th Anniversary items.

A few post event reflections/observations. The two-wheeled community seems to have a much better grasp of Twitter than others. I don’t know what that means but it’s probably relevant to something. If turbo-powered side by sides had been around in my formative years I might never have thought motorcycles were rad. Finally, we need to attract a genuine bevy of younger people to our respective sports if we are going to progress. Allow me to elaborate on that last point.

Younger people (post Gen X) do not value the outdoors like my generation (the Boomers) or Gen Xers. Most kids I know don’t even own a bicycle anymore.
Many of my son’s friends are not even planning on getting their driver’s licenses as soon as they are able (which blows me away). Young people today prefer cities to rural life, coffee shops to garages and would much rather spend time on social media than the Mojave Road. In all of that I see a potentially large problem coming for Public Land.

A decade or so from now when these kids graduate college and enter the workforce they are going to have two notions: college was expensive and public lands are valued mostly by old folks whose entitlement programs, they’ve heard, are ruining their economic futures. What are we going to do if the value of public lands becomes a generational conflict? The current paradigm of locking up huge swaths of west in wilderness designations and restricting access to a lot of recreational groups does nothing to ameliorate this because the bigger we make the coalition of folks who value public lands right now the better off we’ll be a generation from now.

If the past year in politics has taught us anything it’s that sacred assumptions are often not all that solid. The veneer is mighty thin at times. I’m really worried that a decade or so from now given the choice between paying to maintain public land and listening to the swan song of reaping a windfall from selling it off that choice may not be the one most of us now would make.
LOCATED IN THE HILLS of southeastern Kentucky lies the Redbird Crest Trail (RCT). Providing nearly 100 miles of wooded trail for visitors to enjoy year-round, the RCT makes a loop that begins and ends near the Redbird Ranger District office in Peabody. (Latitude: 37.13892191
Longitude: -83.59016977)

Two inner loops and a connector trail to a private off-highway vehicle campground in Hyden add to the experience. Additionally, there are two trailhead areas located at the trail junctions with Sugar Creek Road (Forest Road 1600) and Bear Creek. Named in honor of the Cherokee Chief Redbird who settled in Clay County, the trail is developed for ATVs, motorcycles, hikers, horseback riders and mountain bikers. But it is most popular with motorized riders who enjoy the challenge of rugged terrain and the adventure of backcountry riding. Several segments are steep and rocky requiring intermediate to advanced riding skills.

In the 1990s, this multiple-use trail was overgrown and abandoned due to lack of use. Fortunately, two motorcyclists from Ohio, Kirk Sessions and Vic Ely, discovered the trail and worked with the local District Ranger, Dennis Daniels, to reopen the trail. Members of the Ohio Valley Trail Riders provided additional labor and enthusiasm. In 1997, a national enduro was held in the District to benefit Clay County.

Several years later, the RCT was threatened with closure due to a lawsuit threat from a local exclusionist (environmental?) group. Thanks to the efforts of Sharetrails.Org/BlueRibbon Coalition Legal Defense Team, the trail remains viable and thriving today.

I do recommend a GPS and track if you’re unfamiliar with this trail. While trail markings are present, some intersections are confusing and trail signs have a way of disappearing here. Since the terrain consists of a lot of sand and sandstone, riding in wet conditions isn’t horrible.
It’s not easy. But it is humanly possible. Motorized users must purchase a trail pass and stay on trail sections that are designated for their vehicle type:

- **Sections 1 through 13** – designated for motorized vehicles 50 inches or less in width.
- **Sections 14 and 15** – only street-legal vehicles.
- **Sections 16 through 22** – Only single-track vehicles, such as dirt bikes.

Departing the Peabody Ranger Station the trail follows an easy gravel road for the first mile. Then a hard left has you climbing and climbing and climbing. You guessed it. It’s called the Crest Trail because the original trail followed the crest line of those steep Appalachian foothills. After the climb you’ll be able to relax a bit as the trail levels out and becomes a little less rocky. But not for long. Section 4 dumps you out at Sugar Creek Trailhead. A great place to check out your buddies, bike and gear to make sure everything is intact.

At Section 5 you can choose to take the inner loops (5A, 6A, 7A). I find these loops less de-manding than the outer loop and usually stick to Sections 5, 6 and 7. Section 8 is one of the prettiest sections featuring a number of rock outcroppings and mature woods. Fall time is magical here!

Crossing Hwy 406 puts you onto Section 9 featuring some rugged uphills filled with rocks and more rocks. Keep the momentum up here and the front end light!
I usually head into Collets General Store at the end of Section 10. They have gas and a full lunch menu. Please patronize the local merchants!

Heading back to the trail, Section 11 is my favorite. It features a lot of very lightly used trail and a number of challenging steep and rock sections. The steep downhill just before Bear Creek Trailhead will give your legs and mind a workout. Did I say steep?

After a tough, steep and rutted uphill at the beginning of Section 13, the terrain mellows out a bit and you can catch your breath. Nice flowing trail here that ends on Sand Hill Road (gravel). After 4 miles of gravel you’ll turn onto Hwy 2000 (blacktop) for about 1.4 miles.

Turning right off of Hwy 2000, the trail becomes single-track and can be a little hard to find but there is a sign at the trail’s entrance. The climb out of the valley is challenging, steep and narrow with a few rocks thrown in for good measure. But the struggle is well worth the effort (in my opinion).

Sections 17-21 receive fairly light usage so finding your way can be a bit challenging. Section 21 is known as the goat path. Winding through some treacherous side hills with rocky off-cambers will have you reaching deep into your skill set. These sections are not for inexperienced!

You’ll welcome Section 22 as you see the Ranger Station and realized you made the entire loop. That’s a true accomplishment! Congratulations!

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Martin Hackworth
Executive Director
Sharetrails.org/BRC
A 20/30 PERSPECTIVE

BlueRibbon Coalition – My 20 of it’s 30 Years

DEATH VALLEY, over 5000 square miles of California, has been one of my favorite exploring/four-wheeling adventure places since the 1980s, with geologic wonders, amazing desert canyons, sand washes and old mining camps. In 1994 Congress, egged on by radical protectionist special interest groups, created a Desert Protection Bill that essentially locked up my desert and much of Death Valley -- millions of acres of Wilderness. I blew a gasket and upped my game of involvement. My personal motto became “I want my desert back.”

With the help of some other interested off-roaders, we launched the Land Use Network (LUN) in 1994 and started organizing folks nationwide to fight back! Remember too that at this time email was not all that popular so a lot of communications were done by phone and handwritten letters – the kind with stamps. I wrote letters and stuffed 700 envelopes to be mailed to clubs and activists all over the country.

LUN began to unite folks and move the communications methods over to email.

It didn’t take long before I heard about the “BlueRibbon Coalition” (BRC) and Clark Collins starting their fight to protect America’s resources FOR the public instead of FROM the public. I joined up; no questions asked.

Clark did some research on me and found out that in my real work life I did strategic planning, futuring and organization development as a Master

Before my time as an important note, in 1989 Adena Cook became the second paid staffer in BRC as our Public Lands Director. Clark and Adena worked hard on the Recreational Trails Program (RTP) as part of the National Recreational Trails Fund Act. RTP later became an important nationwide kudo for BRC to hang its hat on. When I got involved in BRC, Adena was the go-to answer person when it came to public lands and land use. I learned so much from her. I helped her represent and implement RTP in 4x4 clubs around the nation.

Before much email or internet, the Land Use Network (LUN) was launched to bring life to access issues.
Facilitator. He brought me on board in 1996 to organize, structure and develop the first Strategic Plan for BRC. My world changed after that.

Here are some insights and highlights of my twenty of the thirty years with Sharetrails.Org/BlueRibbon Coalition.

**1996**

Because of the nationwide leadership Clark and the Board had already established, I took the initiative to implement what became the North American Motorized Recreation Council (NAMRC), new and old logo shown, to find better ways to communicate and share trails across all forms of motorized recreation.

**1997**

The BLITZ97 group and I put together a local (N. CA) Multiple Use Shared Trail (MUST) Workshop with my BRC co-worker Don Amador, Western Regional Rep for BRC. The workshop drove home the BRC “sharetrails” message with enthusiasts and agency personnel. Later, Don and I took this cooperative approach and helped form the Resource Education Network (REN) in California – the first multiple use group of its kind in CA. REN was fueled by the outcry from the Desert Protection Act (8 million acres locked up).

**2000-2001**

The Board of Directors and Clark received word that the famous Rubicon Trail was about to be closed in the winter, with heavy punitive fines involved if not enforced – a gate! They directed me to work with the “rest of the world” to stop the gate and coalesce the enthusiasts to fight back and fix the problem. I became the Founding Trail Boss of Friends of the Rubicon (FOTR) with the blessing and guidance of the BRC Board of Directors to keep the famous Rubicon Trail open. My old motorhome became a base camp of operations in the summer of 2001 to ensure NO GATE on the trail. It worked.
The BlueRibbon Coalition was delving fully into 4x4 along with snowmobile and dirt bike issues. Some Board members and I convinced the others to have a meeting in the mecca of four-wheeling, Moab, UT, to see and experience first-hand what 4x4 is all about.

Clark (pictured above) was the first one to run down a hill that a 4x4 had just climbed. He was convinced from then on of the capabilities and fun involved in four-wheeling.

Pat and Tom Harris were big proponents of the 4x4 sport with their classic jeep, with Pat serving on the Board of Directors for years.

With the motorhome towing the jeep on a trailer, Stacie and I hit new heights in our work with local clubs and land use friendly events. Motels were no longer needed and our campfire interface time jumped up immeasurably.

I really began to focus on networking and building alliances, while attending events across the country to bring more awareness to the important and critical role of Sharetrails.Org/BlueRibbon Coalition. In one year alone I clocked 18,000 miles on the coach, fighting for access and serving the mission, vision and values of Sharetrails.Org/BRC.
2004 Fall Board meeting tour outside Pocatello, ID.

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THE CALIFORNIA FOUR WHEEL DRIVE ASSOCIATION (Cal4Wheel) is the state association within California. They were formed in 1959 and have continued to grow since then. They currently have around 4000 members and 125 member clubs within the state. That makes them one of the largest state 4x4 organizations in the country. The association has three different membership levels, club members, individual members and lifetime members. The association is broken up into three different districts to help make managing the association a little easier.

The association has a couple of paid staff and contractors within their organization that include an office manager and North and South Natural Resource Consultants. The two resource consultants attend the meetings that the rest of us are not able to attend. They work closely with others in land use organizations, like Sharetrails.org/BRC’s own Don Amador on issues that affect the state membership. Years ago, the membership and board made a decision to buy a building in Sacramento as their office. The association has been able to pay off this building and now fully own it. They are one of the only associations that I know of that owns their own building.

They have seven events around the state during the year and, then in February, they have their annual convention that moves around to the different districts to host. At the convention, they have their usual meetings and such, a car/jeep show, a vendor show and then on Saturday night, the banquet dinner with awards. The highlight of the dinner is the sweepstakes Jeep that they give away every year. They buy a new Jeep and have one supporting business build it up with their products. Someone drives away with a nice new Jeep at the end of the convention. They also unveil the Jeep for the next year at this time.

They have events from the southern deserts to the Northern Sierra Mountains. Trails at all events allow everyone to have a
good time. If you want to have some easy trails or something wild, you will find it at these events. Their events are listed on their events page on their web site. http://cal4wheel.com/events

I have personally been to five of the seven events around the state. Sierra Trek is the organization's biggest event and held in the High Sierras above Sacramento. Winter Fun is held in January, and they always hope that they have snow for the event. Molina Ghost run is now held at Hollister Hills SVRA. This event was originally held at the Clear Creek Management Area (CCMA). CCMA has been closed for a number of years now after the BLM issued an emergency closure due to naturally occurring serpentine asbestos in the area. High Sierra Poker run is held in the Sierra Ranger district and is run across the Swamp Lake trail and the Bald Mountain recreation area. Panamint Valley Days is down in the Panamint Valley and, if you attend, you might get a good look at some Navy Jets as they perform training flights in the area.

Any land use decision within the state has someone from the association fighting for the members to keep their access on the lands. Sharetrails.org has had many collaborations with Cal4Wheel on many of these issues. The latest was the win to keep the Glamis Sand Dunes open for recreation. Cal4Wheel collaborates with many groups over the course of time to ensure public lands remain open and accessible for their members.

Cal4Wheel attends the annual lobby days in Sacramento every year to talk to the elected officials in the Sacramento capitol on what the membership needs and expects from them when they are voting on issues that could affect recreation across the state.

I am proud to be a member of this organization and represent them while out on the trails. If you are not a member, please take a moment to check them out and maybe even join at http://cal4wheel.com/join-cal4wheel (hyphen is part of address).
SHARETRAILS.ORG/BLUERIBBON COALITION (BRC) is a strong supporter of the collaborative process as it relates to recreation planning efforts. OHVers are now an important stakeholder in public land management decision making. That hasn’t always been the case!

In 1960, when the first U.S. National Recreation Survey was done for the Outdoor Recreation Resources Review Commission, off highway motorized recreation was not included as a recreational activity. There were, of course, many people who rode motorcycles on back country trails and used 4-wheel-drive vehicles (such as jeeps) to gain access to the back country. But there was no recognition of off-highway motorized recreation (then referred to as off-road driving) as a population-wide outdoor activity and the use levels were modest. Today however, OHV use is now recognized as one of the faster growing outdoor activities.

Over the last few years, federal land agencies have made a long-term commitment to a substantive stakeholder process on the front-end of the National Environmental Policy Act (NEPA) process. This is a much needed and welcome change from historic NEPA planning efforts where the agency had already made the decision and was simply going through the required public process as more or less of a formality.
The collaborative process is a strategy to bring land agency staff, conservation groups, local government, other diverse stakeholders, and the trail-based recreation community together with a common goal of both protecting resources and providing a high-quality outdoor experience. This stakeholder process is centered on attending meetings and field trips where information is shared, values are appreciated, and relationships are formed.

The agencies’ shift to investing more time up front in collaborative efforts also requires the recreation community to make a similar commitment to getting some skin-in-the-game by attending meetings and substantively engaging with agency planners, recreation staff, conservation groups, and other stakeholders.

OHV clubs have a key role today in helping shape their future by making sure they have a representative at agency NEPA planning efforts. BRC believes the quality of your local FS/BLM trail recreation program is or will be directly proportional to the quality of your engagement with agency staff and other users. Make that commitment today.
LETS GET SOMETHING STRAIGHT: Jimmy Lewis is one baaad dude. Lewis is a racer and an educator with a level of skill and knowledge that's either astounding or incredible - whichever you think is better. Lewis probably needs an entire storage unit to lay out the hardware he's earned at Baja, Dakar, the ISDE and about every place else he's put down a track. If you look up "bad" in the urban dictionary, Lewis is one of the guys waving at you. Honest and no lie. You want some? Go see Jimmy Lewis.

by Martin Hackworth
Executive Director
Sharetrails.Org/BRC

www.jimmylewiscoffroad.com

Despite all of this, Lewis begins the first session of his school by introducing himself as a "washed up ex-racer and former magazine editor" - and that's about all you are going to hear about his glory days. Everything else you get over the next two days is about how to control an off-road motorcycle.

I've been to several on- and off-road riding schools over the years as both a journalist and as a racer – including a couple of stints with Jimmy. JLO is hands down the best outdoor educational experience of my life – bar none. Jimmy and Heather Lewis have put together a well-conceived program that for the cost of a set of tires and a service will make you a much better off-road rider in just a couple of days. Big bike, small bike – it doesn’t matter. If you are serious about improving your off-road skills JLO has the goods.

The problem with learning from really accomplished individuals is that a lot of very high level performers are simply not good at communicating to those less accomplished exactly what it was that boosted them into the stratosphere of their profession.

I worked for over a decade as a ski instructor and saw this from top-level racers who retired into instruction. The movement pattern and athleticism that earns one a bronze medal in an Olympic downhill is very difficult to teach to
ordinary skiers - and that transfer of skill and knowledge doesn't happen very well without some careful thought and effort. I had the good fortune during this period to work with some of the best ski teachers in the business and their techniques and methods are very similar to those you will find at JLO.

To be successful at teaching difficult concepts, you have to have the ability to break big, complex things down into very small pieces and then line up those pieces so that a reasonable person can get from one piece to the next without getting discouraged. The rule of thumb is that you can't make things too simple. The corollary to that rule is that you can't make the progression from one step to the next small enough.

Motorcycle skills are particularly difficult to teach. A good instructor has to be able to accurately diagnose and identify the elements in a student's movement pattern atop a dynamic platform, figure out where the student is in a skill progression, then articulate a reasonable, comprehensible sequence of exercises that will transition the student from where they are to where they need to be. Though learner motivation is typically high, so is their level of apprehension - and getting past that is crucial to progress. Juggling all of these elements is no small feat and only a few individuals have the right combination of knowledge, skill at communication and patience to pull it off.

The broad picture at JLO is control of a motorcycle. Students learn this via a set of well-planned exercises that emphasize very basic things: starting, stopping, turning and balance, balance, balance. Each exercise is simple to understand and easy to perform at a basic level - but more difficult to perform at a higher level with precision, balance and control. This allows for more advanced riders to work on honing an important skill with the same exercise that a less advanced rider first learns to recognize the skill.

The teaching terrain for these exercises, a vast dry lake bed just west of Pahrump, NV, is ideal. It's also very beautiful - which takes a little of the sting out of the reassessment of your skills that will probably occur if you go there. If your ego is going to get hammered it might as well happen in pleasant surroundings.

I've spent years processing the information and skills I've learned working with Jimmy and Heather. The Tour of Idaho got a lot harder after my first class with Jimmy simply because I could ride longer, harder and with much less effort as a result.

You want to ride a motorcycle better and have way more fun in the process? To heck with the pipe and the cam, learn to control your motorcycle. Go see Jimmy and Heather and get yourself tuned up. Just be prepared. JLO is a straight shot of bourbon whiskey in an umbrella drink world.

www.jimmylewissoffroad.com
HOT SPOTS
POINTS OF GROWING CONCERN TO RECREATION INTERESTS
by Don Amador (Sharetrails/BRC Western Representative)
and Randy Block (Eastern Representative/Ambassador)

CA OHV PROGRAM
Radical anti-access environmental groups have introduced a bill (SB 249) that eviscerates the current CA OHV Program (SB742). This is a code red/all hands on deck issue where the OHV community will have to fight hard to preserve and protect the CA OHV Program which has been acknowledged at the Gold Standard of managed motorized recreation on public lands.

CA OHV leadership will be asking riders to petition their legislators to support pro-OHV legislation (AB1077) that reauthorizes the current OHV program. This will be a hard fought battle.

PUBLIC LANDS IN THE WEST
Strong winter storms continue to pound Forest Service and BLM in Western States. Federal agencies will need OHV volunteers to help clear trails and help with other storm related impacts to developed and dispersed trail opportunities. If you or your club are not already signed up for volunteer projects, be sure and contact your local federal agency recreation lead and ask how you can assist with post-storm cleanup.

HOT SPOT HEAT SCALE

- Extremely Hot (a very serious threat)
- Very Hot (a serious threat)
- Hot (an area of concern)
- Moderately Hot (worth keeping an eye on)
**HARRISON, OH**
Proposed closure of Doug Dunaway MX Park in Harrison, Ohio. Local councilman wants to close this free-admission public riding park because another public park is planned nearby. The MX Park has never been actively managed and volunteers have kept the track in working order for the past 8 years. We have proposed more active management and track maintenance as win/win solutions.)

**HOOSIER NF**
Need to develop and pass state legislation urging the USFS to provide OHV trails in Hoosier National Forest, reapplying Illinois case study.

**SHAWNEE NF**
Leveraging recent state legislation urging the USFS to provide OHV trails in Shawnee National Forest as well as expand horse trail network.

**DANIEL BOONE BACKCOUNTRY BYWAY**
Need to resolve local landowner (recent move-in) blocking public road (Mountain Springs Road) to prevent access.

**DANIEL BOONE NF REDBIRD DISTRICT**
Multiple ongoing activities, including trail maintenance/volunteer, trail reconnaissance, watershed improvement and public meeting/collaboration involvement. (See also: Epic Trails - Redbird Crest Trail, page 14)

**AUSTIN, TEXAS**
Emma Long Motorcycle Park - repeated attempts by recently formed nature preserve management to permanently close trails based on false accusations & incorrect information. The park has been in existence for 45 years. It was built and has been maintained solely by volunteers (motorcycle enthusiasts & mountain bikers).
IN MAY 1965, twelve families met at the Phoenix Land and Title Building in Phoenix, Arizona, to form a statewide association of four-wheel drive clubs. Seven clubs had already formed and needed an association. This is how the Arizona State Association of 4 Wheel Drive Clubs (ASA4WDC) came into existence.

The purpose of the association was to “coordinate the efforts of four-wheel drive clubs throughout Arizona.” The organization would help to educate the public and its club members in responsible four wheeling. A roster of members was established, incorporation papers were processed. Each club submitted a design for the Association logo and the Bylaws were set up.

Our clubs are located throughout the state of Arizona, with most being in the Phoenix area. Our members consist of stock vehicles all the way to highly modified, so a variety of runs are offered throughout the state.

The ASA4WDC holds four Delegate meetings per year in different areas of the state. The meetings are open to the public enabling everyone to discuss their concerns regarding access or potential closure issues affecting the motorized community. This also allows our clubs and members to attend a meeting in their area. Several of the ASA4WDC member clubs put on very successful yearly fundraising events throughout the state enjoyed by the four wheeling communities and the public. Our member clubs also give back to the community with charitable donations after these events.

The ASA4WDC is heavily involved in keeping land and trail closures to a minimum. The ASA4WDC works closely with the following groups and agencies:

- The six National Forests in Arizona
- The seven Bureau of Land Management field offices in Arizona
- The Arizona Game and Fish Department
- Arizona State Parks Off Highway Vehicle Advisory Group – Grant Funding

In the last two years, the ASA4WDC has made great strides with the Arizona Game and Fish Department with their Outdoor Expo. With the help of other clubs in the state such as the Arizona Virtual Jeep Club a rock “pile” has been built at the Phoenix Game and Fish venue to help show the public how we use our vehicles and how we can assist others in learning to use theirs.

The ASA4WDC also works with other like-minded groups such as the BlueRibbon Coalition/Sharetrails.org and Arizona Off Highway Vehicle Coalition (AZOHVC) to keep our roads and trails accessible. These organizations help understand closures and what to do about them and other land issues.

The ASA4WDC has been involved with the Arizona Vehicle Sticker program, which is a “pay to play” type of program through the purchase of a sticker for vehicles 1800 pounds and under. Not all of us just have large vehicles. The OHV program also receives additional funding through the state gas tax.

The ASA4WDC works with the Recreational Trails Program (RTP) administered through Arizona State Parks to provide successful OHV grants in Arizona through this program. These programs direct money to upgrade, develop and

by Rebecca Antle
ASA4WDC President
Sharetrails.org/BRC
Board of Directors
maintain staging areas, trails and roads in the state through partnerships between local OHV clubs and the agencies. Projects have included route inventory, signage, maintenance and education.

The ASA4WDC has an Adopt-A-Road/Adopt-A-Ranch program. Each of these programs encompass working cooperatively with our local agencies regarding conservation and trail maintenance, public awareness and ranch clean-ups.

The Adopt-A-Trail/Ranch is a joint effort with ranchers and land agencies to provide volunteer labor and time to local ranchers. These programs have been very successful in helping to keep our trails open.

The programs require clubs to “adopt” roads/trails and ranches which the club maintains by checking each road and trail at least once a year or bi-annually. Clubs spend a day, sometimes weekends, dealing with trail erosion, trail washouts, collecting trash, cutting brush, repairing fences, rebuilding structures, stabilizing grazing areas and staking and wiring fencing around abandoned mine shafts and checking for future problems.

The ASA4WDC donates thousands of hours of volunteer service yearly for our state and national resource and management agencies. We do a great deal of conservation work and provide a powerful service to our land use agencies via eager hard workers with dependable 4-wheel drive vehicles.

The ASA4WDC has gained the recognition and respect of local, state and federal agencies. Through joint support with other outdoor recreational organizations the ASA4WDC has helped to keep our membership informed of the latest legislation that could affect motorized recreation.

The ASA4WDC does its best to keep our members informed on what is happening around the state that could affect their roads and trails and our access to public lands. The ASA4WDC has been around for a very long time and hopefully we can accomplish another 50 years with the support of our dedicated members.
PRODUCT: Core EXP Clutch ($899)  
LHRB Kit ($299)  
MANUFACTURER: Rekluse  
https://rekluse.com  
REVIEWED BY: Martin Hackworth  
Executive Director  
Sharetrails.Org/BRC  

I USED TO SCOFF at motorcycle auto clutches as “cheater parts” until Jimmy Lewis invited me to ride a Rekluse-equipped dirt bike at one of his schools (see this month’s Business Spotlight) a few years ago. I could not believe how smooth the Rekluse system was - like the greatest, most experienced left hand in the world controlled the clutch in any condition. No reasonable person could have come to any conclusion other than that it was pretty trick.

When Jimmy asked me what I thought about it I could not help myself and came back with the usual retort about cheater parts. “Cheating?” said Jimmy, with only the vaguest hint of a smile, “Well, why don't you just start riding harder stuff?” Ouch - but I saw the light.

Shortly after my CRF450X acquired both a top of the line Rekluse Core EXP (which allows retention of the clutch lever and retains bump-starting ability) and the Rekluse Left Hand Rear Brake. In three plus years of hard riding I have never once regretted the decision. Rekluse is the goods. Not only do their products perform as advertised but their quality and durability are unsurpassed. You just can’t go wrong.
Rekluse’s extensive and helpful website makes it very easy to order from their line of products. Numerous videos make installation a snap for anyone in possession of a few simple tools and even modest mechanical inclination. If all else fails assistance is a phone call away and the folks on the other end of the line are always knowledgeable and helpful.

Upon receiving and opening the box with a Rekuse kit anyone with experience in tools or machinery will be impressed by the caliber of craftsmanship and attention to detail evident in the parts - all made in the USA. Rekluse clutches are sturdier than the OEM units they replace. Rekluse parts simply exude mechanical virtue. They are cool to behold just sitting in the box.

The Core EXP clutch comes with a base plate, clutch basket, drive plates, the EXP disk, anti-squeal X-rings, a tab lock washer, pressure plate, pressure plate lining plate, pressure plate springs, pressure plate bolts and a clutch outer cover. The OEM thrust washer, center clutch nut and friction plates are reused. Rekluse does sell their own friction plates.

For anyone who’s ever swapped out a set of clutch discs installation will take less than an hour.

The Rekluse Left Hand Rear Brake will set you back a few hundred extra bucks but it’s as worthwhile as the clutch itself. It is essential for those moments when you kill the engine on a steep uphill and the clutch freewheels. It’s also great for tackling steep switchbacks while up on the pegs since you can brake and maintain proper body position without having to shift around to find the rear brake pedal with your boot. With the installation of the Rekluse LHRB kit the rear brake is actuated with both the foot pedal and a lever on the left handlebar.

Installation of the LHRB is a bit more involved than the clutch kit. The master cylinder for the LHRB kit is on the handlebar lever and you have to insert an O-ring and sleeve into the existing master cylinder to transfer the operation of it to the new one. Once installed, the LHRB works like a champ. The utility of a handlebar-mounted rear brake will amaze you. Just remember that it’s backward from most mountain bikes. https://rekluse.com

PRODUCT: RM-50 base radio
RH-5R hand held radio

MANUFACTURER: Rugged Radios
www.ruggedradios.com

REVIEWED BY: Todd Ockert
President
Sharetrails.Org/BRC

WHEN IT COMES TO COMMUNICATIONS in our OHV recreation, we have a couple of options. The tried and tested, but sometimes not very good Citizens Band (CB) radio, Family Radio Service (FRS), General Mobile Radio Service (GMRS) Amateur Radio (HAM) and VHF/UHF radios (Race Radios). Most of us have had CB radios in our vehicles at some time or another. Sometimes they work great, and other times you want to throw them out the window because they don’t seem to work very well.

Voice of the BlueRibbon Coalition

Some of us have recently switched over to the race radios, and primarily from Rugged Radios (www.ruggedradios.com). I bought the RM-50R base radio and the RH-5R hand held radio. The
RM-50 has 50 watts of output power and is preprogrammed by Rugged when you buy it. A cool feature of this radio, is you can take the front cover off and mount it up near the driver, and the main radio can be mounted out of the way. This is useful if you don’t have much room on your dash to mount an extra radio. In my Jeep, I have a cross bar between the two roll bar sections and had enough room to mount the whole radio there. The instructions were very straight forward and helpful in getting the radio up and running. There was no tuning of the antenna required.

I have tested this radio a couple of times and had transmit and receive distances of around 10 miles here in the valley. We had lots of obstructions in the way between the two of us trying to communicate back and forth. This is well under the advertised distance of this radio. I blame this on the obstructions of trees, houses and power lines between the two of us. When we go to the desert, we will test the distance again though and I am sure it will greatly increase.

The other option from Rugged is their RM-25R radio kit. This is a 25-watt radio, again it is programmed the same as the RM-50. Installation is even easier, as the power connection is via a cigarette lighter cord. A couple of my friends have this radio, and like it, as it is a little smaller in size than the RM-50R and will fit in more places in a 4x4 or SxS.

Both of these radio kits can be bought with a hard mount antenna or a magnetic mount. I bought the magnetic mount, as I wanted the ability to move the antenna around some. In the summer when I take
the top off the Jeep, it will mount it up on top of the roll bar to help me transmit further. They also sell different mounting options if you are installing these in a SxS.

These are still technically a line of sight radio, so the higher you can get your antenna, the better off you are.

The final option from Rugged is their RH-5R. This is a hand-held radio with a five watt output. You have much less distance with this radio, but you have the added convenience of being able to get out of your vehicle and still communicate with others. It is also preprogrammed by Rugged when you buy it and able to dial up a channel and talk to the other radios.

I bought this so I could hand it to a friend in his vehicle, and still be able to talk to him with a distance that is above what a CB will communicate.

Rugged has some options for this radio that are great for those on a dirt bike also. They have a kit that has a Press To Talk (PTT) switch that you mount on your handlebars and a helmet kit with a microphone and earphones. If you have a dirt bike, this is the radio to get so you can still talk to your friends in a 4x4 or SxS, or other dirt bikers.

The RM-25 and 50 can also be plugged into one of Rugged’s intercom kits and everyone can put on a headset to make communications in an open-air vehicle easier.

If you want to improve your communications while recreating, get one of these Rugged options for your vehicle. www.ruggedradios.com

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$390 per person*
$310 for kids 6-16*
Three meals a day
(trip for 10 year olds & up)

*Prices vary closer to event

Voice of the Blue Ribbon Coalition

Sharetrails Magazine (#008-2017) — 35
TWO SERIOUS OUTDOOR passions of my teenage years were climbing and spelunking. A phrase very popular at the time in both activities was “Take nothing but pictures. Leave nothing but footprints.” Still words to live by - but with a few additions I’d like for each of you to consider.

One thing that you should definitely take besides pictures into the outdoors is some knowledge of First Aid. I am amazed at the number of outdoor adventurers who routinely venture into remote areas with only a rudimentary (if that) knowledge of how to fix themselves or others. You would probably not dream of heading out without tools and knowledge you need to get your rig back home in case of calamity, but what about you (or your friends)?

In the past few months I’ve had to administer first aid to several downed riders. In one case the rider’s injuries were serious enough to require helicopter evacuation. In another case I had to prevent well-meaning bystanders from doing things that might have proved disastrous to the injured rider.

Even the rudiments – the ability to determine vital signs and properly administer CPR seems to be lacking in a lot of those with whom I recreate. That just won’t do.

I’ve taken many First Aid courses (and refreshers) over the years but a Wilderness Emergency Care course was one of the better investments of a few months’ time I’ve made. This particular course was offered by Physicians at a hospital and required for ski patrollers and climbing guides. The training that I received there has come in handy many, many times. I’m really...
glad that I valued the course enough to drive 80 miles each way, twice a week, for several months. That was then, this is now. With the Internet you don't have to wear out a set of tires to get the training that you need. In larger cities you will find a variety of options to get hands-on First Aid training. But if, like me, you live in a smaller community fear not – the World Wide Web provides.

A very brief perusal of redcross.org will reveal dozens of online first aid courses in which you may enroll immediately. Other resources, including WEC type courses, are also available online starting with the search engine of your choice and a few clicks.

A number of first aid kits are available online to suit nearly any purpose and/or budget. There are also a number of useful first aid apps for smartphones that allow the download of diagnostic manuals to a cellphone's internal storage so that one may get advice on medical emergencies even when out of cellphone range.

Another essential “Take” item is an emergency beacon. We reviewed my personal favorite, the DeLORME inReach SE, in Sharetrails Magazine #006 - but there are several units available from SPOT and others that are all far better than nothing. I hate to be the one to break the news to you but your cellphone, in fact, does not work everywhere you’d like for it to no matter who your carrier is.

The last “Take” item I’d suggest occupies the least amount of space and requires the least effort to obtain – rescue insurance. I’ve had an injured rider beg me to not call for a helicopter because he couldn’t afford the $30K - $50K expense of an uninsured ride. Don’t be that person. As bad as getting hurt sucks, getting hurt then getting poor sucks even worse.

A variety of options exist for rescue insurance. Around here LifeFlight Helicopter insurance is $50 per year to cover an entire family. For that amount of money you are crazy to pass up on insurance.

So please, get your “Takes” lined up before you venture out again. Don't add the indignity of a well-deserved dope slap to the pain of getting hurt.
LET'S TURN BACK THE CLOCK to May 1998 and the beginning of the effort to eliminate Personal Water Craft (PWC) for an emissions related issue of two-stroke power. In an attempt to eliminate PWC use on Lake Powell and other water-based recreation areas managed by the Park Service, the BlueWater Network and other anti-access groups filed a petition followed by a lawsuit asking that the Park Service start a rulemaking process. In the settlement agreement with the anti-groups, the Park Service agreed to do a complete Environmental Assessment (EA) and/or an Environmental Impact Statement (EIS) or EA to determine if PWC could continue to be operated at these water-based recreation areas, including Lake Powell.

In the case of Lake Powell, the Park Service agreed to complete an EIS on Personal Water Craft use by November 2002. The Park Service fell behind in the Lake Powell EIS process and did not meet their timeline. As a result, all PWC access to the Lake was eliminated on November 6, 2002. It should be noted that PWC activity on Lake Powell equaled 26 percent of the visitors.

I was the President of the BlueRibbon Coalition (BRC) at the time, when I was contacted by Freddie Hancook, owner of Lake Powell Water World and other BRC members in Page, Arizona. Freddie was concerned about continued PWC access to Lake Powell. That was the beginning of the BRC/Lake Powell PWC Task Force.

In turn, the Lake Powell PWC Task Force quickly developed enough partners and support to file a legal action forcing the Park Service to finish the EIS and reopen Lake Powell to
PWC access from May 10, 2003, until September 30, 2003. The Final EIS and Final Rule were released and went into effect on September 27, 2003, just in time to prevent Lake Powell from being closed again to PWC access. During that process in the summer of 2003, the BRC/Lake Powell PWC Task Force held many events including a Rally at the Lake which brought over 250 PWCs to the main channel of Wahweap Bay.

In the Final EIS and subsequent Record of Decision, a compromise was struck to not restrict carbureted two-stroke PWCs until January 1, 2013. That meant that, starting in 2013, all PWCs would need to be compliant with 2006 EPA standards in order to be used on Lake Powell. In addition, the Park Service Decision to eventually restrict carbureted two-strokes also affected Lake Mead and other water-based Park Service managed areas.

Since that time, the PWC Industry has shifted to manufacturing either advanced technology, direct injection two-stroke or four-stroke engines.

Note: Visit Glen Canyon National Recreation Area website (www.nps.gov/glca) for Lake Powell PWC information.
PATROL OFFROAD GEAR