Martin Hackworth
EPIC TRAILS: CENTRAL IDAHO TOUR

Ric Foster
OCHOCO TRAIL SYSTEM UNDER THREAT

Why I Recreate
2017 Board Election
Member Benefits
SUPPORTING THE SPORT

Over the past 32 years, we've worked hard to become the premier destination for parts, apparel and accessories.

Give us a try today and experience the difference of great customer service, quick, free shipping on orders over $75 and industry low prices.

We thank you for your support over the years.

1.800.336.5437
(7AM - 7PM M-F, 8AM - 4PM SAT MST)
ROCKYMOUNTAINATVMC.COM

CUSTOMER SERVICE IS OUR PRIORITY
CORRECTION
The photo on page 19, issue #009, should have been credited to Ned Suesse. Our apologies for this unintended omission.
FROM THE EXECUTIVE DIRECTOR

Moving Forward

ISSUE #10 of Sharetrails Magazine is about what we are as an organization and where we are going. We’re calling it, informally, the data issue. We have some interesting information to share with you that we hope will help us all define a path forward.

Having just recently completed my second full year here as Executive Director I think that I’ve finally wrapped my mind around most of our challenges. Unfortunately there is no template, no handy guide book for how the be the ED for a diverse, national non-profit. It’s experiential education. The first year was about shoring up infrastructure, learning the lay of the land and our place in it. The second has been about marshalling the resources needed to move forward.

It’s incredibly important that as an organization we have the ability to take a long, dispassionate look in the mirror to see what we actually are (as opposed to what we imagine that we are) as a basis for moving forward. To that end I’ve spent most of the time after our 30th Anniversary Celebration back in February not occupied with fundraising and magazine work but going through the reams of data we generated in our various activities to put together the most accurate profile of our organization that I could. You’ll see some of the fruits of that labor in this issue.

Mostly I’m encouraged by what I see. We are growing in terms of members and resources and that’s not a trend widely shared among non-profits. It’s harder, at least in my opinion, than it ought to be, but we are moving in the right direction even if it’s not at quite the scintillating pace I’d like.

One of the tasks that occupies and concerns me on a daily basis (and keeps me up many nights) is properly aligning our increasing resources with our level of involvement in land use issues. Staff and contractors are undoubtedly tired of hearing me rant about this, but it’s important that our involvement not outstrip our ability to keep the organization on solid footing. We have to have the ability to pay for the things that we take on. Increasing involvement means increasing obligations and that means fundraising has to keep up.

Making all of this work is a responsibility that falls squarely on me and it’s one that I take very seriously. I intend to do everything in my power to safeguard your investment and faith in our organization and furthermore to hand the next...
Executive Director, whenever that happens and whoever it is, an organization that is humming right along.

Again, the news on all of this is mostly good. We are in the middle of our best year in a decade. Our Spring Legal fundraiser raised about $70K. Really good for us, but not what we need to get to the next level. We must do more.

It’s remarkably easy to blow through five or six figures of dedicated funds on relatively simple legal action. Our opponents still have the ability to outspend us by orders of magnitude. Want to change that? All it takes is money.

We have several exciting new ways for you to help us fight the good fight. Riders Unite has not one but two Honda dirt bikes we are offering up, one via raffle and one via auction, to raise money. We’ve made it easier for you to spread out a donation over several months on our website. Many of you who run businesses purchase ads in the magazine - which helps you directly at the same time it helps us. You may donate vehicles, use Amazon Smiles, start a Facebook fundraiser and consider a legacy donation among many more methods of donating. There are literally dozens of ways to help us help you in substantial ways.

Please respond as generously as you can to our recent fall fundraiser. If there is a way you’d like to support us that we haven’t considered please do not hesitate to get in touch.

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)
At the time I am writing this, Summer is almost gone. By the time you read it, we will be looking forward to Thanksgiving. With this time of year, we are anticipating our fall Board of Directors (BOD) meeting in Las Vegas, Nevada, at the Westgate Las Vegas Resort & Casino. The date for the BOD meeting is October 28th and the Annual membership meeting is on October 29th. We hope to see many of you there.

While the purpose of this issue is to provide you, our members and supporters, with data on what we have been doing (see page 20), a coinciding theme is “why I recreate” (see the feature section in this issue by the same name, on page 21). What does this mean? We all have our chosen preferred Off Highway Vehicle (OHV) method to recreate. I like to use a 4x4, specifically my Jeep. Others like a dirt bike, ATV, Side-by-Side, or Mountain Bike. You get the picture. The question is what makes each type of recreation special to each of us. My youth was spent running the dirt road or trails of Michigan with my Dad in a full-size 4x4. It was pretty natural that I would then choose 4x4 recreation, particularly after I saw the capability of a Jeep and the availability of aftermarket parts. That is not to say that I did not have a couple of other 4x4s prior to getting a Jeep. I had a Chevy S-10 Blazer and then a S-10 pickup for a while. I moved up to a Dodge Durango because we had to move around the country with the Navy. The Dodge Durango did well for what we used it for while playing on US Forest Service roads in Washington State. Once I moved over to the Jeep, that was it, as we did some pretty aggressive modifications to help its ability to crawl over rocks and get through the trails of the High Sierras that we now recreate in.

Could I have easily gotten a Side-by-Side? Yes, but when I bought the Jeep these vehicles were not yet out (in fact, they had not even been thought of). If I had to do it over again would I go a different route? I have thought about this and I...
think I would still stay with the Jeep. I like the ability to drive from the street to the trail, the beach, or the mall!

Everyone has their preferred OHV recreational tool. We should not try to bring people down for what they prefer to recreate with or who. I have plenty of friends who drive a Toyota or a full-size rig on the trails. I also have friends that have Side-by-Sides, and we all get along on the trails. We Share the Trails! At the end of the day sharing the trails with like-minded folks who enjoy the outdoors and want to get away from the hustle and bustle of the city life for a while is what it is all about. We may give each other a hard time about what each of us drives once we are around a campfire, but let the good-natured ribbing stay there.

I also got into the land use and recreation access fight because of a few trails that had been closed. I was also invited to attend a Volunteer Leader & Land Steward (VLLS) Workshop put on by land use and access activist Del Albright in 2006. This class got me more involved with the fight to keep all lands open for recreation. After the class, I was fired up and wanted to save the world. But Del advised us to take care of the monkeys that were the low hanging fruit first. I worked on those and got more knowledge of land use. I volunteered on the board of United Four Wheel Drive Associations (UFWDA) for a couple of years and then the Navy got me pretty busy. I was encouraged to join the team at Sharetrails.Org/BlueRibbon Coalition around 2011. The rest is history.

I believe in what this organization is doing and doing well! Do you? If not, please let me know.

It was a busy summer. It started with a couple of California Four Wheel Drive Association (www.cal4wheel.com) events around here and then two local club events in the Sierras also. Then I was off to Colorado for the Mile-Hi Jeep Club (www.mhjc.org) and their All-4-Fun event in Leadville, Colorado. If you have never been to this event, it is a great event hosted and organized by a great club. Lots of Jeeps swarmed into town for the week, along with a few of the folks I knew from California. The vendor show had around 70 vendors selling just about anything you could want for an OHV. I would like to go back next year to try and get in a few more Colorado trails.

We are always looking for good folks for our Board of Directors. By the time you read this the nominations will be closed and the voting will be open (see page 29). Please take the time to vote for your board members who represent you.

We have a great staff here in Pocatello. If you are ever in the area, please stop in to say hello and thank them for the extremely great job that they do every day for our organization. Our contractors are also extremely busy and if you can ever pin them down in one place for a few moments, please thank them also for their hard work.

Please remember to Share the Trails responsibly and be safe out there.
Support recreation access while sharing your message or product with a discerning and targeted audience.

To learn more, contact one of our excellent Ad Sales Representatives!

**STACIE ALBRIGHT** (POWERSPORTS)
brstacie@sharetrails.org
209-217-6886

**MARTIN HACKWORTH** (CORPORATE)
brmartinh@sharetrails.org
THE US Forest Service recently announced a series of actions that will restore and improve access along some epic four-wheel drive routes. The trails in question are located in Northern California’s Eldorado National Forest. Updates can be viewed at http://files.constantcontact.com/1eeadf48401/d82fd5a9-b868-4463-8633-2b77e3c478ef.pdf. These actions didn’t happen overnight, or without hard work involving the US Forest Service, California State Parks and OHVMR Division, active Off-Highway Vehicle organizations, and the Sharetrails.org/BRC Legal Program. A short retrospective can help explain how and why we do legal action.

The Eldorado National Forest contains almost 787,000 acres within the Sierra Nevada range between Sacramento and Lake Tahoe. The Forest’s 1977 ‘Off-Road & Vehicle Travel Plan’ created zones where vehicle travel was prohibited, limited to designated routes, or open. The ‘1989 Eldorado National Forest Land and Resource Management Plan’ eliminated any “open” designations and restricted travel to designated routes. It also required adoption of a new Forest ORV Plan, which occurred in 1990. Around the same time, in 1987, the Eldorado issued a separate decision for the popular Rock Creek area. A steady stream of appeals and lawsuits followed.

A lawsuit was filed against the Rock Creek plan. The Court ruled that the Environmental Assessment (EA) was insufficient, and ordered an Environmental Impact Statement (EIS) be completed. Both preservationists and OHV riders filed administrative appeals to the Forest and OHV Plans. It took six years, but eventually the Chief of the US Forest Service sided with both appellant groups and directed the Eldorado National Forest to conduct additional analysis. The Forest completed a Rock Creek EIS and Trails Plan in 1999, but languished in revisiting the Forest-wide OHV Plan.

This set the stage for a preservationist lawsuit filed in...
February, 2002. The suit included an array of claims against the Rock Creek Plan, the 1990 OHV Plan, an Enduro permit that had been withdrawn, categorical exclusions for OHV trail maintenance, and even “minimization.” OHV riders engaged, through Sharetrails.org/BRC Legal, led by California Enduro Riders Association (CERA), District 36 AMA, California Four Wheel Drive Association, Inc., and Friends of the Rubicon. We intervened on the side of the Forest to defend the Plaintiffs’ efforts to restrict access, but also cross-claimed against the Forest to reverse restrictions or compel action. The Court decided the case in February, 2015, rejecting the majority of Plaintiffs’ claims, but ruling in their favor, and ours, on a few claims, including the Eldorado National Forest’s failure to perform an EIS prior to adopting the 1990 OHV Plan. The Court ordered a new plan/EIS be done.

By now you are starting to see a pattern. The new plan came out in 2008 and another lawsuit was filed in late 2009. Again we intervened, and vigorously participated. The argument on the merits went about five hours, when two might be the norm. Again, alongside the US Forest Service, we rebuffed the bulk of Plaintiffs’ claims. However, the Court found near the end of an 85 page opinion that the Eldorado National Forest had failed to fully apply and consult on a Riparian Conservation Objective Standard for those portions of 42 routes that crossed areas demarcated by the Forest as “wet meadows.” The Court’s order for additional analysis is reflected in the link in the opening paragraph, bringing us full circle.

We can learn a few things from the Eldorado National Forest story. Our opponents can be unrelenting, and we must answer their offensives. We can not only make a difference in the courtroom result, but even more importantly in the agency’s perception. Don’t expect these fights to ever end. Success depends on a long-term perspective, and the capability to act on the next threat, or opportunity.

The Eldorado National Forest is a success story. The Forest stayed focused on the “42 routes” and found a way through bureaucratic gridlock to success on the ground. This success could only occur with the effort of local enthusiasts like Rick Guidice, Clark Frentzen and Don Klusman, and the wisdom (and guts) that allowed them to remain committed to the cause. Through people like them, our Legal Program can stay in the game. Please help us do the same for you.

---

**SUPPORT THE LEGAL FUND**

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

To make your donation right now, visit: 
or call 208-237-1008 ext. "0"

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

DONATE TODAY and help us protect your recreational access!

All donations to the Sharetrails.Org/BRC Legal Fund are tax-deductible.
THIS ISSUE’S EPIC TRAILS features a Tour of Central Idaho and highlights a combination of Jeep roads, ATV/UTV trails and motorcycle/bicycle single track. The entire three day tour is legal for dirt bikes and bicycles. Those in Jeeps and ATV/UTV’s will have to ride around some trails. The Tour begins in Arco near a submarine mast sticking up out of the ground (I kid you not). The route out of town heads up over Beaverland Pass (7416’) and passes below the King Mountain hang gliding site. At the base of King Mountain you’ll cross Hwy 93 at the town of Moore, ID, and head west into Hammond Canyon and Antelope Valley.

From here the Tour climbs the spine of the White Knob Mountains east of Copper Basin. It’s also here that you’ll find the first trail not open to Jeeps (ATVs and motorcycles are fine) at the top of Cherry Creek (don’t worry, there are several scenic workarounds for Jeepers all along this tour). Head up Alder Creek Road a few miles to road 40516 on the west (left) which quickly turns into trail 4070 in Stewart Canyon. You’ll crest 10,000’ for the first time on the Tour here on the White Knob Mountain crest at the pass between Stewart Canyon and Corral Canyon.

After the pass you’ll descend north then west down Corral Creek a few miles to Burma Road in Harrison, ID. Take Burma Road south to East Fork Road - the main drag through Copper Basin. Head north then west several miles to trail 4056, a quad trail, that heads up Wildcat Canyon and Wildhorse Lookout on Wildhorse Peak (9359’) - truly one of the more spectacular spots along the Tour.

Next you’ll head south along Wildhorse Creek Road (40136), past the Wildhorse Guard Station, to Burnt Aspen Trail in Mackay, ID, (4055) on the west (right). You will enjoy the increasingly spectacular views as you wind your way up to the divide between Burnt Aspen Creek and Little Kane Creek which get even better as you wander down the Kane Creek drainage.

At the bottom of Little Kane Creek you’ll encounter a road (40134) that winds its way west around Phi Kappa Mountain to Trail Creek Road (NFS 208). From here the route heads west over Trail Creek Summit. From Trail Creek Summit you’ll head southwest some twelve miles to Ketchum/Sun Valley, Idaho.

From Ketchum head west along Warm Springs Road (NFS 227) about 11 miles or so to Warfield-South Fork Trail (7151), Red Warrior Trail (7120) and finally Meadow Creek Trail (7302). At an intersection with Warm Springs Road you’ll hang a hard left and follow Middle Fork Warm Springs Trail (7150) to Dollarhide Summit Trail (7995). Take this north a couple of miles to Dollarhide Summit.

From Dollarhide proceed west another five
miles to an intersection with Trail 016 (Big Peak) on the right. Follow this trail uphill a few miles to an intersection with trail 081. Follow this about five miles west to an intersection with Lick Creek Trail (080), then downhill four miles to an intersection with NFD 227 and Big Smokey Guard Station.

From Big Smokey GS head north about eleven miles along Paradise Creek Trail (070) to Snowslide Lakes. Continue over the pass and down a couple of miles to the West Fork of Big Smoky (224). Head southeast just a bit over two miles and look for an intersection on the left with Mule Creek Trail (198) which will aptly punctuate an end of a great day of riding as you follow it up several miles to the divide between the Smoky Mountains and the Sawtooth Range and an intersection with Big Smoky Trail (072).

From this intersection head north and follow the trail steeply downhill a few miles to an intersection with NFD 215. The small creek on your left is the origin of the mighty Salmon River. About five miles later you'll encounter ID 75. From here it's a short jaunt north to Smiley Creek Lodge.

From Smiley Creek head east on trail 194 a few miles to Pole Creek then about three miles further to an intersection with Grand Prize Gulch Trail (7112) on the right. Follow 7112 about seven miles to the East Fork of the Salmon then another few miles to NFD 120 near the Bower Guard Station.

From the Guard Station follow the East Fork Road about eight miles to an intersection with the Little Boulder Creek Trail (7682) on the left. Follow this (7682, 7407) about ten miles up and over a pass to the abandoned mining town of Livingston. The next five miles (70669) climb steeply to the highest point of this tour (10,420') atop Railroad Ridge - where you'll want to
stop for a while to enjoy a vista that includes virtually all of the highest parts of Idaho and the spectacular Chinese Wall.

Proceed north eleven miles (70670, 7615, 7675, 2001) to French Creek where the trail narrows from dirt road, to jeep trail to single track as it descends down to the Salmon River. From the intersection with Hwy 75 head east about a mile to Old Sawmill Station where gas is available (24 x 7) along with supplies, camping and some of the best grub in the area.

From Old Sawmill Station, head west along 75 about six miles to a bridge which crosses the Salmon River on the right. Follow this road back downriver to Thompson Creek Road (FS 040). Head north along Thompson Creek Road (FS 040) about ten miles to a trail on the left (161). Follow 161 west about a mile and a half to Cinnabar Creek Trail (162). Continue west about a mile to the crest of Five Mile/Cinnabar, then descend Five Mile Creek to an intersection with Yankee Fork Road (FS 070).

Turn right and head northeast about eight miles to McKay Creek on the right. Follow McKay Creek Road about a mile as it turns into trail 151, then a short distance to an intersection with Squaw Creek Trail (149). Follow 149 south about seven miles until it turns into Squaw Creek Road (40041), then another mile to an intersection with Trealor Creek Road (40045) on the east (left). Follow Trealor Creek road a mile or so to an intersection with a jeep trail (40695) that heads north. A short distance up this trail you'll encounter the Trealor Creek Trail (159) on the right. Follow this five miles up and over Buffalo Ridge and down to Bayhorse Lake. Head down Bayhorse Creek Road about a mile to an intersection with a jeep road that ascends sharply to the left.

Head up this road past Little Bayhorse Lake to a hard left at waypoint 4D53 and past a
spectacular rockslide. Continue east some five miles over Ramshorn and Keystone Mountains to an intersection with the Keystone Gulch jeep road.

From here, ascend Keystone Gulch and hang a left (waypoint 4D59) at the Lombard ATV trail (4639). Continue northeast past Blue Mountain. Just a few miles outside of Challis, a mile or so below the pass north of Blue Mountain, the trail splits (waypoint 4D64). The right fork descends to the State Park at Yankee Fork (a fee area). Take the left fork, right down the creek bed, a few miles into Challis.

Head west up Main Street a few blocks to 7th Street/Challis Creek Road on the north (right). Proceed north out of town five or so miles to NFD 138 - the Darling Creek Road. From here it is a 25-mile out and back to the summit of Twin Peaks Lookout.

On the descent from Twin Peaks look for Pats Creek (40173) on the left side of the road near the intersection of Challis Creek and Valley Creek. Turn left (north) and follow the Eddy Creek/Camas Trail (4134) a few miles to Eddy Basin. Turn right on Trail 4145 and head uphill a few miles to a sharp right turn. Head southeast as
the trail climbs to a spectacular view of Morgan Creek and an intersection with Trail 4144 which descends to a picnic area at the top of Road 176. Follow this road downhill a few miles to an intersection with Road 057 and turn left. Follow 057 northwest about 3/4 of a mile to the West Fork of Morgan Creek Trail (4143).

Follow Trail 4143 westward up Morgan Creek for about three miles to an intersection with Trail 4234. Continue another few miles, past West Fork Lake, climbing steeply to the scenic headlands above Morgan Creek where the trail loops back to the east. After two or so more miles, 4234 intersects Lick Creek Trail (4142).

Bear northwest (left) at this point and contour around the steep slopes above the headwaters of Furnace Creek. After another 1.5 miles you'll encounter the Furnace Creek Trail (4140) on the left (west). Furnace Creek Trail descends into Camas Creek on the edge of the wilderness area. You will, instead, turn right and continue northeast up Furnace Creek over a divide west of Van Horn Peak (9616') and an intersection with Trail 4139. Follow the spectacular ridge trail around Wood's Peak another few miles and descend Alder Creek.

From the base of Alder Creek turn left (north) on Morgan Creek Road (FS 055) and follow it a few miles to Morgan Creek Summit. Turn right (east) on Road 40129. At the end of this road, continue along trail 4251 north, then east, another 3.3 miles to an intersection with Trail 6094. Turn left (north) at this intersection and follow FS 6093 a few miles to Hat Creek Lakes. Continue, generally north another four or so miles over a couple of spectacular mountain passes to Iron Lake.

Continue north along FS 020 road seven miles to an intersection with NFD 099 on the left. Here the route zigs west into the Bighorn Crags. Finish up by returning to FS 55 and following it north to FR030. From here it’s a short drive to North Fork and the Tour’s end.

Sharetrails.Org
(BlueRibbon Coalition)
would like to express special thanks & appreciation to

Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!

Supporters like Pirate 4x4 (and their BlueStar Members!) allow
...TO PROVIDE 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 bmaryjo@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

Sharetrails.Org
(BlueRibbon Coalition)
would like to express special thanks & appreciation to

for their
EXCEPTIONAL SUPPORT
midfloridajeepclub.com

Supporters like Mid Florida Jeep Club allow Sharetrails/BRC to continue its vital mission to protect YOUR recreation access!
LOCAL, STATE, AND REGIONAL OHV organizations are key factors in the land-use equation when it comes to championing responsible motorized recreation on public lands.

Our partner highlight for this magazine issue is the Pacific Northwest Four Wheel Drive Association (PNW4WDA).

According to their website, they are a non-profit organization comprised of member clubs and individuals united in a common objective - the betterment of vehicle oriented outdoor recreation while preserving the environment. The PNW4WDA is divided into 8 regions covering Oregon, Washington, and Idaho.

PNW4WDA was incorporated in 1960 as the Pacific Northwest Jeep Association. The name was changed to the Pacific Northwest Four Wheel Drive Association to encourage owners of other models of four wheel drive vehicles to join.

For example, the association had a critical role in our joint effort in July 2016 to create a partnership with the Rogue-Siskiyou National Forest to protect and preserve motorized access to high-value motorized opportunities on the McGrew Trail and other routes on the unit.

BRC wants to thank PNW4WDA for their generous support, leadership, and strong commitment to help preserve and defend sustainable OHV recreation in the Pacific Northwest for current and future generations.
To learn more, visit the Pacific Northwest Four Wheel Drive Association online at: http://www.pnw4wda.org

BIG TO SMALL... We have it all!

The Cat Rental Store is your source for late-model, low-hour equipment from over thirty big-name manufacturers including Caterpillar, Genie, Sullair, Multiquip, Toro, and more.

28 locations in California, Oregon, and Washington!

Call (800) RENT CAT today or visit us online at catrentalstore.com!
What follows is a segment detailing the results of our recent surveys and data collection on the membership and supporter demographics for Sharetrails.Org/BlueRibbon Coalition.

Membership Growth

Since the beginning of 2015 we’ve seen our membership grow at a rate of 20%. Although we are bucking the trend of many non-profits, this is still not good enough simply because our base numbers were so low (around 5,000). We must get our membership over 10,000. This is essential to the future health of our organization. Right now too few are carrying the load for too many.

Membership Modality

Since the beginning of 2015 the majority of our support has come from just two modalities: 4x4 enthusiasts and motorcyclists. All others combined account for far less than half. As an organization we must do a better job of attracting support from our friends in snow sports and figure out a way to capitalize on the booming sales of ATVs and UTVs.

Special thanks to those who participated in our recent surveys. Remember, we are only as strong as our membership. Please help us obtain and sustain a strong and diverse membership. Bring in your friends. Spread the word: http://sharetrails.org/join
WHY I RECREATE

For this issue I asked some of our staff to write a brief bit on why they ride motorcycles, jeeps, sleds, etc and/or why they’ve chosen to stand up for access. Here are their responses, along with my own at the end. —Martin Hackworth, Executive Director

DEL ABLIGHT (BRC Ambassador)

With 50 years of different types of off-roading, backcountry exploring, and motorized recreation fun it is easy for me to tell you why I get outside and just do it and FREEDOM is reason number one.

The freedom to explore at your own pace in your back yard or wherever your nose takes you exists in America like nowhere else. Our hard-fought and won freedoms are what keep me going – exploring, riding, driving, hiking, hunting, fishing, taking pictures, or just going on a picnic with my family.

Yeah, I guess you can say I do it because I can. But by golly, I stand by that. There are so many places where you cannot do it…

I still get a huge thrill out of taking my 4x4 towing the boat to a nice lake and catching a bass like this chunk!

My love for four-wheeling by Jeep, which is most of my off-road fun these days, comes from my Dad taking me to the outback since I was old enough to hang on. My Dad fought for this country and for our freedoms, so he wanted to enjoy them while he could. I did the same thing and am the same way.

So yes, I’ve been around. This photo (above) of my Dad and my brother (both R.I.P.) on my first OHV – the 1952 Studebaker Commander built into an off-road buggy around the mid-1960’s. My Dad always told me: “Hold on, son. We’re headin’ out.” I’m not sure if he ever really had a particular destination in mind but we explored.

Today Stacie, my wife, runs her Toyota Land Cruiser alongside my Jeep Wrangler and we “see America” as best we can and as often as we can – celebrating every time the freedoms given to us by those who have served and sacrificed.
I thank my parents and count my blessings for the gift they gave me of an “Outdoor” gene. Growing up in Humboldt County on the North Coast of California, I can’t remember a time when I was not passionately interested in outdoor recreational activities including off-highway vehicles (OHV).

Hunting, target shooting, fishing, and riding off-road have been, and continue to be, an important part of my life. While I don’t have time to do a lot of hunting and fishing, I still continue to try and weave, as time permits, those non-OHV pastimes into both my professional and personal motorized outings.

As a pre-teen living on the outskirts of Eureka, California, I spent an inordinate amount of time badgering my friends to let me ride anything motorized they had in their garage or barn. Some of those early vehicles included a Vespa scooter, Tote Gote, and a Honda Trail 55. Back in those days, there were plenty of vacant lots and old trails in nearby forested lands.

Seeing my love for motorized vehicles, my mom went to bat for me and talked my dad into helping me get a used 1966 Honda Trail 90 for my 15th birthday. I think my dad was reluctant at first for me to get into motorcycles since he had flashbacks of a few of his motorcycle adventures (or misadventures) on his 1940s-era Indian Scout.

Getting that first motorcycle also revved up my dad’s motorcycle genetic code as he become very adept at “barn finds” where a local farmer or construction company owner had bike laying around. Those bikes included a 1969 Honda CB350 Twin (with the seat chewed off by a horse) and a 1967 Honda CB77 with flat tires parked in a stall.

My uncle was also a ship’s captain for SeaLand (an international container shipping company) and brought over several motorcycles that we had him purchase in Japan. Those bikes included a 1969 Honda SL90 and a 1971 Yamaha CT1 175.

Since an early age motorcycles, either off-road or street,became a constant part of my life. And for the last 27 years, my professional life has been, and continues to be, focused on the fight for motorcycle/ OHV related access to public lands.

Today, I enjoy riding my 2016 Kawasaki KLR 650 Camo Adventure Bike and my 2012 KTM 500 EXC at various events, trail rides, and backcountry recon trips. Let’s not forget my 2016 Kawasaki Teryx 800 that often gets a workout on trail stewardship projects. My wife also rides alongside me on her Yamaha TTR225 at non-work camping trips.

However, my greatest joy is counting the many friendships I have been lucky enough to make over the years in the motorcycle industry, and OHV, government, and conservation communities. Getting that outdoor gene was indeed a precious gift.
 Having ridden dirt bikes since age twelve, my reasons for riding have changed over time. Early on it was spending time with friends, the thrill of speed, and the satisfaction of successfully tackling challenging terrain and obstacles. Then I started racing motocross and the “speed thing” really kicked in.

Soon though I moved on to racing hare scrambles and the GNCC series where “the why” became the competition and pushing myself to the limits, physically and mentally. As my racing hobby wound down, trail riding with my son and discovering new territory became my favorite things to do. And “the reason why” became family, teaching self-reliance, and adventure. Today, my son is grown and married. I, however, do still pursue discovering new trails and riding opportunities across the U.S.

Now that I really think about it, “the why” today isn’t all that much different from when I was twelve. I like to go fast, feeling of the wind in my face. I like to take on tough and rugged terrain, feeling accomplishment and self-reliance. Add to that, my love of riding new and different trails and the feeling of discovery and adventure. And spending time with friends? Most of my buddies have grown old and only ride their Harleys on the street now. While that’s fun, too, it doesn’t make me feel twelve years old again. To quote my barber, Tony Ramundo, “you can grow old but don’t grow up - there’s no future in that”. Sounds right to me. Age twelve - Ride On!
I'm a two-wheel person. Always have been, always will be. I've been riding two-wheeled vehicles in the woods since I was nine. One of my earliest distinct memories on wheels was of being chased by an alligator while riding in a swampy area in South Florida, which makes being chased by bear in Idaho in my old age sort of passe! I took metal shop my freshman year in high school so that I could learn to weld and machine metal well enough to modify the bikes I had access to at the time into what I needed in order to ride the places I wanted to go.

Psychologists like to explain affection for adrenaline sports in terms of addiction to endorphins. Others like to explain any general attraction to the outdoors as soothing to alpha brain waves. On the former proposition I'm unsure, on the latter I'm fairly sure that it's almost complete BS. Ultimately it doesn't matter, at least in my view, what brought you to the great outdoors as much as what you do when you get there. Just have some fun. If everyone in the world got to ride the trails I get to on a daily basis we might have a lot less self-inflicted misery in the world.

Every once in a while a motorcycle adventure becomes transcendent, and when it does the distance and boundaries between you, your bike, and the environment in which you are in disappears and it all becomes an extension of the same thing. In those moments one often achieves a clarity that permits a thought to be immediately articulated, through sheer force of will, into action. You are truly in the groove. When you are in that place you are as close as you'll ever be to every child's magic carpet dream of being able to swoop and fly above the earth. That's good stuff. And that's why I ride.

Well that and one more thing. Those transcendent moments, though rare, are very important in holding the rest of the thuggish world at bay. I'd estimate that a single day on a great trail is good for a week here at work, several conference calls, at least two meetings, and a boatload of poo that passes for business in the access world.

As for why I stand up for access that's more complicated. The short answer is that I'm taking a sabbatical from being a physicist to stand up for access because I believe in my core that public lands belong to everyone. The unfairness of many of the arguments made against OHV access to public lands by some environmental and preservationist groups infuriate me enough to walk the walk. Nothing bothers me as much as hypocrisy. If you hate things with motors so much walk to work. If you love Grizzly bears so much re-introduce them into your backyard.
RIDERS UNITE is a concept born of a partnership between business, advocacy groups, and riders all united to dramatically change the manner in which the Federal Government (and other land use agencies) see Off-Highway Vehicle interests.

Riders Unite aims to ensure that conversations about the management of Public Lands are not dominated by environmental and preservationist interests. Public Lands belong to everyone and OHV interests are legally entitled to a seat at the table. Our goal is to make sure that we are fully involved in all conversations regarding the management of our shared heritage. Although our arguments, based on demonstrable economic benefits and issues of fairness, are very strong we’ve faced strong headwinds for decades. The opportunity to change the narrative is now. The message “It’s everyone’s Public Land” resonates in the right places. It’s up to us, however, to take it to the next level while the time is ripe.

What does it take to get all of these grand ideas (none of which are original) off the table and into practice? Money. Though still in its formative stages, Riders Unite has generated tens of thousands of dollars to support access in just a few months. It’s been an incredibly fruitful partnership.

Please visit [http://sharetrails.org/ridersunite](http://sharetrails.org/ridersunite) to read more and find out how you may attend a Riders Unite event or participate in a Riders Unite initiative such as our upcoming bike auction of a 2017 Honda CRF450X.

But there’s much more. Please consider entering our Riders Unite raffle for opportunities to win a test-built highly tricked-out dirt bike, Honda CRF450RX. Help support off-road trail preservation and the advocacy groups fighting on the front lines for off-road recreation and you could be riding a brand new Honda CRF450RX custom built by off road legend and Dirt Bike Test proprietor Jimmy Lewis to completely dominate the backcountry! Again, please visit [http://sharetrails.org/ridersunite](http://sharetrails.org/ridersunite) to see how you can help us (and, more fundamentally, help yourself).

Test-built highly tricked-out dirt bike, Honda CRF450RX being raffled off for Riders Unite.
SINCE ITS INCEPTION, MetalCloak has led the industry in design innovation for the Jeep Wrangler, developing products that broke barriers and changed the way we view the possibilities of our beloved Jeeps.

But “Game-Changing” products are not their only focus. For as long as we’ve known Matson, Aaron and the rest of the team at MetalCloak, they have been incredible advocates for all that BlueRibbon Coalition (BRC) stands for.

Here is just a sample of their Land Use activity:

- Developed FightForLandUse.com five years ago to educate their customers on what everyone can do to help in the war against restrictive use of our lands
- Ongoing support of Del Albright’s ‘Access Army’ and the land use work of Sharetrails/BlueRibbon Coalition
- Commitment to events across the country that support land use

There is no doubt MetalCloak has been deep in the trenches helping 4x4 owners understand the value of keeping public lands open to the public.

The History
MetalCloak was originally founded as Rev111, a company based out of Temecula, California, by a couple of Jeep enthusiasts with some cool ideas about fender design.

After giving it their best shot, the company ran out of money and closed in early 2008.

Aaron Colacchia was an enthusiast looking for a new challenge and, thanks to some friends, learned about Rev111’s status. By the end of 2008, Aaron and a couple partners purchased Rev111’s assets and, on January 5, 2009, during the height of the economic collapse, opened shop in Northern California, just outside of
Sacramento and only an hour and a half from the famous Rubicon Trail.

Rev111’s only product line was a fender and rocker set they dubbed the MetalCloak, a cloak of metal surrounding your Jeep. Aaron and his team decided to keep that moniker as the name of their newly formed company.

Now, eight years later, MetalCloak has grown from three products to over 850 product IDs.

The biggest change for the small body armor company was leaping into the suspension category in 2011.

Always known for designing products no one else would dare to try, from removable tube fenders to modular bumpers with over 650 configurations, MetalCloak developed patented technology for its suspension systems including the radically different 6Pak Long Travel Compact Body Shock and the first Vibration Dampening High Misalignment Joint known as the Duroflex.

Since 2011, MetalCloak’s signature Gold Zinc Chromate suspension systems have become the premier option for discerning Jeep owners who not only want a great off-road experience, but an exceptional daily drive as well.

The Future
MetalCloak’s commitment to land use is as simple as its commitment to customers: “If we can’t make you happy, we have no reason to be in business.” This commitment can be seen in their unique “Fully Transferable Lifetime Customer Service” philosophy that supersedes the typical industry warranty backed up by their stellar reputation for taking care of every customer. Period.

Regarding their philosophy toward land use, it is just as passionate and just as easily stated: “If we don’t have lands, we don’t have a company”.

We expect to see MetalCloak continue to advocate for land use and the mission of Sharetrails.org at every opportunity while investing in more methods to educate the public on the importance of all we stand for: the importance of protecting a lifestyle, and the importance of being a modern, responsible, off-roader.

MetalCloak is fully on the land use team helping to keep trails open while building some awesome rock-biting and game-changing products for Jeeps.
I SPEND A LOT OF TIME on the road with Sharetrails business. With a growing family back at home I enjoy this time away less than I could, even though a lot of it comes with riding time. As I was coming back from my last event, a 1,400 mile round trip drive to deliver a 60 minute talk, it occurred to me that there are a few people and organizations out there who make all of this worthwhile.

After a couple of years on the job here I’d like to take an opportunity to thank a few folks, organizations, and businesses who’ve made time away from home not only worthwhile for Sharetrails, but enjoyable for me. This list is strictly related to my travel and does not include everyone who’s been great to work with in my time here (which is quite a few of you).

So, without further ado, here’s my road warrior thank you list: Jim Chambers, Bill McGimpsey and the entire FMCA 4-Wheelers, Jim Nakashima and everyone at Pirate Cove Resort & Marina, Al and Alison at Rekluse, Sandra Mitchell at Idaho Recreation Council, Dave and Roberta Pickett, John Summers and Mark Kincart at Klim Technical Riding Wear, Lendon Smith at Seat Concepts, Eric Nelson at Rocky Mountain ATV/MC, Ned Suesse, Jimmy Lewis, Jack Welch and Todd Ockert, Brian DeHate and Kelly Anson of Trail Tech, Steve Salisbury of the American Motorcyclist Association, Don Riggle of the TPA, and finally all of the folks at Family Off-Road Adventures.

Thanks to all of you and to anyone else I may have forgotten.

You could own this awesome Honda CRF450X and support recreation access at the same time!

Participate in the online auction at: http://sharetrails.org/CRF450X

All proceeds go to Sharetrails.Org/BlueRibbon Coalition TO PROTECT RECREATION ACCESS

WIN A FREE T-SHIRT!

Here’s How...
1. VISIT Sharetrails.Org
2. FIND ONE OF THE EASTER EGGS HIDDEN THERE (see pictured above)
3. RECORD THE CODE AND CLICK ON THE EASTER EGG IMAGE
4. ORDER YOUR FREE SHARETRAILS/BLUE RIBBON COALITION T-SHIRT

SUPPLIES ARE LIMITED! GET YOUR T-SHIRT WHILE THEY LAST

Sharetrails/BRC Staff, Contractors, & Members of the Board of Directors Not Eligible To Win.
BRC BOARD OF DIRECTORS ELECTION 2017

ABSENTEE BALLOT

VOTE FOR UP TO SIX CANDIDATES

❑ Todd Ockert

❑ Matt Westrich

❑ Matt Adams

❑ Mona Drake

❑ Edward Moore

❑ Peter Prince

VOTER INFORMATION

Your Name__________________________________________
Address____________________________________________
City________________________ State____ Zip___________
Email______________________________________________
Membership # (optional)_______________________________

RETURN THIS FORM TO:
BlueRibbon Coalition, Board Elections
4555 Burley Drive, Suite A • Pocatello, ID • 83202

Absentee ballots must be received no later than October 27, 2017, in order to be counted.
The North American XJ Association (NAXJA) is a national organization of Jeep Cherokee XJ owners and has eleven different chapters across the country. Most of the organization of their events and runs is done through their web forums and the chapter threads. They have been around for nineteen years now and are dedicated to promoting the Jeep Cherokee XJ and the users of these vehicles.

They hold different events around the country and the funds from these events and from memberships are used as donations to different land use and access organizations. Sharetrails.Org/BlueRibbon Coalition has been a recipient of these donations for a couple of years in a row. As the President of Sharetrails, we greatly appreciate their generous donations. The last couple of years, they have presented the check for their donation during the North American Motorized Recreation Council (NAMRC) meeting prior to the SEMA Show in Las Vegas, Nevada.

NAXJA is very active with trail clean-up and trail maintenance events at different areas around the country. Many of these events are also membership drives to show potential new members what the organization is all about, and how they work with the local land managers to maintain the trails for future users.

The national chapter also makes donations to other 4x4 organizations that are being pro-active in land use and access. I could try and list them here, but it would take up the whole magazine to list all of their donations to these organizations. They are strictly web based via their forums and all events are coordinated through the forums for members. They have five different
organized events around the country and many other meet-and-greet events for members to hang out and chat about their XJs.

They have built an XJ to raffle off in years past, and this has helped attract members and increase donations to their organization.

Sharetrails.Org is very appreciative of their continued support over the years. It is great organizations like NAXJA that help us keep the press focused on the land use and access arena.
Get the low-down on fine off-highway products reviewed by the staff of Sharetrails.Org/BRC...

PRODUCT: RAM Mounts
MANUFACTURER: RAM Mounts
www.rammount.com
REVIEWED BY: Del Albright
Ambassador
Sharetrails.Org/BRC

LITERALLY A MOUNTING SOLUTION for any activity imaginable, especially rugged outdoor sports and motorized recreation fun, RAM Mounts do it all. It matters not whether you’re driving, biking, off-roading, fishing, boating, doing paddlesports, or flying, there is a RAM Mount for you.

Better yet, I have purchased and tested a few for the factory (dozens of their mounts and products) and will stand by them being the best mounting solution I have seen, dampening shock and vibration while holding up to wave bouncing and rocking our jeep on the Rubicon Trail.

RAM Mounts will hold (steady) your tablet, phone, GPS, camera, laptop, mobile printer, you name it. I have a RAM base mount in every vehicle I own, from boat to RV to Jeep to car such as the ones in the pic above for my Garmin Nuvi 500 (RAM Part HOL-GA32U) with the double socket arm (RAM-B-201U). Once you have a base in any rig, you can move the double socket arm with your “gizmo” from rig to rig. Simple. Easy install. And best of all, they take the abuse and hold steady.

The ball and socket design is incredibly strong and versatile. In my Jeep, you can see how RAM also makes mounts for roll bars like my two inch full cage holding my tablet (like a RAM-HOL-UN9U) with a RAM Strap Clamp (RAM-B-149Z-2-202AU).

Yes, if you’re an angler, there is a RAM for you too and these babies are sweet. Fast, reliable, durable and easy to mount rod holders such as the one I use, the RAM-ROD Light-Speed (RAP-370-RB-NBU).

Located a short distance from Seattle, Washington, RAM Mounts are fully “Made in America” by people using injection molding...
machines and quality products, accompanied by a lifetime warranty. Go online and check out their website: http://www.rammount.com

You can find a dealer there, or go right to one of our Sharetrails partners like Rocky Mountain ATV/MC: https://www.rockymountainatvmc.com

PRODUCT: KTM 300 XC-W
MANUFACTURER: KTM
www.ktm.com/us
REVIEWED BY: Martin Hackworth
Executive Director
Sharetrails.Org/BRC

I’VE ALWAYS BEEN A FOUR-STROKE GUY. Perhaps it’s because my path to dirt bikes started out on the street with high-performance sport bikes and big trailies. I’ve always liked the linear power delivery and grunt of big four-stroke thumpers. I’ve had a whole barnful of Honda and Yamaha four-strokes, but the only two-strokes were small bikes I bought for my kids.

Recently, while being flogged on a trail ride by my friends at KLIM, I marveled at the goat-like abilities of their KTM 300 XC-Ws. These agile motorcycles made my big metric thumper look like a tractor by comparison. The KTM 30s were smooth and very light. Rumor has it that they are the best trail bikes good dreams are capable of conjuring. I had to find out.

KTM was great about getting me a bike which I had shipped to Let’s Ride, a motorcycle dealership in Rupert, ID. A skid plate and spark arrester later and I was out in the woods.

After having now spent three days riding single track in Central Idaho from mellow to heart-attack serious I can report that the rumors are true. It’s difficult for me to imagine how anyone could build a better technical trail bike with the current state of technology than KTM has with the 300 XC-W.

Aside from the skid plate and spark arrester my bike has been ridden bone stock so far (that will change, and I’ll post a followup article here in the future). The first thing I noticed is that the bike is, indeed, very light. I can lift it off the ground with ease. It feels incredibly agile but holds a line without undue effort. You point it where you want it to go and it goes there without muss or fuss. Suspension is excellent right out of the box.

But the most amazing thing is how much torque it produces down low. The 300 will tractor up steep pitches of trail long after you’d have sworn it would stall. And once you are on the pipe you get a burst of power that will easily enable to you loft the front wheel over rocks and logs. The bike is so light that this becomes addictively fun after a while.

I think that this is the beginning of a beautiful friendship.
WE REVIEWED the Rekluse Core EXP auto-clutch and left hand rear brake combo back in Sharetrails Magazine #008. With the recent acquisition of a new KTM 300 XC-W I’ve begun acquiring select bits from the aftermarket to sharpen its ability to attack gnarly mountain trails, and one of my first calls was to Rekluse to inquire about their current state of the art. Owner Al Youngwerth quickly convinced me that the new, top of the line RadiusCX was the answer to my query. A few days later a RadiusCX and a left-hand rear brake kit for my bike arrived at my shop.

As with the previously reviewed Core EXP, the RadiusCX may be used as an as an auto-clutch or a manual clutch (both retain the clutch lever). The RadiusCX is a complete kit – basket, all discs and springs, pretty much everything that you need comes in the box with only a few stock parts being reused. As always Rekluse is good about supplying extra spare bits that are likely to be lost or damaged.

Installation was a snap and took less than thirty minutes from old clutch cover off to new clutch cover on. Finding the “starting point,” a term that will be very familiar to Rekluse users was similarly quick and easy. All told I was riding the motorcycle in less than an hour after starting the install.

The RadiusCX is amazing. It’s even better built that previous Rekluse clutches which is really saying something. Rekluse claims longer life and cooler operating temperatures and this appears based on the fact that they control the quality of the entire kit.

Having ridden the bike with the RadiusCX for several long days now I’m amazed at how much of an upgrade the RadiusCX is over the Core EXP. It’s easier to adjust, goes longer before needing any readjustment, and the difference between automatic LHRB and manual use is completely transparent. It’s simply a bulletproof clutch that lasts a long time under blatant abuse and it may also be used as an auto-clutch.

The Rekluse left-hand rear brake has evolved quite a bit since the last one I obtained several years ago. The master cylinder, lines, and connections are all much beefier. Bleeding was a snap and installation took about an hour.

Rekluse provided me the Radius CX and LHRB kit at a professional discount. http://rekluse.com

Supporters like these allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!
I’VE USED A SET OF KRIEGA tail bags now for over seven years and am impressed by their functionality and performance. The modular Kriega “system” allows you to combine five, ten, twenty, and thirty liter drypacks to meet your moto-travel needs. Each bag features an outer layer of heavy-duty ripstop nylon with a removable waterproof liner. They are 100% waterproof and very durable. They even come with a ten-year guarantee!

With reinforced layers, strong stitching and well-designed fasteners and straps, the Kriega system can be used on multiple bikes in multiple configurations. For local hardcore trail riding I use a five or ten liter pack on my back fender. The OS-Rack Loops make a bulletproof mounting system. For longer camping/adventure rides, I use a twenty liter and/or thirty liter pack mounted on a tail plate. The Kriega alloy hook/buckle attaching system is easy to use and strong enough for any backcountry travel.

Kriega also makes a tank bag adapter which I have found very useful when combined with a ten liter drypack. Rather than a traditional tank bag that can inhibit movement on the bike, the ten liter lies close to the tank and is totally waterproof. It will require a bit more effort to open/close than a traditional tank bag but I find it well worth it.

While the Kriega products do carry a premium price, they are a high quality, well-designed product with attention to detail throughout and in my mind worth it. Just think about the cost of losing your tools or camping gear on the trail.
OCHOCO TRAIL SYSTEM UNDER THREAT

IN 2011 THE DESCHUTES AND OCHOCO National Forests Travel Management Project Record of Decision (ROD) was signed, officially moving motorized recreation on the Ochoco National Forest from cross-country travel anywhere on the forest -- except where specifically prohibited -- to a designated system of trails.

During the planning process for the Travel Management project, the Ochoco National Forest, in order to help offset the loss of riding opportunities the motorized recreation community would experience once the Travel Management Project ROD was signed, made the decision to initiate a planning process to designate a system of trails intended specifically for motorized recreation and OHV access.

The Forest worked with the Federal Advisory Committee Act chartered Deschutes Basin Provincial Advisory Committee (PAC) Travel Management Working Group to identify a Community Support Area, which was an area where the diverse group of stakeholders, the Travel Management Working Group, could agree a motorized trail system could be proposed.

The extensive pre-scoping process conducted by the Forest, including identifying a project area, extensive public meetings and working with a diverse group of stakeholders, the Travel Management Working Group, a subcommittee chartered by the Deschutes Provincial Advisory Committee (PAC).

In November 2009, the Ochoco National Forest

by Ric Foster
Public Lands Dept. Manager
Sharetrails.Org/BRC

Mile-Hi Jeep Club’s 52nd Annual All-4-Fun Event Powered by Bestop

July 28th - Aug 4th, 2018
Silverton, Colorado

Online Registration will open on the www.mhjc.org website on January 1st, 2018
Sign up early to reserve your spot!

The All-4-Fun event is a week long 4-wheeling adventure in the Colorado Rockies. It has been called one of the best 4-wheeling experiences in the country. Participents have daily opportunities to enjoy the surrounding mountains and 4x4 roads and trails. Wednesday will be set aside as a day of relaxation and a time to visit with exhibiting vendors. Friday evening’s door prize draw allow each registered driver an opportunity to win a door prize. The proceeds from the All-4-Fun event allow MHJC to continue to make annual contributions to Children’s Hospital Burn Camp, Stay the Trail and other local use projects. Primitive camping spaces are available for your tent or RV. There are no electric, water or sewer hookups. However, we will provide access to potable water and portable latrines. You must be self-sufficient.

www.mhjc.org
www.all4fun.org
www.facebook.com/All4Fun

CRAWL all over this deal at www.crawlmag.com & save 20% when you use promo code BRC17

The Hardcore Offroad Magazine

36 — Sharetrails Magazine (#010-2017) Voice of the BlueRibbon Coalition

“The project area covers approximately 165,000 acres; the proposal identifies approximately 124 miles of motorized trails within the project area, primarily in a corridor that moves from staging areas on the west end to a series of interconnected loops in the center and east end of the project area. The proposed action would include trails for Class I, II, and III vehicles and about 45 miles of shared use roads to connect off-road trail segments or enhance loop opportunities. The proposed action would include larger staging areas and smaller entrance areas that would allow camping and multiple access points to the main trail system. Larger staging areas would include youth riding areas and learner loops, while smaller trailheads would not.”

Between 2009 and 2017 the forest worked with the public, cooperating agencies, state and local communities and interested stakeholders from all sides of the issue. In January 2016, an attempt to derail the trail project was initiated by Wild Oregon with a push to stop the Summit OHV proposal. Nevertheless on June 27, 2017, Ochoco National Forest Supervisor, Stacey L. Forson signed the Final Record of Decision, approving the Ochoco Summit Trail System Project and Forest Plan Amendments.

The final decision authorized 137 miles of vehicle trails that contains various forms of OHV recreation; ATV’s, motorcycles, 4x4, SUV, and side by sides.

The same day the decision was signed and the announcement was made, WildEarth Guardians, Oregon Wild, and the Sierra Club, represented by the Western Environmental Law Center, challenged the decision.

BRC believes this decision is worth fighting for since the agency has invested significant time and energy in this project and that a firm and effective OHV presence as intervenor-defendants can be particularly important in this case.
EARLIER THIS YEAR we sent out a survey to ascertain your interest in member benefits above and beyond those already offered (https://sharetrails.org/survey0717). We’d like to take this opportunity to thank everyone who responded to the survey, a much greater percentage of our members than the non-profit average, and let you know what we discovered.

One of the most requested membership benefit was Life Flight membership. Personally I could not be more pleased as this indicates a high degree of awareness of outdoor risk among those of you who responded. As I mentioned in Sharetrails Magazine #008 (Take Nothing but Pictures?), rescue insurance of some form or type is incredibly important if you don’t want to get stuck with a bill that can run into tens of thousands of dollars after a mishap.

You spoke, we listened, and we’ve worked out a deal with Life Flight Network to provide a benefit that nearly all of our members in the Intermountain West and Pacific Northwest may obtain at a significant group discount. If ten or more of you confirm interest in this program we can get you and your family a year’s membership for $50 – nearly 25% off the individual rate.

Life Flight Network’s Membership Program is a membership plan designed to benefit patients who are transported by Life Flight Network under medically necessary emergent circumstances. If a patient is a member, Life Flight Network will accept an insurance settlement (if any) as payment in full, and you will have no out-of-pocket expenses. They bill your insurance company directly for the medical transport, so you will not pay any deductibles or out-of-pocket expenses beyond your membership fee.

- No out-of-pocket expenses for medically necessary emergent flights if flown by Life Flight Network, even if your insurance does not cover the cost
- Covers you, your spouse or domestic partner, and unmarried dependents you claim on your income tax return
  o A household represents, spouse and/or significant other with children up to the age of 26 that are claimed on the head of household’s income tax return. If a child is away at college, even though they do not live in the household full time they can be added to the household membership if they are still claimed on the head of household’s income tax return.
  o An elderly parent may be added to the household membership if the member is a full time care-giver of that individual.
  o No limit to the number of transports

Q & A
- Approximately how much does insurance cover of a medically necessary medical flight?
  o Insurance typically covers approximately 60-80% (depending on insurance) of a medically necessary flight.
- Is my membership tax deductible?
  o Membership fees are non-refundable, non-transferable and not tax deductible.
Once I pay; when will my membership be activated?
- New members and lapsed member benefits take effect 72 hours after receipt of a completed enrollment with payment. There is no grace period for a lapsed membership.
- If I have Medicaid can I purchase a membership?
  - Per government regulations, individuals covered by Medicaid are not eligible and should not apply (LFN must accept payment in full by Medicaid)
- Is my membership an insurance policy?
  - Life Flight Network membership is not an insurance policy, it is a membership.

Reciprocal Programs
Whether in Oregon, Washington, Idaho, Wyoming, western Montana, northern Nevada, or northern California, you may be covered if transported by a reciprocal partner, subject to the reciprocating program’s membership rules. Life Flight Network’s reciprocal partners include: I have added their web sites so people can see if these locations works well for them.

- **Air St. Luke’s:**
- **Airlift Northwest:**
- **Care Flight:**
- **Enloe FlightCare:**
  - flightcare@enloe.org
- **Air Idaho Rescue:**
- **HELP Flight:**

To read more about the Life Flight Network program please visit: [www.lifeflight.org](http://www.lifeflight.org)

In order for Sharetrails members to receive a group discount it’s necessary that we submit all interested names at the same time. We are designating November 2017 as our enrollment period. If you are interested in joining Life Flight Network through Sharetrails.org please visit [http://sharetrails.org/lifeflight](http://sharetrails.org/lifeflight) during the month of November and follow the instructions for enrollment.
PATROL OFFROAD GEAR