Martin Hackworth
EPIC TRAILS:
GREEN CANYON LOOP
Evan Pederson
SNOWMOBILERS HELP WITH JOINT NASA/USFS RESEARCH
Chuck Ramsey
ADVENTURE ON THE SNOWY RANGE & BIG HORNs
Please Note: If you would like to “opt out” of receiving a physical copy of the BlueRibbon Magazine, simply send an email to “brcirc@sharetrails.org” with the subject “no magazine” (You MUST include your name and address; your membership # is helpful but optional). To receive the magazine digitally, add “go digital” to the subject line (e.g. “no magazine go digital” would cancel your physical copy and send you notice of the digital version).
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
BY THE TIME you read this in issue 011 of Sharetrails Magazine it will be early 2018. Happy New Year one and all and I hope that ‘18 is a great year for you.

Unless something terribly unfortunate happens, 2018 is guaranteed to be a great year for me. My family and I have a new arrival, Savanna Harmony Hackworth, due right around Valentine’s day. I have a ton of fun, motorcycle-related projects to keep me busy once the good weather arrives. We have here at Sharetrails several extremely interesting legal projects in the offing that I’m looking forward to figuring out a way to fund.

In the last issue of this magazine we gave you some information about the state of our organization. One of the things we gave you was information about support by modality. I hope that you had a chance to take a look. We get a lot of support, as it turns out, from the Jeep and motorcycle communities – both from individuals and from businesses but from the OSV and ATV/UTV circles not so much. The ATV/UTV community is still finding its way. In the fullness of time I’m confident that modality will mature into a force to be reckoned with (fingers crossed). But right now not one of my acquaintances knows how to corral these folks into a cohesive force (but if you do, please email me).

The OSV community is more of a mystery to me. We are approached regularly by OSVers who are rightfully upset over some access issues that are either impending, imminent, or forgone. I don’t ride sleds (snow bikes for me, but then only occasionally), but from where I sit the OSV community appears to be more squarely in the cross hairs of the environmental/preservationist movement than just about any modality in our coalition. If we could raise the money, our legal staff could work just about full-time on OSV issues alone. OSV issues are often bellwethers of things to come for other modalities. We in the motorcycle and Jeep worlds ignore the bright red OSV windsock at our peril.

Last year we brought on longtime Sharetrails/BRC Board of Directors member and past Chair Jack Welch as our OSV ambassador. I can’t imagine a better person for this job than Jack. OSVers, Jack has for many years performed tremendous work on your behalf whether you know it or not. I was confident when we brought Jack onboard that we’d be able to attract funding to pay for his position because it was needed and because our motorcycle and Jeep ambassadors have an enviable history of attracting support. Yet when we attempted to seek help funding Jack’s
position we had exactly one company step up and offer to help. His position is still underfunded and, therefore, potentially vulnerable because we can’t deposit good intentions into our bank account ahead of payroll.

As I mentioned in my last column, the task that occupies and concerns me on a daily basis and keeps me up many, many nights is aligning our resources with what we’d like to accomplish. It’s important that our desire to achieve our goals 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 increasing fundraising in order to support our endeavors.

While we are generally achieving our goals in most modalities we are consistently coming up short with OSV. That must change. If you are reading this and you are an OSV enthusiast we really need your help. Prod your club, organization, or association to work with us (heaven knows that there is no shortage of issues). Talk to OEMs and other manufacturers and suppliers about getting onboard. Every little bit helps.

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)
HELLO AGAIN Sharetrails members. It has been a busy couple of months, as we just finished our fall membership and board meetings in Las Vegas, Nevada. We had a few guests show up for our meetings, and it is always nice to have a chance to talk to them. Both meetings were very productive and we ratified the membership vote for the new board members during the membership meeting. I was re-elected as President during the board meeting, and thank you to the board for having the trust in me to be the President for another term. We will have an announcement of the newly elected board members prior to you reading this. I would like to also thank Joni Mogstad who is leaving our board after 25 years with the organization. She has provided a lot of insight into the snow world for us over the years. If you know her, please thank her for her dedicated years to OUR organization. She will remain in an advisory role as ‘Past President’ to assist us and provide guidance to the current President.

The board also looked at and agreed to a small increase in membership dues across all membership categories. The increase will take effect in January 2018. More information will be available in the next issue of the magazine.

For those that follow me specifically on Facebook, you will have read that my wife and I are headed to Texas for the new year, and by the time you read this, we will have a new house in Midland Texas. We are looking forward to this new adventure in our lives. The wheeling is a little...
different in Texas because they have very little public lands. Almost all of the OHV recreation is done on private parks, and pay-to-play type of recreation. This will be a change for us compared to what we are used to with all of the public lands in California that we have access to. I know a few people already in the area or within a few hours away that we will be able to go wheeling with. The wheeling family is far and wide and I am sure that the new folks that we will meet will help us get integrated into the Texas OHV life in short order.

2017 has been a very productive year for OUR organization. We got involved as Intervenors in the Ochoco lawsuit with partners from the Pacific Northwest Four Wheel Drive Association (www.pnw4wda.org). It is through partners like PNW4WDA that we can be involved in suits like this and have a chance to win for OUR members. Watch our website and Facebook page for updates.

What does 2018 have in store for us at Sharetrails? I wish my crystal ball was that good. I think we will see a few more lawsuits like the Ochoco across the country. I predict that some of the Monuments that former President Obama signed into law will be downsized at a minimum. We are working on collaboration with other organizations to ensure open OHV access across the country.

If you want to see what our staff and contractors are working on for you, take a moment to visit our page at https://sharetrails.org/staff-update. We will also be updating our website with events and things that the board members have been involved with in the future. Also, if you know of an issue in your area, please visit our page at https://sharetrails.org/pli. Both of these pages have links under our ‘Advocacy’ dropdown links. This is the easiest way to see what is being worked on by our contractors and our board of directors along with other useful information.

Sharetrails.Org (BlueRibbon Coalition) would like to express special thanks & appreciation to Rocky Mountain ATV-MC for their Exceptional Support. Supporters like RM ATV-MC allow Sharetrails.Org/BRC to continue with its vital mission to protect YOUR recreation access!
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
THIS WINTER ISSUE of the magazine presents an occasion to report on developments and predictions in the OSV arena. So far this appears to be a season of particular threat and opportunity.

Several courtroom events are worth noting. It’s always nice to start with good news, which came in the form of a Ninth Circuit Court ruling in September affirming the completion of the Kapka Butte project on the Deschutes National Forest. Kudos to the Oregon State Snowmobile Association, who spearheaded an intervention effort that dovetailed with the US Forest Service and contributed to this unqualified victory.

An October ruling in the Ten Lakes case in the United States District Court for the District of Montana is more of a mixed bag. OSV interests were among the Plaintiffs, who prevailed against certain ‘Wild and Scenic Rivers’ designations in the Kootenai National Forest Land and Resource Management Plan. However, the Court rejected claims challenging recommended wilderness closures. The Court said the alleged illegal reliance on Region 1 policy was “unfounded and purely speculative.” This language is disappointing given the nature of the questions posed at oral argument. At press time, it is unknown whether any party will appeal. We are not folding our tent on this issue, as November filings against the Bitterroot Travel Plan hopefully make the illegal policy influence even more clear. The Bitterroot motions should be fully briefed in March.

There also exist important developments on the planning front. In California, the Snowlands settlement required a designation process, now approaching critical mass. The process is going reasonably well, but the Lassen National Forest recently unveiled some confusing twists, including curious “500 foot buffers” precluding OSV crossings of, or travel adjacent to, the Pacific Crest Trail (PCT). This could reflect a broader preservationist campaign to prohibit any OSV use in or near a “buffer” related to the PCT or some other “non-motorized” land classification such as the Stanislaus National Forest’s unique “near-natural” area, which would wreak havoc on existing route and cross-country systems. We must remain engaged.
On a broader scale, we are now seeing the designations required by the lawsuit-driven amendment to the Travel Management Rule OSV provisions. We predicted these Forest by Forest designations would trigger more lawsuits, and unfortunately, we were right. A notable example of such a suit was filed by Winter Wildlands Alliance in one of their favorite venues, the U.S. Courts District of Idaho.

Now more than ever the OSV community must fully address its anti-access opponents, on every front. However, as the graphic in the last magazine illustrated, OSV community support to Sharetrails/BRC has lagged in recent years. The OSV community receives some legal services and benefits through the retainer feature of the Legal Program. However, litigation and significant planning projects only happen upon request and with direct financial support. Your Legal Program can do a lot, but only if you deploy it. We need your help in making 2018 a year to celebrate for the OSV community.

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

To make your donation right now, visit: bit.ly/sharetrails-legal or call 208-237-1008 ext.”0”

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

DONATE TODAY and help us protect your recreational access!

All donations to the Sharetrails.Org/BRC Legal Fund are tax-deductible.

Supporters like these allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!

Special thanks to
TIERRA DEL SOL
4WD CLUB
for their continued support...
https://www.tds4x4.com

Special thanks to
NAXJA
for their continued support...
www.naxja.org

Supporters like these allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!
THE GREEN CANYON LOOP is a 45-mile OSV loop located in the Big Hole Mountains of the Targhee National Forest on the Idaho-Wyoming border - about 20 miles east of Rexburg, ID. Access is fast and easy, the riding mostly moderate (depending on conditions) and the scenery spectacular - especially given the ease of getting there.

To access this loop from Rexburg drive a few miles north along US Hwy 20 to ID 33. Exit here and proceed East along Hwy 33 about 16 miles to Canyon Creek Road on the right. Head South 5 miles and park just beyond the hot springs at the intersection of Canyon Creek Rd and 219 1 Rd. Unload here and follow the provided GPS track.
ALL YEAR ROUND,

We Support Motorized Access to Public Lands.
IN A TIME WHEN MANY snowmobile clubs across the Great Lakes ‘Snowbelt’ region are struggling to find new members, or even struggling to continue to exist, the Cascade Drift Skippers (CDS) accomplishments include increasing membership over 500% in the past five years, becoming the American Council of Snowmobile Association’s 2017 Club of the Year, and earning induction into the International Snowmobile Hall of Fame (ISHOF). This club is on a roll!

One of only seven clubs in the ISHOF, CDS has been in existence for nearly half of a century and will celebrate their 50th in 2019. One might wonder how a snowmobile organization survives, thrives, and catches the attention of the ISHOF. The short answer is hard work, thinking outside the proverbial box, and connecting with a younger snowmobiling audience.

Imagine a snowmobile club meeting that is more than an exercise in Robert’s Rules of Order. CDS leadership has changed the format to seminar style meetings in nice, trendy venues. These gatherings are educational and engaging with useful content such as backcountry winter survival skills and snowmobile extraction techniques.

The club has mastered the art of presenting a positive image of snowmobilers as responsible recreationists and of snowmobiling. In addition to traditional activities such as SNO-PARK volunteer trail work parties and clean-ups with the US Forest Service, the CDS hosts an annual Wounded Warrior Ride with recovering veterans. Reaching out to the largest newspaper in the state allowed them to introduce a neophyte Seattle Times outdoors reporter to the joys of snowmobiling and earn a favorable article.

Safety is of prime importance to the members of the CDS. The club hosts numerous avalanche awareness and training opportunities each season, has
members trained in Search and Rescue, has built two trauma toboggans for emergency use, and installed the first ‘Are You Beeping’ avalanche transceiver check station at a snowmobile trailhead in the state. Two other initiatives originating in the club include ‘Sledfit’, a program encouraging exercise and better health during the off-season, and the now also nationwide ‘Backcountry Ascender’ online program dedicated to sledding safety in the wilds.

A club can’t thrive without having fun in the snow. CDS members ride enthusiastically and often! The club publishes a list of rides held throughout the season and accommodates all levels and abilities. In fact, the group labels their rides as ‘beginner’, ‘intermediate,’ and ‘advanced’ with definitions clearly posted on their website. Hosting weekly rides would be an understatement as members use their social networking skills and throw together mid-week rides at the drop of a hat. In addition to riding all over Washington State, trips to Canada and neighboring states are routinely thrown into the mix.

Connecting with members today means being able to communicate across all mediums. The Drift Skippers excel in this area by means of an active Facebook presence and up-to-date website, not to mention videos on YouTube. Members and non-members alike can easily keep abreast of club news and upcoming events. This is critical to effectively communicate with younger generations, specifically the Gen Xers and Millennials.

The only way a snowmobile organization can survive, prosper, and excel for nearly 50 years is to meet the needs of its members throughout every decade. The challenges of the club are far different today than from five decades ago and likewise are different from just 10 years ago. While some clubs have struggled with this challenge, others, like the CDS, adapt, overcome, and flourish. The Cascade Drift Skippers induction into the International Snowmobile Hall of Fame is testament to their ongoing success.

—To learn more about the Cascade Drift Skippers, you can check them out online at www.cascadedriftskippers.com and ‘Cascade Drift Skippers’ on Facebook.
WE WANT YOU!

...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 brmaryjo@sharetrails.org and update your membership account with your current email, or update your email online at: sharetrails.org/myemail.

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

Martin Hackworth
Executive Director
Sharetrails.org/BRC

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

MFJC
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!
THE JACKSON HOLE SNOW DEVILS

provided Sharetrails.org/BlueRibbon Coalition with a special booth in an outstanding location at their annual Hill Climb event on Snow King Mountain, Wyoming. In addition, our new Board Member Byron Baker from Alpine, Wyoming, was available to help at the Sharetrails.org booth.

The event had temperatures in the mid-forties and this mild weather helped to draw a record crowd estimated to be about 12,000.

For my main outreach at the Hill Climb, I discussed the current Non-Commercially Guided Snowmobile Access Program for Yellowstone National Park and handed out information for the 2017-2018 season. In Yellowstone Park’s Winter Use Final Plan, the National Park Service has set the number of non-commercially guided groups at four which is a good start. In addition, the plan calls for increased snowmobile access to the Park with up to 480 addition entries on peak days, so the actual total could be as high as 500. To stay informed on the Winter Use Final Plan please visit us online at www.saveyellowstonepark.com

I also discussed snowmobile related subjects like the Winter Wildlands Alliance legal action against the US Forest Service in Idaho over the Travel Management & Off-Highway Vehicle (OHV) Program, the outcomes of the legal settlement and, of course, concerns about potential new wilderness areas in the region.

I talked to snowmobilers from across the country about becoming members of our organization and several of the folks showed great interest in joining. I also handed out numerous copies of the winter issue of the Sharetrails Magazine, which was a tremendous hit.

Another highlight of the four days was being interviewed by the roving infield announcer and publicly being thanked for our efforts in Yellowstone National Park and for keeping the national forests open to snowmobiling. This interview was on the Saturday when thousands of spectators were present.

I would like to thank the Jackson Hole Snow Devils snowmobile club, who puts on the 42nd Annual World Championship Hill Climb, and for providing Sharetrails.org/BRC Coalition with a free booth at the event again this year.
AFTER THREE DAYS of driving through sagebrush and rolling hills across Nevada, Utah, and southern Wyoming in our RV towing the Jeep, we were blown away to climb another 3,000 feet up the mountain out of Dayton, WY, into the Bighorn Mountains just south of Montana. Jeep Jamboree USA took us to over 8,000 feet in elevation to the Elk View Inn, WY, and to one heck of a great jeeping time.

Timbered slopes, massive rock outcroppings, numerous wildlife sightings, and immense views greeted us immediately as we checked in Thursday evening with the Trail Guides and Jeep Jamboree USA leader, Eric Loewenhagen.

Oh, you are wondering about fleas and goats? ‘Prairie fleas’ are what some cattlemen call sheep and ‘speedgoats’ is a nick name for the antelope which are predominant in Wyoming plains country. We saw a huge flock of sheep tended by big, mean looking dogs and a cowboy on horseback driving his flock to lower pastures. And for days we saw thousands of antelope right alongside the highways.

Jeep Jamboree USA (JJUSA) was founded by Mark A. Smith (RIP), Off-Road Motorsports Hall of Fame inductee, jeepers, and famous Rubicon Trail master and four-wheeler. With over thirty Jamborees across the country every year, JJUSA is famous for a great time, fun events, awesome people, and lots of jeeping opportunities. This 9th Annual Bighorn Mountains Jeep Jamboree in Dayton, WY, was no exception.

Friday, we did a trail called Woodchuck, named after local critters, and had a marvelous day just experiencing the magnificent scenery of high elevation Wyoming. Moose were sighted as well as buck mule deer and some elk. The group was also delighted to see the various wildflower blooms along the way.

Saturday our trail was called ‘Shell’ and it was a blast. Over 25 Jeeps accompanied us and we did some technical obstacles that were challenging but seriously fun! Several participants commented on how well our All-Terrain T/A KO2 tires did from BFGoodrich Tires.

Food was provided as part of the event from the great staff at Elk View Inn and, wow, was it wonderful. Three meals a day were provided for Friday and Saturday, which is typical on a JJUSA event.

Stacie and I added some new wildflowers to our “life list” with interesting and beautiful ones like Old man’s beard and Salt and pepper parsley and we are still trying to figure out the difference between the daisy and aster! Guess we will have to study our flower book a little closer.

The Jeep Jamboree is open to Jeep vehicle owners that are novice, intermediate and expert drivers. The Trail Guides are always there to help if somebody gets into a bind and needs spotting or a yank on a tow.
strap and nobody gets left behind. Trails range from moderate SUV style runs to challenging trails made for the more modified Jeeps so there is a good mix to choose from.

And don’t worry if a beginner wants to know more about what they can do to their Jeep because there is a wealth of information from the Jeeping family. We all love to talk about our Jeeps and some of the sponsors of the event show up in person to happily answer any questions.

It is not uncommon for participants to travel long distances to attend a Jeep Jamboree and one participant from nearly 2,000 miles away received the award for the longest distance traveled. So, if you get the chance we highly recommend doing some research and finding a Jeep Jamboree to attend and be prepared to have an awesome journey seeing the various flora and fauna, and making plenty of new memories and friendships that last for years!

—For more information visit Jeep Jamboree USA online: www.jeepjamboreeusa.com

The geology of high elevation Wyoming includes granite and limestone rock formations that beckon for a photo.
FOR OVER FIVE DECADES WPS (Western Power Sports, Inc.) has delivered the goods – literally! WPS, headquartered in an expansive 260,000 square foot facility just south of Boise, ID, is one of the largest distributors of powersports parts and accessories in the United States. With five satellite warehouses around the USA (incorporating over 25 acres of product storage) WPS can deliver any of its 120,000+ products to dealers in most of the U.S. in a single day.

The distribution juggernaut that is now WPS began as a Polaris snowmobile distributor all the way back in 1960. A few years later, in 1968, WPS established the beginnings of their current iteration as a powersports powerhouse by purchasing Sierra Motorcycle Products and stepping up to become a regional supplier of parts and accessories. At the turn of the millennia the company was sold to Craig and Deanna Shoemaker who expanded WPS beyond its regional base and rapidly increased the number of sales reps into what is currently somewhere in the hundreds.

In addition to its expansive aftermarket offerings and expertise in logistics, WPS is known for several in house brands - including HardDrive (V-Twin parts), FLY Racing (MX, offroad, BMX, MTB, and snowmobile gear), Highway 21 (street bike apparel), Open Trail (ATV/UTV accessories), GMAX (helmets), and Sedona Tire and Wheel. WPS is also currently the sole U.S. powersports distributor for Shinko Tire USA, Dragon Alliance, Scorpion Sports Inc and more.

WPS recently completed a merger with Michigan-based Marshall Distributing. It is anticipated that the merger of WPS and Marshall will provide an even higher level of service to WPS’ dealer network, especially in the Upper Midwest and Eastern parts of the country.

WPS has an industry-wide reputation for being not only a great place with which to do business but a great place to work as well. I know (and have known) several folks who’ve worked closely with or directly for WPS. Whenever WPS has come up in any conversation to which I’ve been a party, from one concerning parts and accessories to one concerning the skinny on working for them, the conversation is liberally annotated with very high praise. In my experience there is just no way that so many different people can be on the same page

Special thanks to CAPITAL LAND CRUISER CLUB for their continued support...
http://www.capitallandcruiserclub.org

Special thanks to OMIX-ADA for their continued support...
www.omix-ada.com

Supporters like these allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!
without there being truth in what they are saying.

WPS is a stalwart in the powersports parts and accessories industry with an impeccable, widely-known reputation. What could be better? Well in addition to that, WPS is also a generous supporter of access issues. WPS is a member of the Sharetrails/BRC Partners for Access group that provides major support for our organization and for access issues in general.

Whenever you buy parts from your local shop you are very likely supporting a company who goes out of their way to support you. You might let everyone know how much you appreciate that the next time you visit your local powersports dealer.
The 32nd Annual Rocky Mountain Snowmobile Expo was held on October 7th and 8th, 2017, at the National Western Complex in Denver, Colorado. This year's Expo featured the new 2018 snowmobiles from Ski-Doo, Yamaha, Arctic Cat, and Polaris. In addition, resorts, lodges, aftermarket products, trailers, and destinations for snowmobilers were featured.

The booth was staffed by BlueRibbon's National Snowmobile Ambassador, Jack Welch, along with BlueRibbon member Chuck Ramsey. Featured at the show was the latest information on BlueRibbon membership and the Legal Action Program. The Legal Action Program has helped maintain snowmobile access to Yellowstone National Park for the last 17 years.

This year the Sharetrails/BlueRibbon booth featured the latest available updates on the 2017-2018 Non-commercially Guided Snowmobile Access Program for Yellowstone National Park. This information was also distributed at the Colorado Snowmobile Association Quarterly Meeting.

Membership Auto-Renewal Now Available!

Sharetrails.org/BlueRibbon Coalition is making it easier than ever to maintain your membership with automatic renewal. When you choose the auto-renew option to maintain your membership you save our organization about 10% of the cost of your premium membership. Please consider visiting our membership page at https://sharetrails.org/membership-options and choosing the auto-renew option (it's easy to opt-out at any time). If you are a basic member, please consider not only the auto-renew option but upgrading to a premium membership to take advantage of the many benefits available to premium members. Thank you!
In addition, I had the opportunity to meet with John Prusak, editor of SnowGoer Magazine that puts the Expo on each year. We discussed the ongoing efforts to maintain and improve snowmobile access to Yellowstone National Park and the Winter Wildlands Alliance’s latest legal action against the Bridger-Teton, Boise, and Payette National Forests over the US Forest Service’s Over-snow Vehicle Travel Management. Watch for more information on this issue soon.

The attendance was up some over last year and on the whole attendees were very upbeat about 2017-2018 season and hope it would snow very soon!
The Eldorado National Forest’s ‘42 Route Meadow’ success story is a case-study in what constitutes an effective multi-layered strategy for protecting access to high-quality OHV opportunities for current and future generations.

Recent completion of the Deer Valley Trail Restoration Project highlights three key tenets of a successful OHV program. Those factors include committed agency leadership/staff, an engaged user community and/or volunteers, and the ability to defend sustainable OHV recreation in court.

About 10 years ago, the BlueRibbon Legal Team, with partners like the California Four Wheel Drive Association, California Enduro Riders Association, and District 36 AMA, successfully moved to intervene in a legal case where anti-groups wanted to hamstring the entire Eldorado recreation OHV...
trail network. Their effort largely misfired, but they obtained a ruling that required further analysis to allow use of 42 high-alpine route segments. Some of these were prized 4 wheel drive trails.

BRC believes our legal effort combined with user commitment to help the Forest Service make the needed trail improvements such as armoring trails or doing reroutes encouraged the agency to issue a new decision which reopened those alpine routes once the mitigation measures were completed.

With declining federal recreation budgets, the role of the volunteer groups to help maintain these special routes increases exponentially. Keeping trails open is a team effort that requires champions both inside and outside of the Forest Service.
THE BACKCOUNTRY DISCOVERY ROUTES (BDR) is harnessing the energy of the Adventure Riding segment to fight for access. Their approach is unique in that they are essentially creating managed travel on existing public lands by identifying the right backcountry roads and stringing them together as a cross state route, and then sharing it for free with the community. The simple but brilliant approach has allowed them to publish 8 cross-state routes, create a sustainable 501 (c)(4) non-profit organization that enjoys support from the community and industry alike. Their main focus is in the following areas.

- **Create** – **Develop & Preserve Adventure Riding Opportunities.** The BDR organization has created 8 cross-state routes comprising thousands of miles of verified and enjoyable terrain for adventure and dual-sport motorcycle riding. Land managers recognize this form of managed travel and see value in the roads that are being utilized and serve to help protect them from closure.

- **Inspire** – **Motivate People to Discover the Backcountry by Motorcycle.** Through the use of engaging photos and storytelling through videos and documentaries, the BDR organization has drawn motorcyclists and adventurers to this lesser-known form of recreation.

- **Advocate** – **Be the Voice for Adventure Motorcyclists.** BDR is the voice representing the interests of adventure motorcyclists to the land managers who are charged with being stewards of the land and providing recreational opportunities to the public. The organization is also used by agencies and land managers to communicate important messages to the motorcycle community. The BDR is an effective way to quickly get information to the community about safety issues, road closures and hazards such as wild fires, floods, and weather events.

- **Educate** – **Promote Safety, Share Knowledge and Inform the Community.** BDR increases safety through education and boosting awareness for issues critical to having a successful experience in the backcountry. Sharing tips and tricks to make things work smoothly while ‘roughing it’ in the backcountry.

- **Impact** – **Make Sustainable Economic Impact in Rural Areas.** Each new BDR route brings increased commerce to gas stations, general stores, hotels, and restaurants in small, rural communities. It makes a significant positive impact to these fragile economies that are often suffering from lost mining or forestry industry. Keeping these businesses open and vital is
good for the communities, and also preserves access to remote areas by providing the fuel, food, and lodging required for adventure motorcyclists to visit these magnificent areas. Local businesses along the routes become important advocates for keeping off-road trails open to the public because their livelihoods depend on motorcycle tourists coming through their towns.

The organization just finished the latest route which is the Mid-Atlantic BDR that uses dirt, gravel, and paved roads to wind through remote parts of Virginia, West Virginia, Maryland, and Pennsylvania. Starting in Damascus, Virginia, and ending in Lawrenceville, PA, this 1,080-mile route primarily uses forest roads and rural country lanes to lead riders through the Appalachian mountains, majestic forests, bucolic farming landscapes, Amish country, and locations that played pivotal roles in early American history. The feature length documentary, route map, and free GPS tracks will be released to the public early in 2018.

The organization is passionate about improving rider safety and has launched its ‘Ride Right’ campaign which seeks to boost awareness of the importance of staying far right on the road or two-track trail no matter how remote you are. Members of the organization feel strongly about this cause as they have seen too many injuries and accidents from head on collisions by motorcycles and ATVs cutting corners in the backcountry.

There are many ways to get involved in supporting this organization. They have an annual membership drive that offers supporters a nice box of gifts, discounts, and freebies from over 35 adventure brands. There are 3 levels available ($100, $250 & $500) and the package gets richer at the higher levels. The organization also hosts a spring fundraiser ride which includes evening round table discussions where attendees get to be involved in the future plans of the organization. Beyond the fundraising there are opportunities for people to become an ambassador or volunteer for the organization.

Learn more about BDR at: www.RideBDR.com

Voice of the BlueRibbon Coalition

Sharetrails Magazine (9011-2018) — 27
THE MONTH OF FEBRUARY 2017, was action packed on the Grand Mesa. The SnowEx team was there to measure the snowpack on the Grand Mesa in Western Colorado as part of a joint program between the National Aeronautics and Space Administration (NASA) and the US Forest Service.

What is SnowEx? SnowEx is a five-year program, funded by NASA, to determine ways to more accurately measure snowpack and water content in mountain areas so that better forecasts can be made in how spring runoff is stored and used. Professional hydrologists, academics, computer and data specialists, and research scientists in snow hydrology used aircraft with experimental radars coupled with detailed surface level measurements to study how we might better measure snowpack and water content.

The Grand Mesa Lodge served as base of operations for the NASA crew. Lodge owners, Mike and Rose Wenner, along with Delta SnoKruisers Snowmobile Club members, provided snowmobiles, rider training and most importantly, four snowmobile guides that provided local knowledge of the Grand Mesa and its terrain.

With the ground crew needing access to over 100 measurement sites (called transects), automatic cameras, snow depth sensors and weather stations, over the snow travel, with scientific measurement equipment, across the 800 square miles of terrain on the Mesa was a key challenge.

Each day started with team assignments where each team comprised a team leader, two to four team members and a
snowmobile guide. Teams were given a list of sites to visit and various data collection tasks to accomplish for the day. Most sites required teams to dig snow pits for the detailed measurements.

Travelling to and between the sites would have been difficult and extremely time consuming using skis or snowshoes. Snowmobiles made the difference. The snowmobile guides used their knowledge of the Grand Mesa and a GPS loaded with site coordinates to get each team to their destination quickly and safely. With pit digging, snow analysis and depth measurements, the teams were busy for about two hours at each site. During this time, the snowmobile guides would search and locate the next site or sites.

Kelly Elder, Research Hydrologist and leader of the day to day SnowEx operations on the Grand Mesa, commented that “having snowmobiles and the services of knowledgeable local snowmobile guides was critical to the field work of the SnowEx team. The [snowmobile] guides added an increased margin of safety and substantially increased the productivity of teams by getting people to the right place quickly without wasted time searching.”

Additionally, Kelly offered that “in the end, having snowmobiles and snowmobile guides as a component of the February SnowEx operations far exceeded our expectations and allowed us to move people in the field safely and efficiently and ultimately made for a highly successful data collection effort. A special thanks to the Grand Mesa Lodge and Delta SnoKrusers for their knowledgeable guides and overall support to SnowEx.”

The first year of SnowEx was focused on learning and education. Now that the team has experience and a set of baseline measurements, they will get to work on data analysis and planning future field studies. Eventually, the SnowEx team hopes to determine if and how specialized snowpack measurement instruments can be put on a satellite to greatly improve our ability to monitor water resources around the globe.
Get the low-down on fine off-highway products reviewed by the staff of Sharetrails.Org/BRC...

**PRODUCT:**  Slavens Mule Lectron HV Power-Jet Carburetor

**MANUFACTURER:**  Slavens Racing

**REVIEWED BY:**  Martin Hackworth

Executive Director
Sharetrails.Org/BRC

**IN ISSUE #010 of Sharetrails Magazine** we gave you our initial impression of a new 2017 KTM 300 XC-W. As much as I liked the bike, which was a lot, one issue became apparent very early on: low fuel economy. Even on a reasonably large 2.5 gallon stock tank it’s not uncommon to encounter a range of less than 50 miles. That feature of an otherwise excellent trail bike needed some fixing.

Jason Weeks of ‘Let’s Ride’ motor sports shop in Rupert, ID, is very familiar with the KTM 300 XC-W and owns several. Jason recommended a Slavens Mule Lectron HV Power-Jet carburetor from Slavens Racing to increase both the bike’s range and low-end grunt (although I noticed absolutely nothing lacking in the latter category with the stock 38mm Mikuni setup).

The kit for the KTM comes with the Lectron carburetor, a Lectron specific throttle cable, a throttle assembly, and a throttle cam that enables retention of the stock grip. Installation took less than a half hour. The only reason that installation took longer than 5 minutes was because partial disassembly of the rear sub-frame is required to shoehorn the carb into place.

The KTM 300 XC-W runs much better with the Lectron, sans any adjustment, than it did with the stock setup. Lectron says that their carbs, which are built to order, are good to go out of the box and I believe them. Fuel economy is notably better, in fact nearly double the range. There’s some gunk at the end of the silencer after long, very slow trail rides but that clears up quickly once the bike is ridden at higher speeds with higher average engine revs.

The Slavens Mule Lectron HV Power-Jet...
carburetor makes an already wonderful bike even more fun to ride. The level of customer support from both Slavens Racing and Lectron, should you ever need it, is outstanding and highly recommended. The Slavens Mule Lectron HV Power-Jet carburetor will set you back about $500 depending on the exact application.

I purchased the Slavens Mule Lectron HV Power-Jet carb from ‘Let’s Ride’ in Rupert, ID.  
https://slavensracing.com/shop/slavens-mule-hv-lectron-17  
https://www.lectronfuelsystems.com  
https://letsride-idaho.com

PRODUCT: Motorcycle GPS Units  
MANUFACTURER: Garmin, Ltd.  
www.garmin.com/en-us  
REVIEWED BY: Randy Block  
Eastern Rep./Ambassador  
Sharetrails.Org/BRC

I’VE BEEN USING Garmin GPS units since the mid-90s when you needed an external antenna to receive a signal under a tree canopy. Times have changed and GPS units have improved. And me? Let’s just say I’ve aged like a fine wine.

My GPS stable currently includes the Garmin Zumo 550, 660 and Montana 610T. All of these units have their strengths and weaknesses which I’ll highlight here but first we’ll talk about my usage. I’m a long distance on/off-road motorcyclist so I look for features that marry motorcycling and hiking. The motorcycling features I look for include adequate display brightness, screen response while wearing gloves, cradle and external power capability, as well as wayfinding, POI’s, and tracking. The GPS capabilities I look for hiking consist of track recording and detail, durability, being weatherproof, readability, along with being a packable size.

The Zumo 550 is a motorcycle-centric unit. Its display brightness is the best of in my collection. Its screen is very responsive even with heavy leather road gloves and the power connections to the unit have been trouble free. I use a Touratech mount and have over 40,000 miles on my unit. However, this unit suffers from several issues especially when it comes to using it off-road. First, the 550 does not accept tracks. It is only designed to work with routes. There is a workaround for this but it’s not optimal. Secondly, the memory in the unit it very small compared to the more modern Montana. Lastly, if you have a lot of information in the unit be prepared to expect the unexpected. Slow response time, locking up, and manual resets can be regular occurrences unless you keep your 550 data minimized.

The Zumo 660 is also a motorcycle GPS unit and was Garmin’s next-gen model after the 550. This unit uses different display technology so it’s not as bright as the 550 or the Montana. This can be a problem in full sunlight. Powering this unit has been
spotty. The unit’s internal battery can move slightly when riding off-road or on other bumpy conditions causing the unit to power off. Sometimes inserting small foam pieces behind the battery terminals helps. Interfacing the unit with a computer is a bit cumbersome since you have to take off the battery cover and remove the battery to access the USB port. Further, it is not very streamlined. The good news is this unit does handle both tracks and routes. It’s responsive to gloved hands and the memory is considerably larger than the 550 so you don’t have to be as meticulous about purging data.

The Montana 610T is primarily designed for hiking. It feels tough and durable when you hold it in your hands. Having used the Montana for about a year now, I’ve never had any power issues with it even when it is subjected to intense off-road riding, and that’s using a standard RAM mount with no “suspension.” The display, while not as bright as the 550, hasn’t been an issue for me even in full sunlight. And data? This unit has plenty of memory so load it up! The only issues I’ve had are screen response and routing. The screen isn’t designed specifically to work with a gloved hand so often while riding a few touches can be required to get things right. On routing, I’ve had problems transferring a route from Basecamp to the unit. However, this could’ve been operator error since I haven’t done this often.

The bottom line is if I only had the option to carry one unit the Montana 610T would get my vote. That said I’ve grown to like the practice of riding with two units, having one zoomed in to see detail and having the second one zoomed out for an overview. Regardless of which unit you have the important thing is to know how to use it. And keep the compass and map handy just in case!
Winter started Thanksgiving weekend in the Bighorn Mountains, the site for the 15th Annual Bear Lodge Resort Bad Boys Riding Club dinner party and season kick off. Sharetrails.Org/Blue Ribbon Coalition (BRC) Snowmobile Ambassador, Jack Welch, was on hand at the event as a speaker.

“I was honored to have been selected the speaker at their dinner,” Welch said.

In attendance at the event, hosted by Bear Lodge owners Roberta and Rick Young, were over 300 snowmobilers from all over the region. At the event the leaders of the Riding Club announced a $2,000 contribution to Sharetrails.Org/BRC for use on snowmobile winter use issues.

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

“On behalf of Sharetrails.org/BRC,” Welch stated in conclusion, “I want to thank the Bear Lodge Resort Bad Boys Riding Club and all the snowmobilers that helped make the event a success and for their support of our organization.”

—For more about Bear Lodge Resort visit: www.bearlodgeresort.com

Support responsible access to public lands by donating your little used (even non-functional) vehicles to Sharetrails.Org/BlueRibbon Coalition!

For more information, please call 1-866-628-2277 (Denver area: 303-308-2400)

Voice of the BlueRibbon Coalition
Our story starts with a landowner who was unhappy. ATVs were running on an unauthorized trail next to his land to connect two trails in the Black Hills National Forest. The landowner thought the machines were bothering his cattle grazing on nearby Forest land. He complained to the U.S. Forest Service.

Enter Bill Hearne and other volunteers with the SD Trails Development Corporation. The Trails group proposed a solution: installing a 36 inch wide ‘rollover’ gate in the fence that would allow legal single-track traffic but prohibit larger vehicles that were already illegal on that route. The rollover gate might also be called a rideover, because the motorcycles ride over its arc.

Hearne and Gary Schmidt of Rapid City, SD, a volunteer with the SD Trails Development Corporation and the Off-Road Riders Association, pitched the rollover gate idea to the Northern Hills Ranger District of the Black Hills National Forest. The private non-profit Trails group would purchase the gate, and its volunteers would install it. The Forest Service approved the project, and volunteers installed it last spring.

“It’s a win-win for everybody,” Hearne said. “It solved multiple problems.” Each completed rollover gate, manufactured by a company in Idaho, costs just under $1,000. “They are easy and fast to install and very secure,” Hearne said.

Since then, the Trails group has gotten Forest Service approval for three other single-track rollover gates, which were also installed, so now there are two on the Northern Hills Ranger District and two in the Mystic Ranger District in the central Black Hills.

The SD Trails Development Corporation pays for the gates and other motorcycle trail improvements by hosting the Dakota 600, an annual four-day ride in the Black Hills, and charges the 40 participants $1,600 each to participate. Roughly $1,000 of that goes to the SD Trails Development Corporation’s projects.

The Dakota 600, which features 17 motorcycle routes in the Black Hills, is based at the Rushmore Express Inn & Family Suites in Keystone, SD. Hearne, president of SD Trails Development Corporation, organizes the riding event held in July, and volunteers help host it. They include what Hearne calls ‘Local Experienced Men’ (LEM), including: Gary Schmidt, Al Barry, Todd Gikling, Don Leonard, Kasey Kurtz, Kent Jacobs, Stan Drietz, Ross Rhode, and Todd Young. The LEMs are long-time off-road riders familiar with the Black Hills.
A LEM assists each group of Dakota 600 riders on their forays into the Hills.

The routes are a mix of difficult single-track, easier two-track, gravel, and twisty pavement through the Black Hills. The 2017 ride was the third year for the event.

Woody Allison of Roswell, NM, rode both the 2016 and 2017 Dakota 600. Allison praised both the ride and the cause it serves. “He’s trying to do something positive - creating more trails,” he said of Hearne.

Hearne said the 2010 ‘Record of Decision’ by the Forest Service authorized about 97 miles of single-track, but only about 50 miles of that was opened. His group and the Off-Road Riders Association have been working with the Forest Service to open that other 47 miles. About five miles of the ‘Record of Decision’ single-track is still not open.

About 90 miles of single-track are now open. “We didn’t create all of that,” said Hearne, but we worked to get it open. Money and volunteers helped the process.”

Since the SD Trails Development Corporation was formed, it has taken money raised via the Dakota 600 and gone to the Forest Service with trail development proposals. “We tell the Forest Service, we’ll follow your guidelines and meet your specs, for example, to mitigate a creek crossing,” Hearne said. “We come up with funds and manpower to do it.”

Most of the riders on the Dakota 600 have to spend another $1,000 or more in travel to and from western South Dakota on top of their $1,600 entry fee. “Who can go? Self-employed or retired guys,” he said. Many, if not most, of the riders this year were in their 40s or older, with a few in their 70s.

Hearne said most of them are involved in advocating for trails in their local communities. “People who come to this tend to be leaders in their respective motorcycle communities. They understand the vision.”

Shannon Sawyer, 52, of Fort Collins, CO, fits into that category. The 2017 ride was his second at the Dakota 600. Sawyer, an electrical engineer. In Colorado, Sawyer said, money from off-road permit stickers is managed by the Colorado Parks and Recreation Association, which doles it out to the off-road clubs who make trail improvements.

Sawyer praised the Black Hills effort. He also said it’s important for off-road riders to obey the letter of the law and to educate others. “If you see somebody do something inappropriate, just go over and say, ‘Hey, do you need a map? Because that’s a hiking trail.’ You have to overcompensate for the bad apples.”

Hearne said the public lands should be open for multiple types of users. “There probably needs to be areas that are strictly for hikers and bicyclists,” he said. “But many areas can be open to all. It’s a question of balance.”

Editor’s note: Steve Miller is a retired newspaper reporter and editor. To find out more about the Dakota 600 or the S.D. Trails Development Corp., go to www.dakota600.com, call Bill Hearne at 605-645-1756, or email him at wchearne@gmail.com.

Registrations for the 2018 Dakota 600 will open in February on the Dakota 600 website.
S&W ADVENTURE RIDERS Snowmobile Club went to Snowy Range and the Bighorn Mountains, Wyoming during the February 2017 ride. We started out at Saratoga Resort and Spa in Saratoga, Wyoming, on February 25th with our annual opening dinner and first night’s stay. We had 32 riders in total, all from differing areas including Colorado, Illinois, New Mexico, Nebraska, Minnesota and Alberta, Canada. We rode the Snowy Range area for two days then packed up and moved to Bear Lodge Resort near Sheridan, Wyoming. We rode the famous Bighorn Mountains for a total of four days. On Sunday morning, we enjoyed a group breakfast before heading home.

We started our days in Saratoga with a fabulous breakfast bar at the Saratoga Resort and Spa. We then drove 20 miles to the Ryan Park parking area where we split up into 3 groups. On the 26th, we had one of our riders take a group into the Little Brush Creek area for some fun boondocking. The second group went down trail Q, V, U, and then road through Emigrant Gap, past the Widowmaker, through the Roller Coaster, and then back to the parking lot on NO, N, and U. The third group went out on Trails U, N, and NO before jumping off the trail to do some boondocking. They returned the same way they went out. The weather was great and everyone had fun.

On February 27th, we all met up at the Ryan Park parking lot where we broke up into our three groups. The group that went to Little Brush Creek on the 26th went to Mill Creek and Lincoln Creek for a more robust ride and boondocking. The second group went back up U, N, and NO to find some more boondocking in that area. Our third group went down Q to have lunch in Albany and then came back Q, T, and U for a nice long enjoyable ride. The weather made the day a challenge due to wind, snow, and blowing snow. However, that did not affect how much fun we all had.

The 28th was a travel day. Some of our group went and rode a half day back into Little Brush Creek while the rest drove up to Bear Lodge Resort. Our hosts for the week were Rick and Roberta Young. Once dinnertime arrived, all of us were at Bear Lodge Resort for one of our many delicious meals. The weather was sunny and warm during the day and cold at night and there was plenty of snow in the Bighorn Mountains. This made getting around the parking area a challenge due to melting snow turning into ice.
We started our mornings at Bear Lodge Resort, meeting up in our dining area with “Big Mike,” also called the “Pie Guy,” who made omelets for those who wanted them. The rest of us made our way through the breakfast bar for other wonderful breakfast items. We were all entertained by “Big Mike” telling us about his adventures, and the history of the Bighorn Mountains.

After breakfast on March 1st, we met up with our tour guides. Our first group was led by Leroy Schommer and Duane Highdecker. The second group was led by Tom Chapman, Ed Schram, and Ken. The third group had Sparkey Gardner and Justin Reubener showing them around. The first group headed toward Sawmill Flat for some off-trail riding. The second group went to Granite Pass for a fun day of riding, and the third group headed toward Riley Point to see the view. All came back to Bear Lodge Resort with smiles and stories.

On March 2nd, our guides were Leroy, Dave, Tom, Ed, Duane, and Ken. The first group went to Freeze Out Point to see the great view. The second group went to Gold City through the trees and had a great time boondocking. The third group had a goal of going to Willow Creek, Bone Creek, and Owens Creek. They got side tracked in Bone Creek, when they found three guys on Old Phasers stuck down in the creek. None of them were dressed properly and none of them had the experience to get out of the situation they were in. Our guys drove their snowmobiles up out of the creek and followed them back to the lodge they were staying.
My Husband and I have been camping together for 42 years -- as long as we’ve been together. Even our honeymoon was a camping trip. Like many folks who enjoy the National Forests, BLM sites, and other public lands, we didn’t realize the fight that goes on behind the scenes to take those public lands away from us.

Living in the intermountain west gives us a chance to enjoy our public lands in many ways. We like to use our 4-wheel-drive vehicle to pull our camper for a weekend away or take us on photo safaris on those oh-so-scenic backroads and byways.

One of my husband’s photos is our favorite. It’s an infrared black-and-white shot taken at the South Fork of Mink Creek in the Caribou National Forest. It’s just trees, meadows, and rocks, but it draws the viewer into a surreal black and white landscape. It’s peaceful, luxurious, emotional and makes you want to park in those trees and enjoy that view for days at a time. That is, in fact, one of our favorite camping spots.

When I joined Sharetrails/BRC as the Non-Profit Specialist at Sharetrails.org/BRC to ensure they returned safely. On March 3rd, our guides were Leroy, Shelley, Tom, Ed, Duane, and Ken. The first group went to Bucking Mule Falls to see the wonderful views there. The second group went back into the trees for another fun day of riding, while the third group made their way to Wall Rock for an adventurous day of riding.

Our last day of riding on March 4th, we continued riding the same areas with the same tour guides showing us around the fantastic Bighorn Mountains. There was lots of open country and boondocking through the trees to ride in. There was always plenty of snow and the weather did not disappoint either. Staying at Bear Lodge Resort and being taken care of by Roberta and Rick was a great pleasure. They have fabulous food for filling the belly, and the employees know how to take care of their guests. If you want a place to go where you can put your gear on, walk out the front door, and throw your leg over the seat and start riding, this is it!

After breakfast on March 5th, we all said our “see you next year” and headed back home. It is always great spending some time together and catching up on what each other has done over the past 51 weeks. We all shared the week of riding together and enjoying each other’s company. Then we all headed back home to wait for the anticipation of the next year’s ride.

We would like to thank Saratoga Resort and Spa and Bear Lodge Resort for their fabulous meals and accommodations, as well as, their friendly service and employees. We especially appreciated our guides Tom, Sparkey, Leroy, Ed, Duane, Justin, Ken, Dave, and Shelley for taking the time to show us around the great areas to ride in. Next year we would like you to come join us, as we return to some of our favorite places to ride in Utah. We will spend time in the Strawberry Complex and then head over to the Manti La Sal and Uinta National Forests to put on many miles of fun riding. To read more about next year’s ride please see the S&W Adventure Riders webpage at: http://swadventureriders.org.
bookkeeper in 2004, we began to learn how vital Sharetrails has been in helping us have those outdoor experiences. Back in 1989, Clark Collins, who founded Sharetrails/BRC, discovered that the Caribou National Forest was threatened by closure – by designating it a "Wilderness" where no one who wasn’t on foot or horseback would be allowed in.

His fight to save that area, to keep it open to the public using all forms of recreational transportation, was the beginning of Sharetrails/BRC. And 30 years later the organization still works with agencies and legislators at the state, county, and the federal level.

We don’t own a trail bike or an ATV, but our choice of simply using the forest roads for camping opportunities is protected. When we camp, we share the campground with motorcyclists, ATVers, hikers, fishermen. While we have different ways of enjoying the National Forests, we all share one thing in common – wherever we go, whatever our mode of travel, we’ve got Sharetrails riding along with us. And we’re proud to be members who share trails.

How many of your friends who use public lands don’t yet know about Sharetrails/BRC? Ask for their support. Ask them to join the organization that has already been riding with them for 30 years.