Randy Block
EPIC TRAILS: WILDCAT ARIZONA

Kay Lloyd
JUNIPER DUNES WILDERNESS AREA CLEAN-UP
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CORRECTION

Co-Author Judy Holliday was unintentionally left off the byline for the Club Spotlight (Oakland Motorcycle Club) in the hard-copy edition of issue #012. Our apologies for this omission.
Hasta la Vista

BY THE TIME you read this column in issue #013 of Sharetrails Magazine I will be a former Executive Director of Sharetrails.org. For those of you who missed the announcement on our social media ([http://bit.ly/gentleintothatgoodnight](http://bit.ly/gentleintothatgoodnight)) I’m retiring in July. But because summer is a slow season for us I intend to leave Sharetrails June 1st to save the organization some money.

I’ve never been one to spend much time looking in the rearview mirror and when I move on it’s for good. I’ve enjoyed my time here but I’m looking forward to what comes next. I am not retiring from standing up for access, just from the enormous responsibility of running our large and somewhat unwieldy organization. More on that later in this issue.

My immediate plans are to work with Riders Unite to raise money specifically for legal issues related to motorcycle access. I also have a consulting business that will keep me as busy as I desire. But mostly I intend to enjoy the small kids that we have at home, ride something with two wheels every day that I can, and blow some dust off the Tolex covering on my Mesa Boogie guitar amp.

My three years here have been interesting, frustrating, fun, stressful, exhausting and, at times, very satisfying. I learned a lot and I’m very happy with the manner in which we’ve flexed our muscles and moved the access dial. There’s a lot of work left to be done but we are undoubtedly looking at a brighter future today than we have in some time.

I spent most of my first year, 2015, trying to wrap my mind around what this organization actually does - more of a task than one might imagine. Sharetrails/BRC is a large, complex entity with a lot of history and many moving parts. What particularly fascinated me was the variety of perspectives from both within and outside the organization that I encountered in that first year, not one of them alike and not one of them completely accurate either. It’s as if most points of view about this organization are formed by looking at us through a set of binoculars at high magnification and with a narrow field of view.

My second year I focused on nuts and bolts – improving our website, magazine, accounting procedures, travel policies and focus on issues. That was a tough year. The Queen Mary does not turn on a dime. Add to that the normal resistance to change in any organization with a decade’s long institutional history and you have your work cut out for you. Measuring the properties of eclipsing binary stars was comparatively very easy.
This last year I focused on fundraising because that’s what I had to do. We more than doubled our spending on legal in my time here, brought in some new contractors to fight for you and really upped our profile with participation in events in D.C. and elsewhere. With all of that it became necessary to really hustle to raise the money required to support our increased presence. Even with our contractors and myself funding these efforts partially from our own pockets we struggled to keep up. We are going to have to be a bit less ambitious, I’m afraid, moving forward.

Notice that I have left out any focus on land use. That’s because this organization is well-served by the team of Don Amador, Ric Foster, Randy Block and attorney Paul Turcke when it comes to land use. My best move was simply to figure out how to give them the resources that they needed to succeed.

I really want to thank everyone out there who reached out to support our work here and myself personally the past three years. I know that many of you who donated, joined, bought ads in the magazine, invited me to fundraisers, offered sound advice, and supported us in an incredible variety of ways did so out of friendship. In all of the twists and turns of my life I’ve never forgotten any of my friends. I won’t forget you either.

6 Ways to Support Sharetrails / BRC

1. Join and renew your membership
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5. Contact BRC if you find changes or closures on your favorite trails (see page 4 for contact information)
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Supporters like these allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!
SUMMER IS ALREADY HERE and I am again left wondering what has happened with our space-time continuum that seems to cause time to speed up as we get older and have more stuff to do.

First off, allow me to congratulate Martin on his pending retirement as our Executive Director. He has done wonderful things for us and has helped us progress these last three years. He is going to go off into the sunset riding his bikes, his side-by-side and playing with his kids. What a life I tell you.

Our Executive Director search committee is hard at work trying to find a replacement as I write this. By the time this magazine is in your mailbox, the selection committee should have chosen a replacement. We have many excellent applicants, and it will be a hard process to pick the best one that will have the best interests of Sharetrails as their primary goal.

Del Albright and I have started following a group that is doing the Overland Adventure stuff. It is pretty interesting, and we are working on showing them how land use issues affects their access to public lands. If you want to see what they are all about, check out www.overlandbound.com for more information. They have a forum, member map, and a podcast that Del and I will call into soon. If it is well received, we will be doing a few more to help them better understand our mission and goals for public lands and access.

This group is mostly 4x4’s but they do have a few folks doing the adventure motorcycle stuff as well. It’s a little harder to haul all of the necessary stuff on an adventure (dual sport) bike. It can be done on a dual sport bike, and I have attended an event near Yosemite that had folks that did this very same thing. I had my Jeep, and they were on their bikes, and we all shared the same trails to reach the end point and we all had a great time.

About the time that you read this our spring/early summer fundraiser will be wrapping up. If you did not donate, I would ask that you spare a little change for Sharetrails. I am not really one to go ask for money, but we can always use a
few extra dollars lying around the office to ensure we can pay the bills every month. If you work for a larger company they might have a contribution match program. I work for Chevron and for every dollar I donate they match it. They will even take a few dollars out of my check and send it to the office with their match. They also give grants when I donate 40 hours of volunteer time. I usually meet that goal around the February or March timeframe and complete the paperwork on the charitable giving section of the Chevron website to match my 40 hours with a $1000 to Sharetrails.

When Del and Stacie went to Moab, Utah, for the annual Jeep event, they got 30 new members for 2018, along with some help from our friends John Brownwood and his wife Penny. Thanks for all of their great work on gathering a few new members. We all can help in this process, though, by asking our friends if they are members and if not, for them to join. If they ask you why, just let them know that it is to help protect the access that we have, and work on new access. If you would also like to help recruit members or be able to just show your support, let us know. We will get you a banner, membership brochures, and some magazines or other cool stuff to give away at an event.

**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!

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We’re working on some important projects, during which several participants have remarked at the “strange” or “convoluted” US Forest Service administrative process. It might be a good time to review the structure of this process and some noteworthy elements and effective strategies.

There are no simple answers or magic slippers. Solid participation is important, but this is not a voting process. Technology makes it ever easier to generate tens of thousands of form comments. These are noted and largely discounted by the agency and are even counterproductive. Nor is there a way to rig the outcome through personal back channels or some scientific trump card. A winning strategy might vary for each project and reflect a blend of law, history, science, site characteristics, local/national politics, and personalities of key participants.

It’s always important to understand the basic rules of the game. Most National Forests now conduct vigorous “scoping” at the outset of a travel planning process and seek comments on the purpose of and potential alternatives. From this input, and internal specialist feedback, the National Forest might announce a draft range of alternatives, or proceed to a draft environmental review document. For our discussion, we will assume this will be a draft environmental impact statement, or ‘DEIS,’ as opposed to the supposedly less rigorous environmental assessment.

The DEIS is a key stage in the process. Where comments count, it is here. For jurisdictional purposes, one cannot advance issues in an administrative challenge or future litigation that were not raised or contemplated by one’s DEIS comments. This is often the best, and perhaps last, chance to modify the National Forest’s vision for the project. The agency’s investment in an outcome will develop and grow from here. If you hope to engage brilliant professional consultants, including lawyers, this is the time to do it.

The next step, which can take a year or more, is to release a Draft Record of Decision (‘ROD’) and final environmental impact statement (‘EIS’). Where we are dealing with a “project or activity” decision, formal publication of the Draft ROD triggers a 45 day period to file “objections.” The current review process was adopted in 2013 and is called a “predecisional administrative review” and supposedly reflects a more efficient approach modeled after the Healthy Forests Restoration Act of 2003. Readers here know that the words “efficiency” and “US Forest Service” cannot realistically appear in the same sentence. This “project or activity” review process is outlined at 36 CFR part 218, while a slightly different process for Forest Plan amendments is found in the adjacent part 219.

The process is conducted by a ‘Reviewing Officer’ who typically occupies an office on step above that of the ‘Responsible Official’ who made the objected-to decision. The process includes the opportunity for a “resolution,” which the Reviewing Officer has broad latitude in deciding whether or how to explore. A resolution is difficult to achieve, but might offer a big upside for all involved, through certainty and avoidance of litigation costs. It is not entirely clear to what extent a resolution can change the Draft ROD. Objectors who agree to a resolution will likely waive future rights to litigate, but what about
objectors who don’t sign off on the resolution, or participants who never objected because they favored the Draft ROD, but oppose changes in the resolution? The answer may involve the extent to which the resolution lies within the DEIS range of alternatives, but the safest approach will be to conduct further process or at least re-open a new 45 objection period within which to object to the resolution.

These mind-numbing possibilities may be one reason why resolutions rarely occur. Instead, the Reviewing Officer typically issues a “response.” This must be in writing, and occur in a relatively short timeframe, within 45 days of the objection deadline, which can be extended once an additional 30 days. A response will likely say “nice try but the Draft ROD is valid” or “the Draft ROD is valid but I instruct the Responsible Official to clarify (read “fortify”) these specified issues.” A response which upholds an objection(s) and directs the National Forest to start over is theoretically possible, but highly unlikely.

Regardless, some period of time typically follows before the Responsible Official issues a Final ROD. Based on the Reviewing Officer’s instructions, if any, there might be slight tweaks to the decision. However, as noted before, the agency forms a vision relatively early in the process, and deviating from that vision is not only expensive, but might create procedural risk. Perhaps Congress felt good calling this a “predecisional” review process, but a review process conducted within the same agency by people who know one another on a first name basis will unsurprisingly tend to rationalize decisions previously made.

This might seem a dark view of the process, but our purpose is quite the contrary. Savvy participants should understand the procedural roadmap, seize opportunities to make a difference and conserve resources otherwise spent pounding at a figurative brick wall. Before you embark on your first or next journey in the process, consider calling us here at Sharetrails.org/BRC.

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...

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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).

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All donations to the Sharetrails.Org/BRC Legal Fund are tax-deductible.
MOST OF MY Midwest dirt bike riding experiences consist of some hills, some rocks, some water and some mud…and a LOT of trees. Don’t get me wrong. I love the Eastern woods and all they have to offer. But occasionally it’s good to get out of your comfort zone and ride totally new terrain. And for me, that means a trip to the Desert Southwest just outside of Scottsdale, Arizona, to visit the Wildcat riding area.

This area of the Tonto National Forest lies near Bartlett Lake and consists of 48,000 acres with designated trails through sand washes and across rolling desert terrain. With a good mix of single track, dual track, washes and 4WD roads, this area has something for everyone. But be prepared and bring plenty of water! This place has zero shade and can be very hot.

Even though there is no daily fee a ‘Tonto Pass’ or special OHV permit is required here. Check the Arizona state OHV requirements to determine if you need a state decal or not. If you’re riding a plated bike from out of state, most likely you’re good to go.

The Wildcat staging area is 0.8 miles from the junction of Bartlett Dam Road and FS-2095 (N33°50.858’ W111°48.999’). The parking area is large and unpaved and the road leading there is dirt. Once unloaded, head south/southeast. Home to the saguaro cactus, riding here is like riding through an old John Wayne movie. Many of the single-track trails include short, steep climbs and rugged, rocky sections that make for challenging riding.

Major trails are marked but many smaller trails are not so I recommend a GPS or some other method to make sure you can find your way back.
to the staging area. Also, it seems every plant here is out to get you with their pointy and prickly spines. Armored gloves will help when you brush that cholla cactus...maybe. If you’re used to riding in sand go for it. If not, take some time to get accustomed to it. If you’re on a bike, get your weight back and keep on the gas. Front-wheel braking will force your front tire to dive and get buried in the sand. Not good.

With 50 miles plus of trails and its close proximity to Scottsdale, Wildcat is a great destination for a day ride.

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Founded on June 1st, 1993, the Creeper Jeepers Gang is celebrating its 25th Anniversary in 2018, and we would like to let everyone know about some of our hard work over the years. Currently, we have 80 families and are the second largest 4WD club in Colorado. In addition to uniting adventure-loving people, our mission is to educate, volunteer in our local communities, and protect and preserve the land for all generations. We offer something for everyone - from easy dirt trails to extreme trails – and are open to all makes and models of vehicles. When on the trail, we adhere to Stay the Trail, Tread Lightly! and Share the Trail. We have won many national awards for our work and received many grants to help us get that work done. Black Bear Pass is our most talked about trail that we’ve adopted. It is a world-famous trail with world famous views.

We won the BF Goodrich Outstanding Trails award in 2002 and 2015, and were nominated one other year for Black Bear Pass. Much of our work on Black Bear for the last 10 years has been restoring an old illegal side road to its natural tundra. The US Forest Service has been watching our work and has used it in their research and presentations.

We also have adopted Mt Blanca Peak over by the Great Sand Dunes and Elwood Pass by Pagosa Springs. We won the BF Goodrich Outstanding Trails award in 2012 for Mt Blanca. Most of our work up there has been maintaining the road to keep it passable as it is one of the real hard core trails in Colorado that is used by many user groups because of its proximity to three 14’ers. We have in the past taken supplies to the top for the Colorado Field Institute. The US Forest Service has contacted us about removing an old hunting cabin from the top of the road that has deteriorated and is not safe to be around. This will be our first big project of 2018.

2017 gave us our biggest club project to date. There was a spring that popped up in the road at the top of
Elwood Pass and the US Forest Service wanted help draining and repairing it as an illegal bypass was being used through a swampy area. We had 14 club members and some large equipment drain the spring, put down a French drain, and cover with rock. We had many sponsors donate rock, equipment, and funds to help make this happen.

In addition to these trails we have adopted two miles of Hwy 550, the Million Dollar Highway, for trash clean up near Silverton. In 2017 we volunteered 641 hours between our three trails and 70 hours on our highway cleanup. We also coordinate a Jeep trail and meal for the members of Adaptive Sports Association, a local non-profit aimed at improving quality of life for the physically disabled. It is one of their events that gets talked about all year. During the Holiday Season, we donate to Project Merry Christmas for less fortunate children, Durango Humane Society, and Annie’s Orphans a no kill dog shelter.

The Creeper Jeppers Gang 25th Anniversary party was held on May 19-20. We sincerely thank our sponsors for all their support!
…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.
THE CLEAN-UP at the Juniper Dunes Wilderness Area in Eastern Washington State went very well, with 139 people signing-in and many more who didn’t but worked as volunteers to help with tasks where they were assigned. There were motorized user groups from motorcycle clubs to side-by-sides, as well as quad ATV clubs. There were seven 4WD clubs present, most being members of the Pacific Northwest Four Wheel Drive Association (Pnw4wda).

People drove from many areas of the Northwest, including a couple from the Seattle area who drove 251 miles. There were volunteers that were not motorized and had never been out to the Juniper Dunes before, including some Cub Scouts. The BLM made a dump trailer available again this year which is awesome because it saves us a lot of dump fees. We nearly filled that trailer, which surprised me, being in our 4th organized year. I believe that over 1,400 lbs. was the total for 2018. The local clubs which participated included the MidNite Mudders, the Peak Putters, the Desert Rat Off-Road Centers, Roamin’ Chariots and Rattlesnake 4WD Clubs and the Eastern Washington Dirt Association motorcycle club, all of which have a really great relationship with the Bureau of Land Management. Eastern Washington Adventures out of Selah was co-hosting this year and are very proactive in the Eastern Washington area. Everyone honestly could not have been happier on all sides. They look forward to continuing to work together as this unique area gets developed into a shining example of what can be done when government agencies and user groups find common ground and work together for the betterment of public lands.
From the BLM
Office of Public Affairs:

“About 140 OHV users turned out on a beautiful, sunny day for a multi-club trash clean-up at the Juniper Dunes OHV area last Saturday, April 14. The event was sponsored by Midnite Mudders, but members from other local groups like the Peak Putters, Rattlesnake 4x4s, and Eastern Washington Adventure Club pitched in as well. Several members of the Eastern Oregon Motorcycle Club from La Grande, Ore. even joined the effort!

“Most of the trash was loaded into a BLM dump trailer brought down in partnership with the effort. The BLM trailer dumped 1,480 lbs. of trash including 3 tires for a cost of $71.12. In addition to picking up any trash that could be seen, a high-powered magnet was also used to “drag” the sand for buried trash including many pounds of nails within the riding area!

“Participants were treated to a hamburgers and hotdogs lunch and raffle ticket winners received prizes. The proceeds from the raffle were split between the Kennewick Animal Shelter and the BlueRibbon Coalition. Area clean-up by individuals and club-sponsored events show how important the area is to local communities. The BLM is very grateful for their diligence and hard work to keep Juniper Dunes a cleaner and safer place.”
Reader’s Viewpoint On The Southern Nevada RMP

We received the following letter from Bob Adams in response to an article in Sharetrails Magazine #013, by Jimmy Lewis, concerning the Southern Nevada RMP. I’ve edited Bob’s letter for brevity and added some comments of my own. You should read this. Bob hits on many of the frustrations that those of us who are in the middle of access fights face all of the time. -M

[...] JIMMY OFFERED great comment and ideas. But how many riders would have been motivated to comment? Motivation is our biggest problem. The anti-access side screams at mere mention of opening public land. Their screams fill policy maker’s in-boxes and switch-boards as Martin pointed out in his Director’s Report. (We hear you. I see two related problems instead of one. No one cares about access until the problem is in their back yard when it’s often too late. When push does come to shove hotheads tend to suck all of the oxygen out of public input. We not only need more heads to prevail, but cooler ones as well)

Fixing this RMP will take us persuading elected officials to rewrite its Mission Statement. Elected officials write policy. The BLM implements it. The RMP Mission Statement as written ranks recreation as secondary to everything. Preservation is the primary purpose of public land. The proposed RMP makes perfect sense from that viewpoint. (I think that you are mostly spot on about this)

[...] How can we motivate enough riders to work together so we can make a difference? The other side motivates by shaping issues into causes. Participation in causes is based on passion. Passion is the greatest motivator." (Bob - If any of us knew the answer to this quintessential question our problems could be over very quickly. I think that we are dealing with a combination of stubbornness, competitiveness, individualism, jealously, and a fair dollop of arrogance on our side. All of this plagues the other side as well, but their psychological makeup tends to favor group cooperation versus individual action. They simply figure out how to work together toward a common goal. Every climber I knew back in the day, no matter how destitute, was a member of the Access Fund and supported what they did. On our side everyone knows two things: their own name and how to protect access better than everyone else. Most of those folks would rather burn $35 than join us)

How can we persuade elected officials to see it our way? Elected officials often have little or no firsthand experience in the policies they’re deciding. Their decisions are based on the message and their image of the messenger. [...] Our message should be, raise the priority of recreation to at least equal with preservation. People are best served by having public access to public land for recreation. Recreation is a sustainable, appropriate, and legitimate use of public land. Nature is renewable. [...] We’ve seen America move to the middle on environmental regulations everywhere except the implementation levels of the BLM, USFS, & USFWS.

Thanks for all you do and my best regards.

Bob Adams
Martin: Al Youngwerth, Rekluse Motor Sports. Give me a little bit of the history of Rekluse.

Al: Okay. Rekluse started in 2002. The new Honda CRF450R had come out. I hadn’t bought a new motorcycle since, I think, 1981 - a KLX250. And so I bought a 450R and took it out and struggled with stalling. I was having a hard time getting used to it, but eventually rode it as well as my KLX.

Then someone told me about a new automatic clutch and I went out and bought one. I loved what it did, for the most part. But I think my second or third oil change I found my oil full of aluminum. Took the clutch apart and it was bouncing around. It was wobbling in the case and machining aluminum off the side of the engine cases. So, I took it apart and replaced the needle bearing that the basket rides on and put it back together. It was better for a little while, then it did it again. Contacted the company and they said it’s something you did wrong, it’s not our problem.

So, I started doing some research online. People were breaking transmissions with them. And so I was fed up with this thing. I’d just taken it out again and was pissed off. It was a $1,000 investment and I thought the reason it’s failing is because there’s too much weight on the outside to the basket. It wasn’t designed for that. Man, if I could figure out how to mount that weight on the transmission shaft that’s what would make this thing work. That night I drew up some plans and did some research and decided to start moving forward with it.

Martin: One of the things that most everyone notices about Rekluse products is that they’re incredibly well built, even compared to the highest industry standards. If you know anything about quality engineering and machining you look at a Rekluse setup and realize that it was designed...
and built by people that cared about what they were doing. Where does that come from?

**Al:** A couple of places. I’ve always taken pride in just about anything I do. If you’re going to do something do it well. Boy Scouts growing up, with my dad in business; he was a small business owner. My background’s [in] computer science and so there’s a certain amount of rigor you have to have to do [to do] things right in software. And I think I took a lot of that kind of stuff into the manufacturing side.

**Martin:** So you’re a computer scientist. No mechanical engineering background?

**Al:** Not any by training. I helped put myself through college working on cars and motorcycles. I started taking apart engines when I was probably nine and ten years old. So, I’ve always been really interested in mechanical stuff but never any formal training.

**Martin:** Most businesses have ups and downs along the way. What was something early on in the history of Rekluse that gave you a boost? An athlete, an endorsement, somebody writing a nice article or something?

**Al:** So, the first one I have to say was Thumper Talk. I posted there that I built an auto clutch that works and I’m going to start selling them. I sold 50 clutches in two days! That was a huge boost. And it was like how the hell am I going to build all these things? So that was a big one.

Nathan Woods was pretty important, too. He was probably the earliest rider that said, “I think this could help me. I want to try it out.” And he took some pretty big risks with us. He tested with us all Fall back around ’04 or ’05. In the first works race he found a defect in our design that caused him to have a DNF. But he still stuck with us.

Ty Davis also. Ty is really who introduced us to Nathan, but Ty wasn’t really racing at that point anymore. So, Nathan really helped bring the credibility to racers that this wasn’t just something for newbies.

Maybe I don’t want to say that, but that was kind of how I think most people, racers, perceived the auto clutch at the time. Well, I don’t need that, I know how to use a clutch. And Nathan helped show some high-end racers that no, this could really be an advantage in certain situations.

**Martin:** How do you fight that? We recommend Rekluse very strongly to the Tour of Idaho community as exactly what you need to survive. You will not frag one under almost any circumstances. But we still get guys saying, “Oh no, no, no, no, I know how to use my clutch.” How do you fight that?

**Al:** Well, you can only fight it so much. And that’s part of the reason why we make the best manual clutches in the world, too. I think the best way to fight that, really, to be honest with you, is through racing. When riders see some of the top off-road riders in the world using an auto clutch in race conditions they recognize that it really can make a difference.

I think the other thing is getting people on the product, especially a product that’s set up correctly. I think one of our biggest issues is that people go, “Oh freewheel, I hate that. I can never ride with one without it freewheeling.” Well, did you read the
documentation about how to set it up? Do you have the right settings? Because if it's set up right, it won't ever freewheel.

I think what people have to do is get over their machismo and give it a try. That's really what you're up against. I think there's very few situations where any level of rider, including the top riders in the world, would have the clutch be a negative for a riding experience, or a racing experience.

**Martin:** How many square feet do you have now?

**AI:** We're about 36,000 square feet here.

**Martin:** And it's all in Boise, right?

**AI:** All in Boise.

**Martin:** How many people work here?

**AI:** There actually are two companies here. There's about 3,500 square feet upstairs that's for VersaBuilt, which is a new company I started from the manufacturing automation that we did at Rekluse. I believe Rekluse is about 65 people, and VersaBuilt's about 22 people.

**Martin:** One of the things that a number of people have noted about Rekluse is its excellent customer service. How did that come about?

**AI:** I think it comes from a couple of places. First, to go back to my dad and I remember going to his office. He was an insurance agent at the time. I remember he would always end every engagement with a customer with, "I will do everything I can in my power to earn your business. I just ask that in return, if you know someone that needs insurance and I'm doing a good job, you send them back to me." That was a good lesson for me. My first job out of college was at a company that was super big on customer service and recognized that it was a competitive advantage for them. [They recognized] that they could spend less on marketing and deliver great customer service and they would get more orders from the good will. I think that's certainly been true for us.

The other thing is I don't think that we would be here today without customer service. The nature of the product is that it's pretty complex. If you don't get the installation right, and we try and be really good with our instructions and our instructional videos to prevent that, [and] you don't put it together right or
you don't adjust it right you're going to break something. It usually doesn't damage anything but you probably end up needing a new clutch pack.

We don't look at that as the customer's fault. We look at that as our fault. We didn't do a good enough job explaining and so we want to do right by that customer. I'd rather refund the customer's money if the customer wasn't happy.

I've seen cases where a customer had something go wrong six months in [and] they're extremely unhappy. I've just said, "Hey, sorry, I know you're unhappy. I'll refund your money. Just send it back." The customer kind of turns around and goes "No, no, I think I want to keep it. I appreciate that kind of thing, but...." So it doesn't cost that much. It doesn't cost that much to have great customer service. It costs a lot to have shitty customer service is what I would say.

Martin: You're known principally for auto clutches. But there's another product that you make that, at least in my view, is nearly as indispensable as the auto clutch - the left-hand rear brake. Those things are the shazz. Where'd that idea come from?

Al: Well, I've been a big mountain biker since college. I'm pretty tall and lanky, I'm 6'4", and I've always struggled to have a rear brake foot brake height setting that works well for me both sitting and standing. That was always kind of a little bit of a limitation for me. And in coming up with the auto clutch I recognized, shoot, we don't need to use the clutch lever as much. Let's figure out how to put a left-hand rear brake there.

I've got to say that I don't feel comfortable riding fast anymore without a left-hand rear brake. It's that important to me. All my bikes have left-hand rear brakes. I use it as a steering tactic.

So, it came from me looking at it as an opportunity to maybe get something more like a mountain bike. And I'd always be switching my brakes around on my mountain bikes so that my right brake was my front brake and my left brake was the rear.

To me the auto clutch is the enabler for the left-hand rear brake. And I think the left-hand rear brake, at least for speed, riding fast, is more important to me than the auto clutch is.

Martin: Let's talk about the future a little bit. Where's Rekluse going?
AI: We are putting a lot of focus right now into our torque-drive friction technology. We’ve introduced new product lines that are based upon those friction discs. They allow us to make a very high-performance automatic clutch at a more reasonable price that uses the stock center clutch and the stock pressure plate.

They’re better friction discs. The way we got into HRC, Honda Racing Corporation Japan, was through that friction technology. Their riders could not keep a stock clutch alive. We came in with a solution that gave them better reliability. And they went, literally, from not being able to finish motos to being able to race an entire weekend on a single clutch pack.

But we also were able to give them more torque capacity, because they’re thinner. Another advantage of steel is that it has more heat capacity. And as steel discs absorb heat they expand at about one-third of the rate. You don’t have the clutch lever fade and you have way more ability to absorb energy.

We have a lot of options for pad configuration so that we can go in and look at a bike and try maybe five or six different pad configurations. We look at density, size of pads, shape of pads, to come up with an optimal clutch pad configuration for a particular bike.

So be looking for more products there. We’re going to continue to push into the street bike market and go way past just Harleys and adventure bikes and go into high-performance street bikes. The kind of small bike market, street bike market, the KTM 390’s, the 125’s, those kind of entry-level bikes, we’re now doing some auto clutches for and gaining some success there.

Martin: The Powersports industry is undergoing some consolidation. KLIM, Trail Tech and others are now part of the Polaris family. What about Rekluse?

AI: We just announced that we were acquired by Race Winning Brands. This was a really big decision for me. It was not something I was looking to do. I’ve had many, many inquiries about selling Rekluse over the years and I’ve said no before.

When the parent company, Kinderhook [Industries], first approached me I said no. And they said, “Well, will you just let us come visit you? Let’s just talk.”

We met and they told me about their philosophy and what they’ve done with some other companies. They acquired Baja Designs. So, I spent a lot of time talking to Alan from Baja Designs about what the process was like, what’s done for the business, and what it’s done for his employees, and the products, and himself.

Race Winning Brands was put together about a year ago. A company called Dover Corporation acquired Wiseco, JE Pistons, about 20 years or so ago. Dover’s a huge conglomerate industrial manufacturing company.

Race Winning Brands and their parent company, Kinderhook [Industries], approached Dover saying “Hey, we think we can make this a better business and you should sell it to us. When we buy companies we retain their culture, take the best of what those companies are, and try and find mutual synergies where the other companies can help each other and grow it into something much bigger and better.”

In going out and visiting them and meeting with their management team I recognized that we had a whole lot to learn. There’s a lot of experience there that could help us grow. And I’ll give you a great example.

We’ve got a new product, for instance, that we’re working on. It uses some steel in an abrasive and impact application. We’re struggling to find the right material, heat treat, coating, whatever it is, to make that last. Now we have access to Trend Performance who has extensive experience in alloys and metals and coatings and things like that. They’re already helping us come up with a solution to those problems.
So, it was really kind of looking at access to this broader management team and access to more resources for us to be a better company. In the end, that's what I'm most interested in. We're going to stay in Boise. And we have a lot to offer them, too. And I think one of the reasons that they ultimately became so interested in us was that we have really good manufacturing technology.

**Martin:** One last question. You are an avid advocate of e-bikes, which we talk a lot about in *Sharetrails Magazine*. Tell me where you think the future of e-biking is going.

**Al:** I think in spite of pressure from certain people in cycling, pedal cyclists trying to squash e-bikes, they're going to become a really big deal. They're just too good.

I live up on a hill, and I do so many more bicycle trips because I have an e-bike because I know I can get up the hill. And I get to decide how sweaty I want to be at the top. I can choose to work out or I can choose to have a mild trip up the hill. And I'm doing it at 17 miles an hour, not at six miles an hour.

For mountain biking, it's just fricking fantastic.

You know? It's not a dirt bike. It's never going to replace a dirt bike. But I think it's going to initiate a lot of crossover. I already have a lot of friends that have crossed over from mountain biking to motorcycling.

And I think this helps people get over themselves with respect to “I could only justify riding in this pristine country if it's through pure pedal power.” Well, get over yourself, come on. An e-bike is not going to do any more harm. And a motorcycle is a hell of a lot less harm than the diesel pickup you drove up to get to where you want to hike.

So, I think that'll open more people’s minds. But it's going to take time. Ultimately, it is a new type of sport and there's a tremendous amount of fun and freedom in being in shorts and not being fully dressed-out and still getting to cover the kind of grounds that you’re used to covering on a motorcycle. Because I can do a 50 mile ride off-road by carrying an extra battery pack. So it's pretty fantastic.

**Martin:** Thank you very much. Appreciate your time.

**Al:** Thanks, Martin.
This year the Jackson Hole Snow Devils provided Sharetrails.org/BlueRibbon with a special booth at their Hill Climb event. The event was very successful for us and provided an outstanding location for outreach on issues affecting snowmobilers.

I discussed Yellowstone National Park’s current “Non-Commercially Guided Snowmobile Access Program” and other snowmobile related subjects like the Winter Wildlands Alliance’s legal action against the US Forest Service in Idaho and Wyoming over the OHV Rule, with its settlement and, of course, concerns about potential new Wilderness areas in the region.

The event had mild temperatures in the mid-forties and created great attendance. This year’s weather helped to make another record crowd for the event. The total numbers for the four days of the event was up with the Jackson Snow Devils Club estimating about 12,500 people in attendance for the various events.

For my main outreach, I handed out information
on the current ‘Non-Commercially Guided Snowmobile Access Program’ for the 2018-2019 season. I also covered the new winter edition of the Sharetrails magazine. The magazine was a real hit and I gave out many copies. Regarding Yellowstone Park’s ‘Winter Use Plan’ the US Park Service has set the number of non-commercially guided groups at four for each from the four main entrances, which is a good start. In addition, the current plan calls for maintaining the current snowmobile access to the Park with up to 480 addition entries on peak days. The total could be as high as 500.

To stay informed on Yellowstone Park’s ‘Winter Use Plan,’ visit us on our Yellowstone page online (www.saveyellowstonepark.com).

In addition to the Yellowstone ‘Winter Use Plan’ and other snowmobile issues, I talked to snowmobilers from across the country about becoming a BlueRibbon member and resulted in several folks showing great interest and joining the coalition. Another highlight of the four days was being interviewed by the roving in-field announcer and publicly being thanked for Sharetrails.org/BlueRibbon’s efforts in Yellowstone and for keeping the National Forest open to snowmobilers. This interview was on Saturday when thousands of spectators were present.

In closing, I would like to thank the Jackson Hole Snow Devils Snowmobile Club who puts on the World Championship Hill Climb each year and for providing the BlueRibbon Coalition with a free booth at the event again this year.
The Southern Four-Wheel Drive Association (SFWDA) is winding down another outstanding year as we finish year four of our rebranding strategy. First, our thanks to the many volunteers and engaged leadership that are making this journey possible. We shared recently with our SFWDA membership a financial overview of the association that reflects a strong, sustainable balance sheet and operating statements. During the first four years of this journey, SFWDA has awarded nearly $100,000 in grants to support many regional projects including Kentucky’s Daniel Boone Backcountry Byway, North Carolina’s Uwharrie National Forest, Tread Lightly!, SFWDA educational videos, and an array of other projects on both private and public lands.

The SFWDA membership continues its strong growth in 2017. The social media channel and outreach strategies continue to position our association as a relevant voice in this community. We are very proud to share for the fourth year that our association members were awarded the United Four Wheeler of the Year award. Congratulations Flint Holbrook, Director of Conservation and Land Use! Additionally, congratulations to Walter Shafer and Pete Mier for receiving the Off-Road Business Association’s (ORBA) 2017 Special Recognition Award for their volunteer efforts!

SFWDA continues its focus of resources and commitment to the development of the Daniel Boone Backcountry Byway in Slade, Kentucky. Today we have more than 100 miles of excursion trails in the beautiful Red River Gorge area of Kentucky. We are working toward a Memorandum of Understanding (MOU) with the US Forest Service and in building collaborative relationships across the local Kentucky counties. The Association is also working towards a summary judgement on legal access to public roads that will be the critical legal prece-
dence for future access on the Daniel Boone Backcountry Byway.

Our SFWDA volunteers are actively engaged with the Uwharrie National Forest, Georgia’s Chattahoochee National Forest and Beasley Knob OHV, Tennessee Commissioner’s Council on Greenways & Trails, Georgia Recreational Trails Program, and the USFS Region 8 Southern Region Recreation Resource Committee. During 2017, Tennessee Recreational Trails funds were utilized to purchase 1,340 acres for the development of the Southern Gulf Off Road Park in Coalmont, Tennessee. SFWDA has been committed to this project since 2011 and now sees the realization of this project. Additional grant monies have been awarded for construction projects in 2018.

We are pleased that the operating Board of Directors include a SFWDA representative, two additional off road club representatives, and a retired Tennessee Department of Environment & Conservation (TDEC) manager. The initial construction is targeted to start in the Spring/Summer 2018. Additionally, our SFWDA Volunteers are actively engaged with a number of private OHV lands including Tennessee’s Adventure Off Road Park, Windrock Park in Tennessee, North Carolina’s Big Creek Rocks, Busted Knuckle Off Road Park in Alabama, and others.

As part of our recent SFWDA Annual Meeting, we reaffirmed our commitments to the Off-Road Business Association, BlueRibbon Coalition, United Four Wheel Drive Associations, and Tread Lightly!. Our thanks to all these organizations! This is only possible because of the great Southern volunteers and our shared vision of ‘One Voice!’

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PRODUCT: Honda 700-4 Deluxe (UTV/Side-By-Side)
MANUFACTURER: Honda Powersports powersports.honda.com
REVIEWED BY: Martin Hackworth Executive Director Sharetrails.Org/BRC

ON THE COVER of issue #012 of Sharetrails Magazine we featured a Honda Pioneer 700-4 Deluxe UTV that my family and I recently purchased. For a family OHV toy it’s some of the best money we’ve spent.

We wanted a side-by-side that seated four. In addition to recreating on dirt roads and in the desert our SxS had to be capable of farm chores. And whatever we chose absolutely had to fit into the back of our 40+ foot fifth-wheel toy hauler (in a 12’ garage) with room to spare for a dirt bike and potentially a couple of mountain bikes. We spent several months looking around at various options and decided that the Honda Pioneer 700-4 met all of our wants and our one need.

The Honda Pioneer 700-4 Deluxe is not exactly the sports car of UTV’s; it’s more of a sport utility vehicle. It seats four adults, albeit with limited leg room in the rear seats that cleverly fold up from the rear bed. With the rear seats folded down the rear bed doubles as a dump bed with a 1000 lb capacity. A towing hitch and a 1,500lbs towing capacity are very useful for chores. Suspension travel is around eight inches and ground clearance is around 11. Beefy hydraulic disc brakes put the clamps on all four wheels. The fuel-injected 675cc engine will propel the 700-4 to a rev-limited 43 mph. Aside from a relatively low top-speed and suspension harshness in rough terrain (at speed) the 700-4 performs well in a variety of roles.

Fit, finish, and attention to detail are what you’d expect from Big Red. All of the seats are comfortable. The roll cage is stout and the seat belts are commendably well-designed. Electronic power steering adjusts to keep steering light in all...
conditions. The three-speed transmission is direct-drive via two shafts (no belts or chains) and in the Deluxe model is switchable from automatic to manual shifting via a set of steering wheel mounted paddle shifters (this feature and paint schemes differentiate the Deluxe from the standard model). The automatic transmission works so well that I never use the manual shifters other than for the occasional romp in the dunes. Drive modes are switchable between 2WD, 4WD, and 4WD lock. A 450-watt electrical system has plenty of power to spare for additional lighting, winches, etc.

The only thing that we have ever wished for after several months of use is a bit more engine power (or perhaps an extra gear). With two adults and a kid onboard some hill climbs, especially at altitude, clearly tax the engine. It would also be nice if it were possible to squeeze a few more mph out at the top for long dirt road drones. But for the money it’s hard to beat what you are getting.

We are very happy with our 700-4 Deluxe. It does everything that we want. It’s easy to drive, stable, lots of fun, has great fuel range, and will tackle burly terrain with aplomb, limited only by ground clearance.

We obtained our 700-4 Deluxe from Pocatello Power Sports (https://rideidaho.net). MSRP is around $13,699 depending on options.

BLM OHV Program Manager, Sky Zaffarano, said the BFP602 helped carry in various supplies such as a soil compactor and other tools critical to the job. Also, the BFP hauled in the rock base used to armor the trail to address a persistent soggy area on the route.

Often times it is difficult to ferry in rock and other construction supplies on narrow trails. The BFP602 appears to be an important tool for maintaining trail integrity in a cost-effective manner.

As more federal and state land agencies develop managed trail systems for motorized recreation, they may want to look at the BFP602 to aid them in maintaining narrow routes that are not accessible by larger UTVs or 4-wheel drive vehicles.

View the BFP602 Online: http://www.canycomsales.com/products/bp-series/bfp602-2 (include dashes in url)
I provided my initial impression of a 2017 KTM 300 XC-W based on about a month’s worth of riding. At that time I promised a long-term follow-up. So after nearly a year I’m prepared to render a final verdict. Lights down, drum roll, wait for it... this is the most versatile trail bike ever.

KTM is not the only manufacturer to hit on the torquey two-stroke sweet spot a 300cc engine in a light frame provides but that’s what I own so it’s all that I can tell you about. Until something better comes along for varieties of technical riding you will remove my 300 only from my cold, dead hands.

As with all motorcycles I consider a stock bike to be a blank canvas that begs for improvisation. My three-hundy has a skid plate, spark arrestor, full wrap hand guards, Rekluse Radius CX clutch and Left Hand Rear Brake (STM #010), Slavens Mule Lectron HV Power-Jet Carburetor (STM #011), Trail Tech Fan kit (STM #006), Trail Tech Voyager Pro (STM #012), a Seat Concepts (STM #006) seat, Tugger Straps (STM #006) and a VForce Reed.

The Lectron carb and VForce Reed really cleaned up the lower end in terms of both power and spooge and nearly doubled the stock fuel range. I’m still experimenting with fuel-oil mixing ratios but for trail speeds I’m convinced that the factory recommended 60:1 is fine and has the additional benefit of keeping a spark arrestor screen relatively clean.

Even with my mods the 300 XC-W is still very light. I can lift it from the ground with ease. From the saddle it feels light and agile and goes wherever you point without any fuss. The suspension is excellent right out of the box. I’ve yet to make any suspension changes beyond a few clicks of adjustment though I’ve worn through a couple sets of tires.

The most amazing thing about the 300 XC-W is still how much torque it produces right off idle. With the Rekluse clutch the 300 will tractor up steep pitches long after you’d have sworn it would stall. It does not feel at all like a peaky two-stoke unless you want it to and then it’s easy to loft the front wheel over obstacles. It’s simply the easiest trail bike I’ve ever ridden, almost as easy as an electric mountain bike in difficult terrain.
IF YOU RIDE MOTORCYCLES OR ATVS you are doubtless already familiar with Trail Tech and the wide variety of lights, electrical supplies, gauges, navigation units, and other aftermarket accessories they design and sell. Some of you may have used their flagship navigation unit, the Voyager. Despite some limitations the Trail Tech Voyager was favored by many riders because of the reams of useful vehicle information it was capable of tracking and a hyper-accurate GPS unit. The Voyager was even the official GPS unit for races such as King of the Motos.

The update to the Voyager, the Voyager Pro, has been anticipated for several years. But Trail Tech insisted on getting the Voyager Pro right before turning it loose on the world. If the several weeks I’ve spent with two Voyager Pros are any indication it’s been worth the wait.

The Voyager Pro retains the features that made the Voyager very popular: a great GPS antenna and chipset, a display that’s easily readable in any lighting condition, micro SD card for auxiliary storage, easy up- and download of tracks and waypoints, and quantities of useful vehicle information from a galaxy of optional sensors. All of these features are in addition to a touchscreen, basemaps, a very useful buddy-tracker, and Bluetooth connectivity which works with a variety of devices.

The only thing missing in the upgrade is the optional billet cradle that was available to protect the older units (though we hear that one is on its way). I’ve already bounced my Voyager Pro around enough...
to suspect that it’s fine without it (watch this). The Voyager Pro is at least as sturdy and rugged as a normal GPS unit that one might have mounted in the same spot and does not at all appear to me more vulnerable to damage.

The Voyager Pro is larger than the Voyager by a fair amount, nearly two times larger, and does take up some cockpit real estate. The flip side of that is that the screen can be read, in the words of a friend, “...by a blind bat.” Any information that you’d want out of the VP can easily be read in any lighting conditions even by someone like me who normally needs reading glasses.

The Voyager Pro is almost infinitely customizable. You can adjust basically every operational parameter and display via the touchscreen or large buttons and easily navigable menus that make intuitive sense.

The buddy tracking feature, which allows one to track other nearby VP users via shortwave radio connection, is particularly useful. This feature does require an external antenna (included in vehicle specific kits) but it works extremely well. Line of sight I’ve yet to find the distance that it doesn’t work. In normal riding with terrain obstacles I haven’t had any issues out to several miles.

But the most eagerly anticipated feature of the Voyager Pro is the inclusion of reasonably detailed basemaps; no more tracks and waypoints over a featureless background!

Though each Voyager Pro is available with vehicle specific kits it is possible to move a VP from vehicle to vehicle if you don’t care about information accumulated in the vehicle specific profile and you have a way to power it (though the internal battery life seems to be at least as good as any battery powered GPS). The Voyager Pro could, in many cases, completely replace the stock vehicle speed and distance gauges. Trail Tech has a number of accessories available including an external GPS antenna and a wall charger.

Installation for each of my units took about an hour without using all of the included sensors. I’ve found the GPS-based speed and distance computations to be reliable and accurate without installing the wheel sensor. The only sensors that I use are the radiator fin temperature sensor and the inductive tach sensor (which I use mainly to turn the unit on and off automatically). Figuring out the best way to externally power the unit is about the only wrinkle in the installation process and even that is very easy when following the supplied instructions.

All in all I find the TT Voyager Pro to be well worth the $599.95 MSRP. It has, for most applications, the potential to replace a number of other devices in one unit. Sharetrails Premium members can save nearly $60 off the purchase price by using the Trail Tech code on your membership card. Trail Tech is currently taking orders for these to be shipped by the time you read this.

I acquired my two early release Voyager Pros from Trail Tech specifically for evaluation and feedback.

**Trail Tech Voyager Pro**

Pros: Very accurate and versatile GPS functionality, basemaps, buddy tracking, easy to read touchscreen, intuitive menus, reams of vehicle information available.

Cons: It acts as its own bikini faring and they are still not widely available.

Verdict: You want one!
WE ARE AT WAR with ourselves. Motorized OHV sales are booming, especially UTVs, also known as side-by-sides. Dirt bikes, quads, UTVs and even 4x4s have the same goal; to have fun where the pavement ends. But, this is where the user conflicts start, and it is only getting worse. I got my first dirt bike in the 70s, and my first 4x4 in 1985, and during most of the intervening years motorized OHV users have pretty much gotten along with each other while we battled the non-motorized crowd and their desire to close everything to OHVs.

Now, all these years later, we find ourselves being squeezed into smaller and smaller areas with more restrictions on those areas. And we are beginning to fight each other for the use of those areas. 4x4s need roads, the rock-crawling crowd wants obstacles you can’t even navigate on foot, the UTVs need very wide trails or roads, the quads need 50” wide tracks, and the dirt bikers love the single track. And as far as the various user groups are concerned there isn’t enough of any of it.

My purpose here is not to pit us against ourselves, instead I want to shed some light on a situation that is becoming a very big problem. It is being talked about among user groups and taking up a lot of bandwidth on internet forums. Certain segments of motorized sales are booming, while others are remaining flat or even going down in numbers. UTV sales are the ones that are booming, and our public land managers are hard pressed to manage this boom effectively. They started out as users of the same 50” wide tracks as the quads, but the size of the vehicles has increased and now the standard is 65”, basically a road and not a trail anymore. The really big four-seaters are bigger than my Jeep CJ7 or even my Cherokee.

As with any recreational pastime there are a lot of new users entering the OHV world. And with those new users comes a certain segment that is either not educated in wise use and tread lightly, or simply does not care. I was land use editor for a major OHV magazine for a number of years, my primary role as I saw it was education. After years of feeling like I was just shouting in the wilderness, even working with excellent organizations such as BRC, I still felt like not enough people were listening to make a difference. And now, several years later, we are at a point where, in my opinion, this situation has become critical.
Last week I was at a local ORII (Outdoor Recreation Industry Initiative) meeting held in Farmington, NM. This was basically a meeting to sound out the various user groups and lay out some ground rules on how to effectively use the grant money. I brought up the need for education as being one of the most important things the group can do, and it was generally agreed that this was of primary importance. But, as others pointed out in conversations after the meeting, who is going to listen? Is the 30 year old guy that just bought a UTV so he can go out in the hills with his buddies, drink beer, and tear things up going to listen? Probably not. Is the junior high or high school kid that just got or is going to get his first quad or dirt bike going to listen? Maybe. Apparently, this is the group that needs to be targeted, and I guess just let law enforcement take care of those that won’t listen or refuse to learn.

Sure, I have my prejudices. I’m an avid dirt biker that lives for single-track trails. And in my opinion there can never be enough. Near where I live there is a large BLM off-highway recreation area that tries to cater not only to the motorized users but is world famous for its single-track mountain bike trails, some of which are shared with dirt bikes. All of the single-track is either gated or marked clearly with signs. The areas that generally aren’t gated but instead have signs are where a single-track trail crosses a dirt road and picks up on the other side. And this is a big problem. These areas are often becoming a mess with unauthorized users accessing the trails and tearing them up. The signs are being ignored or, in some instances, even being driven over. And new, unauthorized trails are being cut not only by four wheeled vehicles but, as one of the local BLM law enforcement officers told me, by dirt bikers who are cutting new illegal single-tracks.

This behavior, as I heard in the ORII meeting, is only giving the anti-OHV crowd the ammunition they need to get us shut down. As one local mountain bike shop owner (a radical anti-OHV guy) put it, the UTVs and dirt bikes are scaring the children (yes, it’s always the children) on their mountain bikes.

I don’t intend to come across as intolerant or as someone that has all the answers. What I hope we can do is have a conversation among the various motorized user groups about how to go forward without more closures and conflicts among us. BRC, NOHVCC and others are doing a great job at education and advocating for us but, like I mentioned earlier, how many of the OHVers are actually listening? From my observations, not nearly enough. I wrote an op-ed for the magazine I worked for back in 1999 titled “Time to Wake Up.” And now it is really time to wake up, even more so than it was nearly 20 years ago.

ABOUT THE AUTHOR: Brad Ullrich has been a land use activist since the early 90s. “The red squirrels on Mount Graham in SE, AZ, [are] what first got me interested,” he tells us. Brad is also the former land use editor for Off-Road.com.