Spotlight On Vegas Valley 4-Wheelers

The Makings Of A Moto Girl

Meet Our New Veterans Ambassador
<table>
<thead>
<tr>
<th>TITLE</th>
<th>AUTHOR</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>From The Executive Director</td>
<td>Spencer Gilbert</td>
<td>5</td>
</tr>
<tr>
<td>A Message From Outgoing President, Todd Ockert</td>
<td>Todd Ockert</td>
<td>10</td>
</tr>
<tr>
<td>The Makings of A Moto Girl</td>
<td>Stephanie Judge</td>
<td>12</td>
</tr>
<tr>
<td>Recreate Responsibly</td>
<td>Skip Lash</td>
<td>16</td>
</tr>
<tr>
<td>An Interview With Sharetrails.Org Lead Counsel, Paul Turcke</td>
<td>Interviewed by Spencer Gilbert</td>
<td>18</td>
</tr>
<tr>
<td>Introducing Andrew Weger, Sharetrails.Org/BRC Veterans Ambassador</td>
<td>Staff</td>
<td>21</td>
</tr>
<tr>
<td>ORGANIZATIONAL SPOTLIGHT: The International Snowmobile Manufacturer’s Association (ISMA)</td>
<td>Staff</td>
<td>24</td>
</tr>
<tr>
<td>Introducing Ric Foster, Sharetrails.Org/BRC’s New Policy Director</td>
<td>Ric Foster</td>
<td>28</td>
</tr>
<tr>
<td>Yellowstone Update</td>
<td>Jack Welch</td>
<td>31</td>
</tr>
<tr>
<td>CLUB SPOTLIGHT: The Vegas Valley 4-Wheelers (VV4W)</td>
<td>Staff</td>
<td>32</td>
</tr>
<tr>
<td>Fearless And The Rocks</td>
<td>Phillip Thorpe</td>
<td>36</td>
</tr>
<tr>
<td>General Membership Meeting (and other Important notices)</td>
<td>Staff</td>
<td>39</td>
</tr>
</tbody>
</table>

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Lando enjoys a little 4-wheelin’ with his owner, Gary LaMorte.

Photo courtesy of: The Vegas Valley 4-Wheelers (http://vv4w.org)

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THIS IS MY FIRST of what I hope will be many articles for the magazine.

“We shall not cease from exploration, and the end of all our exploring will be to arrive where we started and know the place for the first time.” -TS Eliot (this is to all my OHV/UTV/4wheel/OSV friends who do this in the spirit of exploration!)

I started my time here at Sharetrails.Org/BlueRibbon Coalition (ST/BRC) on about July 1st. The experience has been intense but remarkable.

The trail advocates I’ve met with are extraordinary people, dedicated to an ideal far more important than just trail access. All of you—members, riders and enthusiasts—love riding and exploring because it’s part of the basic American DNA that loves exploration and freedom.

In Idaho alone, outdoor motorized recreation...
represents over $1 billion with $530 million plus in added revenue. OHV access supports entire communities, like those in Buena Vista, Colorado. Closing trails has direct impacts on everyone from manufacturers like Polaris, KTM, etc., to dealers in Raleigh, NC, and accessory firms like Rocky Mountain ATV in Payson, UT, from outfitters in Las Vegas, NV, to the gas stations of West Yellowstone, MT.

I am dedicated to keeping trails open and opening new trails for all types of modalities. At ST/BRC we are returning to our roots. Our founder Clark Collins was instrumental in helping pass the Symms Act, and we believe there is even MORE we can get done legislatively with a coordinated effort among the OHV community. We are VERY active in promoting a legislative agenda that includes:

- Supporting the Clear Creek Recreation bills in California (and using this to identify and create other areas which we can open)
- Support of Senator Mike Lee’s (R-UT) effort to return land to the states (and its people) through the Protect Utah’s Rural Economy, or PURE Act, similar to the Antiquities Act protections enjoyed in Alaska and Wyoming.
- Federal budget proposal to add Trail Funding to new Mining, Energy and Ag projects on federal lands.

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)

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

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www.omix-ada.com

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

Meeting with the staff of US Senator Diane Feinstein (D-CA)
Spencer Gilbert with public land policy warriors, Byron Baker and Bob Meikle. Both Byron and Bob have done INCREDIBLE WORK opening trails in the “Jackson Hole Corridor” Bridger/Teton area.
• Government support of a national program to utilize OHVers to do the Trail work that cannot be done by the Forest Service and BLM due to lack of funding
• Travel Management Subpart C

This certainly isn’t a comprehensive agenda but it’s a great start! We will need all hands on deck as we move to fundamentally change how OHV access is determined.

We continue to aggressively support our legal efforts through Paul Turcke, while hiring on additional counsel to meet growing demand. We are forming partnerships with law schools that want to participate in our Trail Access Legal Fellows Program. This will provide our legal team with new blood and some rest for Paul and Co.

We are currently fighting battles in Oregon (Ochoco), in California-Nevada (Bi-State Sage Grouse) and Over Snow Vehicle legal issues that cover or will cover El Dorado, Stanislaus and Tahoe, issues that

Spencer Gilbert with Don Riggle of the Colorado TPA. Don Riggle will be an excellent partner and leader as we move forward. What happens in Colorado affects us all!

Spencer with some of the future of Off-Highway recreation. These young people are the reason we fight so hard for recreation access for future generations to enjoy.
WILL affect Utah, Idaho, Michigan, Wisconsin and any other state where you find snow! Our legal commitments for next year are growing exponentially as we try to better reach out to our partners on the East coast as well. We are constantly involved in the process of providing comments from the public on management plans for our public lands, and we hope to create ST/BRC training that will help all of you become advocates in your areas.

We are rolling out two new initiatives. The first is for dealers and outfitters. We are exploring pricing and details but we believe local dealers and clubs should be at the forefront of the fight! Our legal team has offered all the legal help, our political and policy groups have offered the same for groups that we can put together. This is incredibly important in organizing our community and getting money to the right people and right causes.

As you’ve probably noticed our marketing and social media campaign has exploded. We’ve seen a 540% increase in reaching you and new members. We are creating a BRCTV station on the website that will host interviews, debates and all of you riding where you ride! Part of this new media initiative is focused on greater transparency. You are going to find out what we do, when we do it and what we are spending. We want to earn your trust, and maintain that trust through openness.

I’ve spent my career in business and policy. I’ve built all types of companies and I’ve worked on all types of political campaigns and initiatives. I’ll tell you that what we do here matters. It may seem like “just recreation” to some, but for me it’s about preserving the great Spirit of Exploration that made this country so remarkable. It’s also about freedom and family. I want my 4 small children to grow up in a world with fewer “no you can’t do that” and “now you have to do that” and more “go find outs” and “why don’t you see for yourselves.”

“Kids should be allowed to break stuff more often. That’s a consequence of exploration. Exploration is what you do when you don’t know what you’re doing. That’s what scientists do every day.” –Neil Degrasse Tyson.

So if you can, we would love your financial support. But more importantly, get hold of us and let’s work together for a new, bolder, stronger era of Open Trail Access.
A Message From Outgoing President, Todd Ockert
Dear Members

I thought I would give you my thoughts as I step away from the organization to take care of some personal family issues. If you follow me on Facebook, it will not be hard to determine what that is. My dad has been diagnosed with cancer. I need to be able to help with the family as the oldest son should.

I believe in this organization and wish them the best into the future. I know Spencer and the team will continue to grow and nurture the organization into the future. I will continue to monitor and help where and when I can. My time though will probably be limited based on my work schedule and potential travel for my dad.

I am proud and hold my head high with my time on the board. We, as the board, brought back the magazine and all comments around it have been positive. It was work to get the magazine off the ground again. We put some effort and a great team in place to ensure we could provide a good product to you, our members.

The staff in the Pocatello office was exceptional and always answered my silly or stupid questions. They kept me informed of what was going on in the office. They are always professional and will take care of the needs of our members the same way. I appreciate everything they did for me when I asked for stuff and came up with silly ideas.

We have a great board of directors that care about the organization. I appreciate those that have stepped up and joined this board to help manage and lead OUR organization. They are all volunteers who get paid nothing to give up time out of their busy schedules to help this organization. Ask any one of them what it takes, and the amount of time and energy that they commit to the organization. I know I dedicated around 40 hours or more per month to the organization. I also traveled for the organization.

I hope to be able to help the organization in the future in some way. I will remember my time on the board as a fun and exciting time of my life. I am not giving up my Jeep or my off-road life style. I have a few bucket list items that need to get done soon with my Dad, and we will get those done. My friend Del Albright has volunteered to help me make these happen. We will work around my dad’s schedule of upcoming treatments.

I wish everyone associated with the organization the best. God Speed.

Todd Ockert, Outgoing President
Sharetrails.Org/BRC

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

Rocky Mountain ATV-MC
would allow Sharetrails.Org/BRC to continue with its vital mission to protect YOUR recreation access!
The Makings Of A Moto Girl

by Stephanie Judge

MotoGirls 208
Photo by James Judge
MotoGirls at Megs Braap Clinic, June 2018.
I was 30 years old. Going through a divorce, very lonely, and a little lost in life. I needed a new hobby. Something fun and exciting; something distracting. I needed a dirt bike. I walked into my local motorsports store and told the salesman I wanted a dirt bike and I’ve never been on one before. He suggested the one that I could touch the floor with both feet on the ground, a Honda 125 big wheel. With a huge smile, I said “I’ll take it.” How did I learn how to start my new bike and use the clutch? I googled it. And after some engineering help from my incredible dad, I had a ramp and rack for the back of my Jeep Wrangler so I could haul it. There was no way I was going to need a guy to load and transport my bike for me. Much like most people that have a motorcycle, I immediately fell in love with it, and I quickly learned that it is nearly impossible to have a worry in the world while holding on to those handlebars.

I spent many outings following boys up scary trails, through terrain that was very intimidating, and being left in the dust to figure it out. But I did it. And I loved it. The first guy that I met that insisted on staying behind me and letting me lead without flying past me, I married. But something was still missing... where were all the other girls at? I saw glimpses of them while out camping and riding, but I guess people were right... female riders are like unicorns, very mythical-like and good luck finding one!
This is the reason I founded MotoGirls 208. Using social media to bring these beautiful creatures together, encouraging female riders and putting that attention to good use by giving back to our riding community and trails along the way. Gaining hundreds of followers within the first couple weeks of announcing this local group and having immense support from very credible and highly respected off-road groups and companies showed me I was onto something even bigger than I had dreamed of. Female riders really are a big part of this industry, and I wanted to be that voice and that presence.

By setting up our booth at local races and events and selling some rad merchandise, I created a way to reach out and meet these other female riders and give back to our local riding community and trails. Our very first MotoGirls 208 ride showed me we were going to break down stereotypes very quickly. These girls had more heart, more determination, and honestly were better riders than a lot of guys I had ever ridden with. I had never had more fun out on my bike, and let’s face it.... who doesn’t love a real Moto Girl? This herd of ‘unicorns’ is making an impact in a very big way. An impact that is here to stay.

**MotoGirls 208 On Facebook**

**MotoGirls 208 on Instagram**
@motogirls208

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_Future MotoGirl?_
Fellow riders. Greetings.

I am a 70+ year old retired U.S. Navy diver and have ridden 2 wheelers, 3 wheelers, 4 wheelers and side by sides. My wife and I enjoy quiet drives in the mountains in our Polaris Ranger. We volunteer in two different clubs on trail maintenance and trash retrieval, always coming back with more trash, cans and bottles than we can carry.

I have been active in various Search and Rescue groups and still active as a member of the Board of Directors for our county rescue squad.

This letter is about the complete disregard of some riders that ignore “Stay the Trail”, “Tread Lightly” programs and “trail closed signs” that can be immensely beneficial to the idea of keeping riding areas safe from being closed to public use. I have witnessed ATVs and dirt bikes take off across open mountain meadows just to be able to spin doughnuts in the mud. This only leads to more erosion and trail damage. A true rider will attempt to navigate a trail without spinning his/her wheels. Remember, when traction breaks loose, you have no control over your machine, and damage can occur. Personally, I do not want to be stuck on the side of a hill side trail with a broken axle or damaged machine. Or body!!

I have ridden trails in the past, then come back a few years later and had the same trails closed to public use. This is very hurtful to the public as it is

Editor’s Note: The following was received as a letter-to-the-editor, but addressed to all OHVers. The letter comes from Skip Lash, a long-time member from Alabama. It contains a powerful message that we thought we’d share with you, our readers.
created by a few individuals that have no regard for others.

As a general rule beer and alcohol are not allowed on FS trails and are not safe on ANY trail. It is illegal to drink and drive a motor vehicle and an ATV/UTV/dirtbike is a motor vehicle. Plus, booze lowers cognitive thinking and safety is discarded. “Hey, hold my beer, watch this” is heard way to often on the trails and campgrounds, generally just before an accident happens. I have been stopped several times, just as a courtesy, to check if we have beer in the cooler. The officer/ranger often comments on the equipment I carry in the Ranger.

The relatively few folks that are “me” centered have the onus to think before they act irresponsibly. This will benefit all off-road riders to enjoy the wonders of nature without harming others’ enjoyment.

There are age-old guides for operating a vehicle of any type on trails. Find the guidelines, read them and courteously and responsibly enjoy, with others, nature’s awesome beauty and glory!

Thank you
Skipper

Voice of the BlueRibbon Coalition
An interview with Sharetrails.Org/BRC Lead Counsel

PAUL TURCKE

Interview by Spencer Gilbert
Sharetrails.Org/BRC Executive Director
Spencer Gilbert (SG): So I’m in a whirlwind tour of ST/BRC’s operation as the new Executive Director (ED). Can you give me a soundbite description of the Legal Program?

Paul Turcke (PT): Welcome aboard. The Program exists so that riders can help defend the good agency decisions and challenge the bad.

SG: How long has the Program been around?

PT: The initial efforts were in the mid 1990s. ST/BRC spearheaded an effort to intervene in a 1996 case filed by Wilderness advocates in Montana. We made a jurisdictional argument that the Forest Service chose not to join. Eventually the Solicitor General’s office warmed to our view, which in 2004 was vindicated in a 9-0 Supreme Court decision.

SG: What did the initial Legal Program look like?

PT: The initial vision came from Adena Cook and Clark Collins. First, they wanted to make sure “our side” had lawyers and everyone knew it, so that land managers wouldn’t just roll over when the other side threatened legal action. The idea was to have lawyers “on demand” who could help plant seeds making comments and administrative appeals, and then follow through when some of those projects ended up in court.

SG: Did the Program start slowly in those early days?

PT: To the contrary, it exploded. The formal guidelines for the Program were set by 1999. It was the middle of the second term...
for Clinton-Gore. There were unprecedented threats to access and nearly universal support for our side fighting back. In 2001, we had 13 active litigation matters, plus daily work under the general retainer.

**SG:** Has that level of involvement continued?

**PT:** We have stayed busy, but not as busy. For some, the silver bullet hasn’t come quickly enough, and they are looking elsewhere or have lost hope entirely. Fortunately, there is a core of support that “gets it” and realizes we are playing a long game, where persistence and solid fundamentals are key.

**SG:** I heard a rumor that ST/BRC was funded by deep pocket corporate money?

**PT:** I would love for that to be true….Most riders who support ST/BRC are educated professionals with families and above-average income.

**SG:** I hear people complain that we never go “on offense,” but you said we do “challenge the bad.” Do you have examples?

**PT:** Sure. In broad terms, ST/BRC has brought suit or cross-claimed against the agency nearly twenty times. About 10 of those times, we got a positive result. We either won at least partially in the district court, the case settled, or the agency simply pulled its decision and we regained the access that had been closed. In several of those cases we recovered money for attorney’s fees from the United States.

**SG:** I’ve also heard that ST/BRC focuses in certain areas of the country, or on certain types of access?

**PT:** We go where people ask us to go. There are criteria for taking on cases, which are matched against requests by the Legal Action Review Committee.

**SG:** Well, thank you for your time and the information, Paul. I am sure that we will have many interesting discussions in the future.
Introducing **ANDREW WEGER**

**Sharetrails.Org/BRC VETERANS AMBASSADOR**

**ANDREW WEGER LIVES** with his wife Kelly and their two dogs in North Carolina. Kelly and Andrew are expecting their first child, a daughter, in September of 2018. He is currently an MBA Candidate for the Class of 2020 at Duke University’s Fuqua School of Business. Since leaving the Marines, he has become a fierce advocate for the rights of disabled veterans. Andrew is humbled and honored to be named the National Veterans Ambassador for Sharetrails.org/BlueRibbon Coalition (ST/BRC) and hopes he can do his part to ensure open access for all.

Growing up, Andrew’s greatest role models were his grandfather and uncle, both of whom had served in the military. His grandfather served in...
the Navy during World War II, and his uncle had served in the Army before transitioning careers into the NSA. After the 9/11 attacks, Andrew would carry on the tradition of military service by enlisting in the United States Marines.

May 15th, 2007, Andrew arrived at Marine Corps Recruit Training Depot, Parris Island, South Carolina. He was assigned to Platoon 1056, 1st Battalion Bravo Company. He would graduate recruit training in August of 2007. After 10 days of leave, Andrew checked into Marine Combat Training East, Camp Geiger, NC. Next, he reported to Fort Sill Oklahoma, for Artillery Cannoneer’s course. After completion of all of his training he was assigned to 3rd Battalion 10th Marines, India Battery.

Andrew deployed as a Private First Class to Fallujah Iraq in 2008. He served as a gunner for convoy security operations. His platoon was responsible for detainee transfers throughout Al Anbar province as well as security for other nations working within Iraq. Upon returning from Iraq, Andrew was meritoriously promoted to the rank of corporal.

In November of 2009, he deployed for a second time to Helmand Province, Afghanistan. His platoon was assigned to Forward Operating Base Mahafiz on the southern region of Marjah. Within a month of deploying to Afghanistan, he and his fellow Marines made a trip to Now Zad, Afghanistan, where they participated in Operation Cobra’s Anger in order to help clear the city of Now Zad from insurgent forces. During the first few days in Now Zad, Andrew’s battery was attacked in a complex ambush of mortars and small arms. To fight off the enemy ambush, his battery became the first in decades to fire their howitzer in what’s known as “Direct Fire.” His fellow Marines opened up with every weapon at their disposal. Including their M777 Howitzer, which was
fired directly at enemy forces. He and his Marines were some of the first to participate in the Battle of Marjah. He took pride in acting as a mentor to his junior marines and the Afghan forces his unit was tasked to train. The deployment was very hard and resulted in Andrew’s unit having Marines killed and wounded in action.

When Andrew returned from Afghanistan he was assigned to serve a b-billet as a Combat Instructor. He reported to Combat Instructors Course in October of 2010. In December of 2010, he checked in to Golf Company and was immediately promoted to the rank of Sergeant. Andrew served with Golf Company for 12 class cycles training entry level Marines in basic infantry skills. He was next assigned to the instructor group for Marine Combat Training East. During his time at the instructor group, Andrew earned the title of a Senior Instructor for both weapons and tactics. In December of 2013, he was assigned to Wounded Warrior Battalion East. Later that year Andrew met his wife Kelly. In January of 2014, he was medically retired after 7 years on active duty as a Marine.

Andrew is driven by the memory of his brothers who gave all for this country. Since leaving the Marines, he has become dedicated to honoring their memories by advocating for wounded veterans everywhere he goes.

Editor’s Note: A joyful update -- Andrew and Kelly Weger welcomed little Riley Grace into their family on September 1st, 2018. Congrats!

Please join us in welcoming Andrew Weger as a fine addition to the Sharetrails.Org/BRC Team!
THE INTERNATIONAL SNOWMOBILE Manufacturers Association (ISMA) is an organization representing the four major snowmobile manufacturers, Arctic Cat, Ski-Doo/Bombardier, Polaris and Yamaha. ISMA coordinates committees within the industry to handle concerns such as snowmobile safety, the promotion of the lifestyle activity of snowmobiling, keeping accurate snowmobile statistics, reporting the growth of the industry and the positive economic impact of snowmobiling throughout the world.

ISMA was founded in 1995 after the manufacturers chose to close down the International Snowmobile Industry Association (ISIA). They moved the new office and organization to Michigan from Washington DC (DC).

"The manufacturers wanted the organization to be in touch with their customer base," Ed Klim, ISMA President told us. "They wanted to ensure that the organization and its new director would be familiar with snowmobiling, yet close to DC by plane if needed."

The organization immediately involved itself with issues like snowmobiling safety and access, as well as with Federal regulations from the US...
Environmental Protection Agency (EPA), their counterpart--Environment Canada (EC)--as well as the environmental authorities of the European Union and the country of Sweden. Key individuals from each manufacturer worked on committees to guide and direct the efforts. Promotions supporting snowmobiling were initiated. The standards snowmobiles are built to were upgraded, a change that was welcomed by customers and regulators alike. Many, many trips to DC and Ottawa have been conducted in the hopes of educating leaders on the importance of snowmobiling for the mind, body and the overall economies of the entire snowbelt.

Some of ISMA’s most successful programs have become well known slogans and campaigns, such as their “Safe Riders!” program--which promotes safety awareness amongst sledders and organizes snowmobile safety courses. Their “Take A Friend Snowmobiling” campaign, which focuses on introducing non-snowmobilers to the joys of sledding, helps newcomers to this wonderful form of recreation get started and promotes the sport as a fun and highly enjoyable activity to share with friends and family.
Statistics provided by ISMA provide manufacturers and recreational organizations and clubs with up-to-date and accurate information on industry trends, all of which point to a vibrant and growing industry.

The Economic Impact of Snowmobiling:
- **United States** — $26 billion annually
- **Canada** — $8 billion annually
- **Europe & Russia** — $5 billion annually

Over 100,000 full-time jobs are generated by the snowmobile industry in North America. Those jobs are involved in manufacturing, dealerships and tourism related businesses.

For even more facts, take a look at ISMA’s snowmobile Fact Book online (bit.ly/isma-fact-book).

ISMA works closely with a number of other organizations, such as the American Council of Snowmobile Associations (ACSA www.snowmobilers.org) and the Canadian Council of Snowmobile Organizations (CCSO/CCOM)
www.ccsocccom.ca), and has supported even wider recreation efforts such as those of Sharetrails.Org/BlueRibbon Coalition (ST/BRC). They are strong supporters and participants of such pro-snowmobiling events such as the International Snowmobile Congress (www.snowmobilers.org/isc), and organizers of the International Snowmobile Safety Week (bit.ly/isma-issw).

ISMA has worked closely with ACSA and ST/BRC in the long and ongoing battle to keep Yellowstone National Park open to snowmobiling and continues to keep an eye on this and many other issues important to snowmobilers. The successes we have enjoyed in this regard are in no small part due to partners like ISMA.

When it comes to organizations that ST/BRC has partnered with over the last three decades and more, ISMA stands out as one with a firm commitment to making the sport of snowmobile recreation better. Their slogan, "For the love of snowmobiling!" says it all. For more information on this great organization, check them out online (www.snowmobile.org).
INTRODUCING

RIC FOSTER

SHARETRAILS.ORG/BRC’S NEW POLICY DIRECTOR
MY NAME IS RIC FOSTER, and if you have called the public lands department at Sharetrails.Org/BlueRibbon Coalition (ST/BRC) in the last 14 years then you probably have already talked to me. I’m originally from Pocatello, Idaho, but grew up as an Army brat traveling to different parts of the world with my family, coming back to Pocatello only occasionally whenever my dad would get a new assignment. I graduated from Pocatello High School in 1974 after which I joined the Army. I retired from the military in 1998 after 24 years of active duty. After leaving the service, I decided to go to college and continue my education. I attended classes at Idaho State University where I graduated with my degree in Computer Software Engineering in 2001.

I have been married to my high school sweetheart for 44 years and we have one son, who also just retired from the Army after 24 years. We have three grandkids, the oldest will graduate from University of Northern Colorado next May with her degree in Athletic Training. One grandson just graduated from high school and is going on to college and the youngest grandson graduates next year from a Technical High School where he is learning Computer Game Development & Animation.

In one way or another I have been involved in ST/BRC for the last 20 years. First as a volunteer, doing things like office work and desk construction, to helping move the organization to their current home. In 2005 Brian Hawthorne, then the Public Lands Policy Director, hired me to manage the public lands department. The job entailed doing everything from sending out land use alerts, to designing graphics and laying out articles, and building webpages to contacting land use agencies.

One of my first experiences in dealing with the U.S. Forest Service...
was right after the 2005 Travel Management Plan came out. I was supposed to contact each one of the 154 National Forests find out everything I could about that forest’s travel planning efforts. Point of contact, website, if a plan already existed or what they were planning, and then post all that information on a webpage and then track that information until completion of the process. Talk about baptism by fire. After that the Bureau of Land Management began their own travel planning efforts and process started all over with them.

There has been a lot of rumors and speculation about recent changes that have been made under the new Executive Director and I want to let all our members and supporters know that when it comes to our focus, that has not changed. Our moto has always been “Preserving Our Natural Resources FOR The Public Instead of FROM The Public”, and that is what we strive to do every day. That means keeping our public lands open for recreational access for everyone.

Our policy direction will increase focus on working directly with legislators to get congressional legislation enacted that ensures continued and expanded access to our public lands instead of closing them off. We support the Clear Creek National Recreation Area bill out of California— we are hopeful that Senator Feinstein will sponsor the bill in the Senate and that a Wyoming senator may help her cosponsor. We support Senator Mike Lee’s antiquities bill, (A bill to limit the establishment or extension of national monuments in the State of Utah.) and would like to see similar measures throughout the country.

We would like to see a byline in the federal budget that opens new trails around energy, mining and logging projects. We support efforts by Energy Secretary Perry and Interior Secretary Zinke to open these lands and believe we can work together as an OHV community to help preserve these lands.

OHV use on the National Forest and BLM managed lands has grown exponentially over the last 20 years and continues to grow. We will continue to work with the agencies to institute good management policies and fight bad ones. To help increase the travel systems by adding additional trails rather than continually closing them. We will continue to work through the administrative process to make this happen but are prepared in case litigation is our only option. To do this we are increasing our legal team and budget to help defend the agencies’ good management decisions and to fight their poor ones.

I am proud of the work we do, and I am proud to be part of this team. I look forward to the challenges of this position and working with Spencer to open new trails, defend existing trails and grow the organization.
Here are some highlights of the Yellowstone Non-Commercially Guided Snowmobile Access program for the 2018-2019 winter season.

- Yellowstone Park has made available four access permits per day to non-commercially guided groups, one from each of the park’s four entrances. These are awarded annually through an online lottery when your group selects a date you want to enter the park.
- The online lottery system is hosted by www.recreation.gov (877-444-6777). Permits cost $40/day plus a $6 application fee. Lottery applications are accepted August 1 to 31 and permits are awarded in mid-September.
- Unclaimed or canceled permits are made available on a first-come, first-served basis beginning October 9. There is no waiting list. Cancellations may occur throughout the winter season, so check the www.recreation.gov website often for openings.
- Each of the group’s (limit five) snowmobile operators is required to have successfully completed the online Yellowstone Snowmobile Safety Education Certification training course. This course was developed with the help and sponsorship of the Wyoming State Snowmobile Program and is now sponsored by Yellowstone National Park. The free course is available at http://provalenslearning.com/yellowstone-snowmobile-education-certificate.
- You will be required to use only current Best Available Technology (BAT) snowmobiles in your group. These required machines can be rented at locations near the four gates (www.nps.gov/yell/planyourvisit/snowmobileventors.htm).
- A maximum of two trips are allowed per season, per non-commercial guide, the trips can last up to 3 days if you are awarded a 3-day permit.

For complete detailed information on the Non-Commercially Guided Access Program, please see the Yellowstone Park Service website (www.nps.gov/yell/planyourvisit/ncgsap.htm).

Visit www.saveyellowstonepark.com online for additional information on the Yellowstone Winter Use issue and the snowmobile community’s combined seventeen-year effort to keep winter snowmobile access to Yellowstone.

Please remember one of our main collective efforts during the last SEIS Winter Planning process was to have a “Non-Commercially Guided” program for access to Yellowstone. We accomplished that and now experienced snowmobilers have the chance to plan a trip into the park without having to hire a commercial guide for the 2018-2019 season.
THE VEGAS VALLEY FOUR WHEELERS (VV4Ws) club was created over 33 years ago and today boasts over 120 members and their families. Members come together to take their 4×4’s out on the many trails around Vegas and surrounding areas. Most runs are arranged by an individual club member, but we also have annual club events that are designed to attract out-of-state 4×4ers.

“Las Vegas and the surrounding area has more to offer than just gaming,” says Kevin Bailey, VV4W President. “The trails available within a two hour [drive] offer something for everyone, from a challenge rating of 3 to challenge rating 10 routes that would challenge any of us.”

The VV4Ws also do their part for the community, organizing annual charitable activities, along with organized cleanups of desert areas. In 2007, the Vegas Valley Four Wheeler’s helped start the Southern Nevada Trail System and is one of their major sponsors.

One of the major events the VV4Ws are involved in, along with the Partners in Conservation (PIC), is the annual Hump N Bump event.

As Vernon Robison of the Moapa Valley Progress tells it, “The Hump N Bump, which features gravity-defying rock crawls and adrenaline
pumping vertical climbs in the nearby Logandale Trails area, has become world famous. Media outlets from all over the world clamor to come out to Logandale to cover the event. (see more about this event at bit.ly/VV4W-HumpNBump).

VV4W also doesn’t shirk from protecting their right to enjoy the outdoors their way, contributing generously to recreation access and Sharetrails.Org /BlueRibbon Coalition. The folks at VV4W are all #ChampionsForAccess!

The Vegas Valley Four Wheeler’s club meets the 1st and 3rd Wednesday of each month in Las Vegas, Nevada. For more information, visit them online at: http://vv4w.org.

Special thanks to Capital Land Cruiser Club for their continued support... www.capitallandcruiserclub.org

Special thanks to Mid-Florida Jeep Club for their continued support... http://centralfloridajeepclub.com

Supporters like these allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!
ONCE MY WIFE AND I decided it was time to make the sacred journey to Moab, I knew it was time to make some serious upgrades to Jackhammer, my Jeep JKU Rubicon. Like many of us, we turned to the forums and friends to determine what we should get done to our rig in order to “survive” the travels and trails ahead. First up was new tires, then a lift, ball joints, skids, beadlocks, and of course a re-gear. We were ready. Knew we could conquer most anything the Modern Jeeper Adventure would throw at us. Needless to say…we were excited.

So we made the 26 hour drive (that took us nearly 30 hours!) to Moab, UT. Found our campsite and began to prepare for the next 3 days of fun and adventure. We all met up at the local City Market for breakfast and drivers’ meeting. I walked around drooling at the other rigs and began to see the dollar signs adding up in my mind for Jackhammer’s next phase. Then I spotted it. The stock JKU from Canada with the only upgrade I could see was a set of Goodyear Duratracs. I remember saying to myself, “there is no way this guy is going to make it through Hell’s Revenge and Steel Bender.”

Day One: Hell’s Revenge

This was our friend from Canada’s first big challenge of the Adventure and his stock JKU seemed to do very well. He picked his own battles when deciding on what obstacles to run and not run. I was pretty impressed on how well he did, but then again I had seen videos of Kias and Cadillacs cruising around on Hell’s Revenge. Not that I am
discrediting his driving style or ability, but maybe he just got lucky so far.

Day Two: Steel Bender

Now from everything I have been told, this was the most difficult of the trails we would run for the weekend. And if it wasn’t hard enough to run the trail proper, our guides decided that we would conquer it in reverse. For all of you that are not familiar with this trail, it is full of big ledges (up and down), loose rocks, big rocks, and of course…the Waterfall!

Most of these obstacles have a by-pass or easier lines, but not the Waterfall. You have to conquer it. Typically you go down this beast of a break over there is someone holding the rear of your vehicle down to prevent you from going end
over end. But not this time, no sir, we had to go up it. One by one the big boys made it up and over the Waterfall. Even in my rig I was super intimidated by the steep ledges in front of me. My wife said there is no way she was riding up it and told me I am nuts for doing so. She gladly got out of the jeep and walked up the trail! But nevertheless I made it up thanks to the great spotting from Outlaw Jeep Adventures.

Now the real challenge was left. Getting the Canadian and his stock JKU up the ledges. All of us were scratching our heads on how we could make this happen. He had no lift, no oversized tires, nor high clearance fenders. So how does he get his rig to break over the steep obstacles? Winching? Not possible due to the limited space and dogleg right layout of the obstacle. Luck... Nope! Being fearless...absolutely. That’s what was driving this guy to do what seemed to be impossible. Yes the spotters were a huge piece of this, but he had to have the bravery to conquer the big rocks. After several resets and about 6 minutes of patience he finally made it up the toughest obstacle of the entire Modern Jeeper Adventure.

I guess the moral of this story is that you do not have to be the biggest and baddest rig on the trail to hang with the “big boys.” You can get out there and have just as much, if not more, fun as the folks with 37”+ tires and one ton axles. In my opinion, you show that you are a far superior driver than those with the big toys. You have the patience, the skill, the ability to be fearless and tackle challenges that most would not. I was proud to say I ran this trail with Canada and his stock rig. It made me remember that anything is possible, and you have to be fearless in life.

ABOUT THE AUTHOR: Phillip Thorpe has been an off-road fanatic every since he could crawl into his Grandpa’s “monster truck.” Over the years he has been a successful competitive fisherman and hunter. He is a connoisseur of Bourbon and BBQ. He also spends his time as a Moderator on Modern Jeeper Forum and a land use advocate for Sharetrails.Org/BlueRibbon Coalition.
2018 General Membership Meeting

ATTENTION MEMBERS! The General Membership Meeting is coming. The event will be held in Las Vegas on Sunday, October 28, 2018, at the Westgate Resort & Casino. If you plan to attend, please RSVP to brmem@sharetrails.org.

The meeting will resolve election/re-election for the Board of Directors and its officers, as well as discussion and voting on any other issues brought before the general membership.

Please visit us online at the address below to get up-to-date information on the General Membership Meeting, board elections, and any other issues of importance. ELECTRONIC VOTING is also available at this site, in case you will not be able to attend in person.

HTTP://SHARETRAILS.ORG/MEETING

WE WANT YOUR EMAIL!

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 Chief of Staff, Mary Jo Foster (brmaryjo@sharetrails.org) and update your membership account with your current email, or update your email online at: sharetrails.org/myemail.

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

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