RIDE FOR LIFE
Steven Hawkins & Lora Jaterka

WORKING TOGETHER WE CAN ACCOMPLISH MORE
Spencer Gilbert

OPEN UTAH’S MIGHTY 5
Ben Burr
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FROM THE EXECUTIVE DIRECTOR

FOCUSING ON STATES

by SPENCER GILBERT

WE ARE VERY SORRY for the magazine delay this issue! We are going through a lot of exciting changes, including how we do the magazine, its focus and how we can be more effective going forward. We have an unprecedented number of issues we are fighting, and, if you follow us on social media, you'll see how active we are all over the country. We are working on organizing a National Legislative Caucus that includes state and federal legislators that support OHV, along with key policy advisors that will be able to craft legislation and OHV strategy. We are moving forward with plans to tackle the “travel management rule” that regulates most OHVs on federal land. We have 20 plus legislative issues in our portfolio and addressing travel management directly will help us be very effective in opening land for the next 30 years. If you want to get involved, volunteer and donate—we are including current projects on page 8, following this column.

This issue is going to be a kind of template for upcoming issues. We will be focusing on specific states, issues or modalities. With all the activity in Utah, and with the recent Emery County Federal lands bill defeat, we are devoting this issue to Utah. Our next issue may cover your state or your modality, so stay turned! Before I talk about Utah, I want to share a personal plea. A year ago we were faced with some pretty hard choices. We had to cut overhead and that meant cutting staff and contractors. Since that time I have taken on the responsibilities for being our national ambassador for all the work we do, from policy and legislation, to fundraising and events. It’s a lot but it’s also incredibly inspiring. Meeting all of you, from the halls of the DC Capitol to the deserts of Nevada showed me how powerful we can be and how noble your intentions. This is a way of life for you. It’s your family. I love seeing how close the jeepers are to the jeepers, and how close the UTV’rs are to the UTV’rs. Seeing the love you share with each other is incredible, watching the battles between OHV advocacy groups or between modalities is discouraging. We are genuinely all in this together. Now is the time to bury the hatchet and work together to create permanent change!

Harry Truman said, “It is amazing what you can accomplish if you do not care who gets the...
“credit.” BRC is on a path that we hope leads to giving more money to local groups and working more behind the scenes to empower local stakeholders. In California, we work with the California Off-Road Vehicle Association, Cal4Wheel, the Sierra Snowmobile Foundation, Friends of Oceano Dunes among others. In Utah we work with Utah UTV, Utah ATV, Redrock 4 Wheelers and others. On the East Coast we work with a number of national and local groups. I could talk about Larry Ulrich in Oregon or Dave Mauer at Pacific 4 Wheel and all the wonderful help they’ve given. I believe in them, and they have helped reinvigorate us. Get involved in your local groups! The money we raise from different states and different areas will be spent supporting local issues. We want to empower you to work with your local leaders. BRC wants to be your biggest advocate as you fight in your legislature, in court or in the field—but we are always there to support you!

In terms of what we need? Well we always need money. That’s part of running a non-profit advocacy group, but what we really need are more members! As our membership grows so does our power base! If you are a member of a club, a group or action network, invite us to speak to you, work with you and most importantly add all of you as members!

Now to this issue! I was born on September 6th, many years ago in Provo, Utah. My parents met while working at Helper Junior High as teachers. Helper is next to Price, Utah, in the heart of Emery County. I attended elementary school in Fairview, Utah, and started Junior High at Sanpete Middle School in Moroni, Utah. My family helped settle Utah. These lands really were made for you and for me. This issue is dedicated to some of the groups that are making waves and getting stuff done in Utah. Their work is helping all of us. It is a template

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://bit.ly/smileBRC)
for some of what we can do from Indiana to Arizona. We are only as effective as our local partners, and our friends in Utah have been invaluable. If you're not from Utah, don't despair; future issues will feature other states following our upcoming special Winter issue. I hope we reach a point where we will be doing an issue every 2 months or even monthly again. We have a lot to cover, but we need advertising support for the magazine to make that possible. And remember, if you hear a rumor about a trail closure, or a fight or something about us, just call and ask. We are here to help!

“It is always important to know when something has reached its end. Closing circles, shutting doors, finishing chapters, it doesn't matter what we call it; what matters is to leave in the past those moments in life that are over.” –Paulo Coelho

We continue to evolve, we continue to change and we continue to restructure. We realized that we had to adapt or die. Be patient. We are doing more than ever with less. Long hard days, but we are in the battle of our lives to save the American way of life, giving hope that once again “freedom will ring from the rooftops.”
Below is a list of just some of your state’s access issues BRC is or will be involved with:

**CALIFORNIA ISSUES**

- Oceano Dunes delayed closure by California Coastal Commission
- USFS 5 Forest Over Snow Vehicle (OSV) Plans – The Lassen, Tahoe, Eldorado, Stanislaus and Plumas National Forest OSV Plans. BRC has submitted comments and/or objections on all these plans
- H.R. 403: Clear Creek National Recreation Area and Conservation Act – A Bill to establish the Clear Creek National Recreation Area in San Benito and Fresno Counties, California, to designate the Joaquin Rocks Wilderness in such counties, and for other purposes
- Bi-State Grouse Lawsuit – This lawsuit was filed in The U.S. District Court for Nevada on December 18, 2018
- Inyo National Forest Plan Revision Objections – BRC objected to Recommended Wilderness being expanded or closed to existing uses, Pacific Crest Trail buffers and the plan’s lack of suitable guidance for fire adapted ecosystem management
- SB 402 - Vehicles: off-highway vehicle recreation: County of Inyo
- SB 442 - State parks: resource exploitation exceptions: scientific research permits and commercialization permits
- SB 719 - Veterans: exemption from reservation fees to use state park facilities
- SB-767 - Off-highway vehicular recreation: Carnegie State Vehicular Recreation Area: Alameda-Tesla Expansion Area
- AB 209 - Parks: environmental education: grant program
- AB 467 Competitions on state property: prize compensation: gender equity
- AB 556 Outdoor experiences: community access program: grant program
- AB 1067 Public lands: Department of Parks and Recreation: wildfire management plan: wildland-urban interface
- BRC is working with California clubs and organizations for guidance on California issues

**EASTERN U.S. & FEDERAL ISSUES**

- Opening of Hoosier National Forest in Indiana (we are working on a more aggressive plan to get it opened to ORV use)
- Opening of ORV trail systems in West Virginia’s Monongahela National Forest (must work through other federal land legislation)
- Sharetrails Alliance, with the help from east coast state legislators, is creating a National Legislative Caucus to educate state legislatures on trails and trail economics.
- West Virginia State Trail Fund Legislation (proposed 2019)
- Our Veterans Program is run by our Veterans Rep. based in North Carolina, the initial veterans’ event will be run out of an east coast forest
- National Park Service rule prohibiting drone flights
- Virginia State Legislation to open more state acreage to OHV recreation (proposed 2019-2020)
- National Trail Funding Legislation
- Ohio Specific Trail requests through House Appropriations
- We are working with other states on similar state resolutions for OHV recreation and reopening Federal Land to OHV recreation

**IDAHO ISSUES**

- Salmon Challis National Forest Plan Revisions
- Idaho RS 2477 possible legislative solution
- Review of current OSV restrictions in Yellowstone and the likelihood of Snow Depth restrictions in Idaho Forests

**NEVADA ISSUES**

- Clark County Public Lands Bill – BRC will be working with local OHV groups on a rewrite of the Federal Clark County Lands Bill
- Naval Air Station Fallon, Nevada - BRC submitted comments on February 14, 2019, to the Fallon Range Training Complex Modernization DEIS, in conjunction with various partners including the Pine Nut Mountains Trail Association, Nevada and California Four Wheel Drive Associations and Sierra Trail Dogs and Dust Devils Motorcycle Clubs
- Bi-State Grouse Lawsuit – This lawsuit was filed in The U.S. District Court for Nevada on December 18, 2018. Several anti-access and preservationist groups have moved to intervene, which seems all but certain it will be granted

**COLORADO ISSUES**

- The Federal CORE Bill would be the largest public taking of Colorado land in more than 20 years
- Engagement with key Colorado partners GMUG National Forest Appeal Process
**NEVADA ISSUES (continued)**

- Primm OHV area
- BRC is working with Nevada Collaborative Conservation Network (NCCN) to prioritize federal lands policy in Nevada for all OHV users. This is the legally created working group in Nevada to prioritize how federal land policy is done.

**OREGON ISSUES**

- Blue Mountains National Forests Proposed Revised Land Management Plans for the Malheur, Umatilla and Wallowa-Whitman National Forests. BRC submitted objections to the plan on unjustified recreation closures, lack suitable guidance for fire adapted ecosystem management, timber management failing to adequately address recreation opportunities, failure to adequately address “minimization criteria” and recommended wilderness management.
- Columbia River Treaty – BRC will be on the Columbia River Treaty to make sure there are no effects to recreation. The Columbia River’s drainage basin includes parts of Washington, Oregon, Idaho, Montana, Utah, Wyoming, and British Columbia.
- Though we lost the Ochoco case, we are committed to staying engaged in the long term planning process for the forest

**UTAH ISSUES (continued)**

- HB 229 - Land Transfer Amendments - his bill enacts provisions relating to the duties of the Public Lands Policy Coordinating Office.
- Factory Buttes recently filed lawsuit in federal court
- The use of street legal UTV’s in Utah National Parks
- BRC is working with a Statewide Working Group for decisions on Utah issues

**WASHINGTON ISSUES**

- HB1028 - Modifying the types of off-road vehicles subject to local government regulation
- HB1110 - Reducing the greenhouse gas emissions associated with transportation fuels. Complex energy related legislation and its impact to OHV is currently unclear
- HB1113 - Amending state greenhouse gas emission limits for consistency with the most recent assessment of climate change science and with the United States' commitment under the 2015 Paris climate agreement
- SB5419 - Providing an adjustment of vehicle service fees. Would raise the service fees for title changes from $12 to $24, registration renewal and other services from $5 to $10
- SB5666 - Modifying the types of off-road vehicles subject to local government regulation
- BRC is working with Northwest Motorcycle Association (NMA) on legislative issues and other Washington OHV groups for decisions on Washington issues

If an issue in your area isn’t on this list, we may not be aware of it. You can let us know at brc@sharetrails.org
LAST SPRING I wrote about the importance of evaluating, pruning, trimming and thinning an orchard to ensure a full crop of healthy fruit and often times that trimming, pruning and thinning is very difficult work as it can feel like future crop and growth might be compromised.

We are now in the fall and looking at harvest. Through the summer and in the garden, the plants tell me if they need water by wilting and they need fertilizer or feeding if the leaves start to shrivel or pale or the fruit fails to develop fully. There is a constant feedback loop if one pays close attention.

At BlueRibbon/Sharetrails I am realizing this step is just as important in an organization as it is in a garden. In an organization it is often referred to as a “feedback loop” and is usually made up of routine communication and formal evaluation. I find that it is not uncommon to develop a direction and move on with intensity and forget the “maintenance” function that is so important.

Communication is the act of conveying intended meaning to another entity through the use of mutually understood signs and semiotic rules. The basic steps of communication are the forming of communicative intent, message composition, message encoding, transmission of signal, reception of signal, message decoding and finally interpretation of the message by the recipient.”

How do I know if the “transmission of signal, reception of signal, message decoding and final interpretation of the message by recipient” has occurred as I intended? I must ask and I must look at any product that might result to see if it matches my expectation. I must do this with the same thoroughness as when I appreciate the beauty in a bloom or taste the sweetness in the fruit. This feedback and evaluation are as important as the preparation last Spring.

We are establishing new relationships. Are they substantive? We have paid or reduced much of our debt. Is that good enough? We have reduced our staff to absolute bare bones. Can we still get meaningful work done? There are many questions to ask and conditions to evaluate.

Please let us hear from you. How else will we be able to prepare for the next season? What is working for you? What is not working for you? Tell us about your vision for the next season. Any and all feedback from our membership will be considered. You are the reason we are here.
THE OHV COMMUNITY mourns the loss of a long-time advocate and motorcycle enthusiast.

William A. Kaeppner, better known to those of us that knew him as “Bill,” passed away Wednesday, June 19, 2019.

Bill was a former Marine, husband, father, grandfather and great-grandfather who was highly involved in local government and attended St. John Catholic Church in Logan, Ohio.

Bill was an electrician by trade, and was a proud member of the International Brotherhood of Electrical Workers Local 683 in Columbus, Ohio.

Bill was an AMA Life Member, AMA Congressman and chartered club president. It was through his work with the AMA that he came to be involved with the Blue Ribbon Coalition (BRC) and the larger battle to protect all recreation access on public lands. He served as a member of the BRC Board of Directors from 19XX to the time of his passing.

Bill defended the access rights of recreationists for decades, and over the years, he created opportunities to ride for thousands. He supported the AMA and BRC personally and through his organizations that he founded and ran. His contributions to the sport were significant and lasting.

William Kaeppner was a true champion of recreation access, and a strong, dedicated example for the recreation community as a whole.

Though he now takes his place in the proud company of many other recreation champions lost all too soon, he will be remembered long after his passing.

—To read William Kaeppner’s obituary, visit: https://sharetrails.org/billkaeppner
Paul Turcke (right) stands in front of the U.S. Supreme Court
Some colleagues and clients over the years have found it useful to consider that our federal government can be compared to a stool, with three (or four) legs that contribute equally and independently to the stability and function of the whole. Let’s revisit that analogy and consider what it means in shaping BRC Legal.

The three legs represent the executive, legislative and judicial branches of our federal government. Ours is often referred to as a “tripartite” form of government with “checks and balances” among the independent branches of government. These roles and boundaries are primarily stated in the Constitution. Congress can pass laws which define rights and obligations, but the President can veto such laws. The President can also nominate judges and key personnel and issue executive proclamations and orders. The judiciary can interpret, determine the effect of, and even nullify the laws of Congress or actions of the President. In theory, these separate branches of government have a fluid and interdependent relationship, encouraging an ongoing dialogue consistent with republicanism as a foundational principle of our Government.

Sometimes an argument(s) is made for a fourth branch of government. This has plausible force in the public lands context when one considers the importance of administrative agencies. In both theory and practice these agencies exercise the powers of all three of the aforementioned branches, by promulgating rules with force and effect of law (legislative), by investigating/executing these rules and formulating policy (executive), and by interpreting and directing compliance with these rules and other law (judicial).

The first implication of this model for public lands advocacy is to realize the interplay and importance of all these branches. A focus on one leg might create an unstable result. One must be constantly analyzing and adapting, so that efforts can be focused on the branches/strategies offering a plausible and timely return on investment. Or maybe a foray into one arena makes particular sense in some unique alignment of political bodies. Sometimes circumstances arise where an issue becomes a “dead end” in one branch, or an entire branch succumbs to bureaucratic gridlock. Do you think it was a coincidence that the gigantic “public lands omnibus bill” sailed through Congress in early 2019? Most of those hundreds of component parts grew during, even before, the stalled Congress during two terms of the Obama administration. How many riding areas did you see opened, or closed, in that package? Our opponents had many long-term projects sprinkled in that bill, and you can bet they have dozens more seeds already planted.

So which of these legs is the most important? Our Sharetrails.Org (BlueRibbon Coalition) would like to express special thanks & appreciation to RM ATV-MC for their exceptional support. Supporters like RM ATV-MC allow Sharetrails.Org/BRC to continue with its vital mission to protect your recreation access!
analogy falters a bit here, because it would seem the answer is that they are all equally important. Many times that can be true. Other times one “leg” can overshadow the others, such as when Congress passes a law saying that a certain use shall be valid (or prohibited) in a specific area or a species shall not have protected status under the Endangered Species Act. However, in my view the judicial “leg” is the most important. I say this not because everything can be answered in court. As astute readers from our prior articles will remember, even “winning” a lawsuit typically sends the matter back to the agency, where the same (or less) trail mileage might eventually result. But litigation is a fulcrum for change, where irreplaceable knowledge is gained and a reputation established. This can create unique perspective and influence in future efforts before the other branches.

Grassroots activism tends to produce passionate and cyclical demands for justice or change. Skillful advocacy requires more than an inspiring call from the pulpit. The recreation community needs to understand and invest in reasoned, coordinated, long term strategies across all branches of our federal Government.

To make your donation right now, visit:
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You can also send contributions by mail to:
Sharetrails.Org/BRC; P.O. Box 5449; Pocatello, ID 83202-0003 (be sure to note on your check that this donation is for the Legal Fund).

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Supporters like these allow Sharetrails/BRC to continue with its vital mission to protect YOUR recreation access!
**The 35th Annual Ride For Life**

by STEVEN HAWKINS  
Utah ATV Association President  
& LORA JATERKA  
Ride for Life, Chairperson

THE UTAH ATV ASSOCIATION recently held our 35th Annual Ride for Life, benefiting Make A Wish Utah. We ride ATV/UTVs from Deseret Peaks complex in Grantsville, Utah, to the Nugget Casino in Wendover, Nevada, on Saturday. We the make the return trip on Sunday. Round trip is approximately 220 miles.

This ride was the brainchild of Bill Coulter and several other of the original founding members of the club. Bill was an engineer for Union Pacific Railroad and quite often made the run taking him through Grantsville, to Wendover. He always thought that it would be a fun ride, so they scouted out the route and decided that they would make a charity ride out of it. The first year of the ride was 1985, and originally it was done for MDA. That first year it was all three-wheelers. The ride has evolved through the years to include four-wheelers, and UTV’s. We also changed charities about fourteen years ago, switching from MDA, to Make A Wish Utah.

We have many companies that help support the ride by donating supplies for our riders along the way. Pepsi donates soda and water, and Walmart donates water also so that our riders can remain hydrated along the way. Rhinehart oil donates 500 gallons of fuel for our riders, this is hauled on a fuel truck and then sold to the riders at current market prices. This money is then donated to Make A Wish. We also have companies that donate hotdogs, buns and chips for lunch at $2 each. Again, this money is donated to Make A Wish.

"Next year we hope to have even more riders, which in turn brings in more money and that grants more wishes!"
On Sunday morning we have a huge prize raffle. There are many smaller prizes and the tickets are $1 each. We have a lot of grand prizes that we give out, ranging in value of $1,000 and up. To qualify for the grand prizes our riders bring in cash donations. For each $50 in donations the rider receives one ticket, with bonus tickets available for reaching certain amounts. This year we gave away a kids’ 170 RZR, a Honda 250 ATV, several $1000 gift certificates, and a Queen size Serta Mattress set.

This year we had approximately 160 riders join us, along with many support riders, Search and Rescue, ambulance crew, and drivers pulling dead trailers for broken down machines. We are still counting money and paying expenses, but we will be donating between $45,000-$50,000 this year. We hope that we can increase this next year. In the years that we have been associated with Make A Wish Utah, we have donated over $500,000.

You can find information on the club website, [www.utahatv.com](http://www.utahatv.com). Or you can also follow the Ride for Life on the Facebook page. The dates for next year are not set yet, but it usually is the third weekend of August. You can help us grant wishes for children with life threatening illnesses in several ways. You can join us on the ride, or just make a donation to the Ride for Life. We will have a link setup before next year’s ride so that you can donate online.

Granting these wishes is so important for the child. Children who have received wishes do better in treatment of their illness. When a child has an illness, the whole family is affected by it. So these wishes are not only helping the child, they help give the family a break also.
Ride For Life is an OHV Ride—from Grantsville, Utah to Wendover, Nevada—that the Utah ATV Association (UATVA) has been doing for 35 years to benefit Make A Wish Utah (more about the UATVA on page 20).
OUR RIDING CLUB, the Utah ATV Association, started as a group of friends that rode three wheelers together in 1983. In 1984 they decided to register as a club. This was done to help fight for land access. As a state we had begun to see more trails being closed down by the Forest Service and the BLM. This was at the beginning of the sagebrush revolution.

The club’s mission is to preserve land access through volunteer service and political advocacy. We also promote responsible trail use through education of the Tread Lightly! principles. We promote and support the BlueRibbon Coalition in their efforts to keep public lands access open. We have been instrumental in many of the new state laws concerning street legal ATV/UTV. We were also heavily involved in the passage of HB143, which lowered the taxes that we pay on our registration fees, while also putting more money into the State Parks OHV program for trails.

We do monthly club rides with our members, taking them to different trails across the state. Many of our members come to us because they don't know where to ride. We teach them about the different trail systems throughout Utah and the many different types of trails they have to offer. We also teach our members how to be safe while riding, and what supplies they should carry on their machines for emergency situations.

Trail advocacy is very important to our members. As the fight to keep access open is a constant battle against the extreme environmental groups, it becomes more important to unite together as one. Not only as our club alone, but with the various clubs across the state.

We encourage our members to bring their
children and grand children to the club meetings and rides. This will hopefully instill a love of the sport that they will carry on in their lives and pass along to their children.

I have been president of the club for the past five years. I grew up racing motocross and helping to pioneer the four-wheel ATV class in Utah back in 1985. When I came to the club in 2013, the membership had been in decline because of the recession, having only 7 paid memberships. Today we have over 90 paid individual and family memberships, thanks to the hard work of the board members. I own two Yamaha Grizzly 450’s, and a Wildcat Trail 700. I am an ATV guy by heart, but as I creep up in age, the UTV is nice sometimes. I enjoy all types of trails from desert, to high mountain trails, and from mild to extreme. I love to ride the trails around Kanab. There is such a diversity of terrain there, and the trail system is so well marked. I get asked a lot about which trail is my favorite, and that is really hard for me to pick just one. But just for the sheer beauty, I would have to pick Casto Canyon near Panguitch. The red rock spires along with the Ponderosa Pines is absolutely stunning.

The club motto is “Come Ride with Us,” so if you are in Utah, look us up. And if you are planning a trip, feel free to reach out to us for any advice. Our website is www.utahatv.com, you can also follow us on Facebook.
UTV Utah was a small off-road group that was started 3 years ago on Facebook. The group was originally just a place for a few friends to share ride info and ask questions about their machines with hopes of getting good feedback and making more friends. As the information and rides grew so did the group’s membership. As the group continued to grow, the purpose of the group morphed as members requested help from members in various areas throughout the state. Today, UTV Utah is registered as a 501c4 non-profit entity in the State of Utah. The group has grown to over 14,000 members in 3 very short years. UTV Utah is now the largest off-road group in the state. They have become one of the most predominant voices in the OHV community and represent the public’s side of many illegal road and trail closures, OHV discriminatory legislation and much more.

Utah is a state where many other states look for policies on land use, regulation and legislation. Having UTV Utah involved in such discussions is a huge asset to the OHV community in Utah and other states. By making sure that the public’s voices are heard and that the OHV crowd is represented at such meetings is crucial to maintaining long term responsible OHV use in Utah. Typically policies that takes place in Utah are adopted by surrounding states in regards to OHV regulation. UTV Utah considers its location as the front line in the battle to keep trails and access open not only in Utah but throughout the entire country.

UTV ownership and recreation in Utah is at record breaking growth at the moment. More and more people are buying these extremely capable machines and taking their family out to recreate in areas they couldn’t have accessed before. With that comes its own set of challenges. Other vehicles such as ATVs and Jeeps now must share their trails and roads with the Side by Side crowd. Of course many
ATV and Jeepers have joined this new crowd and they understand trail etiquette, treading lightly, throttling down in town and packing out more than you pack in. Many of these new OHV owners are not privy to this knowledge so education is crucially important in such an incredibly popular hobby. UTV Utah hopes to continue educating many new OHV owners on being good stewards to the land and following many basic principles to ensure that UTVs have a future on our public lands.

You may not have heard of UTV Utah but if you own an OHV in Utah you have definitely benefited from the fruits of their labor. UTV Utah has helped pass many forms of legislation that benefit the OHV community. They were instrumental in helping with HB82 which approved “street-legal” OHVs throughout the entire state. Being able to register your machine as street legal has allowed many to access areas with their OHV that they otherwise couldn’t. Seeing a side by side on the road is not an uncommon site in Salt Lake County. These are dual purpose machines that can be used as a spare vehicle to run an errand, drop the kids off at school or hit the trails straight from your home. This has been an extremely successful law that thousands are taking advantage of.

UTV Utah has not stopped there. Many times we sit around the camp fire with a group of friends and talk about the costs of our vehicles and inevitably the conversation turns into “where is my money going”. Why is it so expensive to register my machine in Utah? Utah had the highest cost of registering an OHV in the entire country in 2018. Why? These are all issues that UTV Utah helped address with a recent bill called HB143. HB143 was sponsored by Utah Rep Michael Noel and Senator Evan Vickers. HB 143 did many things, among them was re-aligning the OHV registration fees receipts with the areas impacted and requiring services such as maintenance, etc. It also reduced the cost to register your machine as street legal in Utah. The goal was to increase funding for trail expansion, maintenance and infra-
structure. It did so by reducing age based property taxes for all off-road and street legal OHV’s. OHV registration fees were redistributed and new funds were given to areas that had OHV trails via a system administered and approved by the Utah State Parks and Recreation Board. By doing so there was a slew of positive outcomes such as improved safety, signage and trail maintenance state-wide, and Improved funding and services to counties with a small tax base but an abundance of OHV trails. HB143 did all of this while also lowering OHV registration fees back in line with neighboring competing states. HB143 passed the legislation process with 100% approval and was signed into law by Utah’s Governor Herbert on March 21, 2018.

UTV Utah is currently working on their next project “Open the Mighty 5” and needs public support. How would you like to drive your street-legal OHV from the parking lot of your hotel in Moab to the trailhead of Delicate Arch? Have you ever wanted to cruise down Highway 191 from Moab for a day-trip to Canyonlands? Perhaps you would enjoy loading the family into your street-legal machine to travel State Highway 24 from Torrey across Capitol Reef to Factory Butte. You might as well add Bryce Canyon and Zion National Park to your bucket list and join the millions of other Americans who travel to Utah’s Mighty 5 National Parks in vehicles of all shapes and sizes. If you’re familiar with the rules and regulations of the National Parks in Utah, you will know that street-legal OHVs are not allowed. Members of UTV Utah know that they have led the fight to open street-legal access to Utah’s roads and highways. They are disappointed that the National Park Service has failed to update their regulations to comply with Utah state laws, and they’ve decided they’re not going to stand for it. Last month they sent a letter to Secretary Bernhardt to ask for his help in getting the National Park Service to lift the unnecessary prohibition of street-legal OHVs on the publicly accessible roads of Utah’s National Parks.

They are ready to fight this fight, but they don’t want to do it alone. In fact this is the kind of fight that UTV Utah and their members believe they can win if all OHV users unite together. Here’s why we need the help of tens of thousands of OHV owners in Utah. In 2008 the supervisor for Canyonlands and Arches published the original decision to ban OHVs from those two parks. The other National Parks in Utah soon followed the lead of Arches and Canyonlands. One year AFTER the National Park Service made this decision, the state of Utah passed the first laws allowing for street-legal OHVs from those two parks. The other National Parks in Utah soon followed the lead of Arches and Canyonlands.
should update their rules to comply with Utah state law, the National Park Service has dug in on their position and refused to budge. The result is that the National Park Service is now unfairly discriminating against UTV users wanting to access the parks like everyone else. One of the biggest reasons the superintendents believe this discriminatory prohibition is OK is because they claim there is no public demand for street-legal OHVs to have access to roads in our National Parks. Let us repeat that! They claim there is no public demand, for OHV access into National Parks. If you read UTV Utah’s letter to Secretary Bernhardt which is on their website, you will notice that they made a commitment to prove to him that there is demand. UTV Utah is starting a petition to get our tens of thousands of followers to tell Secretary Bernhardt that we want him to open our parks. You can find the petition at www.utvutah.com.

UTV Utah hosts many rides and events throughout the State showing off many trails and venues that many wouldn’t explore otherwise. The average OHV owner travels to 3 places and doesn’t explore much beyond that. They are missing a huge part of what Utah has to offer and the number one reason is because most don’t feel comfortable going somewhere they’ve never been without someone helping them. One of the goals at UTV Utah is to help expand that number to over 10 places. They do so by offering “official rides” in various places. These rides have turned out to be a huge success. People want to learn new areas and they want to meet fellow enthusiasts. Some of the past rides have taken place at Little Sahara Sand Dunes, Daniels Summit, 5 Mile Pass, Currant Creek, Sand Hollow, Moab, Eureka, Jacob City and more. Official UTV Utah rides take place about 3-6 times per year and each ride is different. The next Official UTV Utah ride will take place near Lake Powell at Ticaboo Resort on October 18-19, 2019.

UTV Utah is fairly informal as far as memberships go, membership is free but you can become a supporter or sponsor by donating or purchasing UTV Utah gear on their website at www.utvutah.com. All funds and proceeds go to keep public lands open, fight illegal closures and ensure that your voice as an OHV enthusiast is heard. After all, what good is a machine with your beautiful family in it if you have nowhere to recreate? The areas that many enjoy with UTV’s are constantly under attack by environmental groups trying to close them down. UTV Utah is proud to have joined forces with the likes of BlueRibbon Coalition and others to ensure your voice is heard.

—For more information on UTV Utah you can visit their website at www.utvutah.com or by joining their group on Facebook. Once again, membership is free to everyone.
Our very own Mary Jo Foster, Sharetrails/BlueRibbon Coalition (BRC) Chief of Staff, was able to sit down with Matt “Big Sarge” Westrich—who has been a vital part of the BRC Board of Directors for over two decades—to find out how he got involved, and how he sees things for the future:

Mary Jo Foster (MJF): What got you involved in advocacy?

Matt “Big Sarge” Westrich: My love of trails.

MJF: How long have you been involved in your sport?

Matt: How old am I? Thirty-eight years.

MJF: Why does this matter? There are a lot of great causes… Why this one?

Matt: Because this one seems to get picked on more than anything else and it needs to be supported and it needs to be the future for our children.

MJF: Awesome! Tell us about the Utah 4 Wheel Drive Association (U4WDA), what is its history?

Matt: Utah 4 Wheel Drive Association was started in the 70s by the largest five primary four-wheel drive clubs in the state of Utah.

MJF: How long have you been on the U4WDA Board of Directors?

Matt: I have been on the Board of Directors for 29 years.
M.J.F.: What are the biggest issues facing Utah OHV Access?

Matt: Utah’s biggest OHV issue is ourselves, we can’t seem to unite.

M.J.F.: What’s your best G-rated wheeling story?

Matt: Wow, you know I have forgotten more that I’ll ever remember. My favorite wheeling story is when we bought our first Jeep Rubicon. We had it for two weeks still with temporary tags on it and took it to Moab with a bunch of friends. I put my wife behind the wheel and pretty much walked away. Because sometimes husband and wives don’t necessarily make the best trainers. But she took to it like a duck takes to water and was doing things with that Rubicon before other people could get out and ground guide her or tell her want to do. She already had it figured out and was doing it. Of course she had been riding with me for years but she wanted us to get something smaller so we got the Rubicon and she wanted to drive it, and she did and, man, did she do a great job.
MJF: What do you have in terms of advice for the next generation?

Matt: Get involved and get together, unite and learn from our mistakes, don’t repeat them.

MJF: That is all the questions I have, is there something else you would like to share?

Matt: Utah 4Wheel Drive Association is an association of off-road like-minded individuals who want to keep public lands public in the state of Utah. Utah’s trails are America’s trails, let’s keep public lands public in the state of Utah.

MJF: Thank you, Matt, for taking the time to do this interview, and for the excellent pictures included with this article!

—For more about the members of the BRC Board of Directors, visit http://sharetrails.org/board.
THERE ARE TWO WAYS to build the biggest building in a city.

Either you can be the best builder, with the highest quality work and construct the biggest building, or you can be the guy that tears down all the other buildings to make your smaller building seem bigger.

I have all the respect in the world for builders. Men and women spend decades honing a skill, fighting the fight, so that they can build something remarkable.

And then there are those that tear down, never creating any value just to be perceived as having the city's biggest building.

The first group of people leave a legacy. The second group receive their 15 minutes of fame. Abraham Lincoln once said, "A house divided cannot stand."

I spend most of my time trying to build partnerships between OHV groups. All too often our disputes evolve into bitter rivalries that affect our ability accomplish our best work. For too long we have torn down each other's buildings, while the OHV opposition continues to build the biggest buildings in our cities. These opponents are good at what they do, and more importantly they are United.

So whether you are a single tracker, a snowmobiler, a Jeeper, a rock crawler, a UTVer, an ATVer, or just love outdoor recreation--it's time to set aside old disagreements and come together to fight. With acreage being closed, there is more and more of a chance that OHVers will be on top of each other. Instead of getting angry, see it for what it always has been, an attempt by our opponents to create an environment where OHVers fight for small spaces.

We all want more trails, more camping areas, more places to have fun with our families. So let's combine our energies and move in that direction-TOGETHER. Ronald Reagan said, "There is no limit to the amount of good you can do if you don't care who gets the credit."

Let's care less about credit and more about creating more places for outdoor recreation.
THE STATE OF UTAH has led the way in increasing OHV access and improving the experience of OHV enthusiasts. One of the more recent successes is Utah’s passage of SB 44, which made it possible for OHVs to operate on a street-legal basis. The State of Utah, The BLM, and the USFS have updated their rules and regulations to address this change in state law. If you travel around Utah you will find many OHV enthusiasts are taking advantage of the change. Overall, these new street-legal laws have been a huge win for the growing number of OHV enthusiasts who have realized that Utah is a world-class destination with some of the best trails on earth.

As the OHV community in Utah has experienced the benefits that come from street-legal access, it is also becoming painfully obvious that continued prohibitions on OHV use in Utah’s National Parks no longer make sense. For this reason, leaders of the OHV community and elected leaders in Utah are joining forces to enlist the help of U.S. Department of Interior Secretary David Bernhardt to remove the ban on street-legal OHVs in Utah’s five National Parks.

When this campaign was first launched, there was some push back within the OHV community about whether this fight was worth it. It is true that fighting to maintain or increase access for the largest sector of the recreation industry is a fight that requires constant vigilance and continuous effort. We believe that the fight to open Utah’s five National Parks to street-legal OHV use is an effort we should all prioritize because the prohibition from the parks is bad policy that was created through a bad policymaking process. We’re setting an example for how to get good policy through a good process. We also think this is a fight that we can win if we rally together.

The Prohibition of Street-legal OHVs is Bad Policy Created from a Bad Process

In 2008, Kate Cannon, the Superintendent of Arches and Canyonlands, issued a decision called the ATV Determination. This decision outlines the reasoning for prohibiting OHV use within Arches and Canyonlands. The language from this determination was used by Utah’s other three National Parks to implement similar bans in their management plans.

Ms. Cannon’s decision indicates that the reason for banning OHVs from the parks is because they are uniquely designed, manufactured, and marketed for travel off-road. This is a poorly reasoned standard, because many other vehicles...
currently allowed in National Parks are also designed, manufactured, and marketed for off-road use. Jeeps, trucks, SUVs, dual-sport motorcycles, and motorhomes could all potentially be banned from National Parks if Superintendent Cannon’s decision were enforced at face value. Because the National Parks allow countless vehicles that should be banned by the same standard used to ban OHVs, the rule is therefore arbitrary and discriminatory.

Superintendent Cannon’s ATV Determination is bad policy, and not surprisingly, this bad policy was implemented through a bad process. In the determination, she concluded that there was no demand for OHV access in the parks, but she followed a process that bypasses the requirement for public input. The OHV community in Utah and across the nation is rallying its support for lifting this ban to show that OHV users would like to access Utah’s National Parks just like any other street-legal vehicle can.

Finally, the ATV Determination was decided in September 2008. Utah’s first street-legal laws were passed in 2009. They have been updated since then. The National Park Service is required to follow agency regulations, and CFR 4.2 (a) states, “Unless specifically addressed by regulations in this chapter, traffic and the use of vehicles within a park area are governed by State law. State law that is now or may later be in effect is adopted and made part of the regulations in this part.” This regulation makes it clear that if Utah changes its law to allow street-legal OHV access on state roads, that this change should be adopted by the National Park Service. Superintendent Cannon’s attempt to create a regulation that prohibits only OHV users is outdated, unfair, and can only be enforced in ways that are discriminatory, arbitrary, and capricious.

The ATV Determination is bad policy, created through a bad policy process, and it needs to go. The National Park Service should follow their own regulations and adopt state law to govern traffic and use of vehicles.

**The OHV Community in Utah is Fighting this the Right Way**

The OHV community in Utah is creating good policy through a good process. They started by influencing the Utah State Legislature to change state law to grant street-legal access. They then worked with UDOT, law enforcement agencies, BLM, and USFS to implement the changes and educate the OHV community. Now that it is clear that the National Park Service should adapt to this change in state law, OHV enthusiasts are building support within the community while working with elected officials to persuade the National Park Service to do the right thing. Ultimately, they are appealing directly to Secretary Bernhardt to make the change, since his office has the ability to override misguided decisions made by Department of Interior land managers.

**This is a Fight We can Win**

As the pieces come together in this effort, this is a good fight being fought at the right time by the right people. The Trump Administration has shown that when local communities come together to fight for increased access, the administration will have our back. From shrinking excessive national monuments to opening popular areas like Factory
Butte, the Trump Administration has shown that it can be a strong ally in our fights to increase OHV access. Now is the time to position them to do the right thing and open OHV access for street-legal OHVs in Utah’s National Parks.
THE SHARETRAILS.ORG/BLUE RIBBON COALITION (BRC) 2019
Board of Directors Election is upon us. This year’s board election includes	hree current board members running for re-election: John Stewart, Jack Welch and Matt Westrich.

The election itself is occurring online and on location at the General Meeting of Sharetrails/BRC on Sunday, November 3, 2019 (at the Westgate Hotel Conference Center, 3000 Paradise Rd, Las Vegas, NV). Look for the signs to the conference rooms. The meeting will commence at 9:00 am and end around 12:00 pm.

All members in good standing are eligible to vote. Online voting will close on October 31, 2019 at 1:00 PM.

To vote online, visit https://sharetrails.org/online-voting

For up-to-date information on the General membership Meeting, visit: https://sharetrails.org/meeting

Hope to see you there, and thanks for voting!
Built to combat obstacles both on and off-road, the Terra Trek line is built with ultra-durable abrasion resistant, Hydraguard™ water resistant materials that offer superior comfort and protection for any terrain.

PROTECTION FOR ANY TERRAIN