ACCESS PROTECTION BOOTCAMP
Ben Burr

CARIBOU LOOP TRAIL
Lane Lindstrom

TWENTY-FIVE YEARS OF ADVENTURE RIDING
Dianne Larson & Jack Welch

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I WILL ALWAYS ADMIRE CLARK COLLINS for the reasons he did what he did. He was a reluctant warrior, a fighter who fought because he had to, not because he wanted to. He would have preferred to be somewhere, anywhere, riding his dirt bike or ATV rather than organizing a fight. He loved spending time with his family and friends.

When we cleaned out the offices there were boxes and boxes of detailed notes and memos about the different issues and enemies Clark had acquired over the years. He was a fierce defender of the truth and believed that doing the right thing all the time was easier than trying to gauge political expediency.

I bring this up for a reason. Earlier this week, we were contacted by another national OHV organization asking us why we supported the "Montana Tester bill", a massive wilderness taking that detrimentally affected OHV. I laughed and said, "You know me, do you think I'd ever support that?" The answer was no, but the website claimed we supported this bill. I was incredulous. I assumed it was some sort of error or maybe even a conspiracy to make us look bad.

I'd heard these rumors in the past, about us abandoning our partners in Tahoe, or Utah or wherever, cutting deals where deals shouldn't be cut. My typical response has been to apologize and pledge to fight harder. "We are back to basics! We are fighting for Clark's legacy!" That's been my argument for over a year. For every acre of wilderness, we want 10 acres of permanently opened riding area.

So, while I figured this was just another comment in the rumor mill, our policy director went to work verifying if this did in fact come from us. We couldn't find anything from the board, nothing in the notes and therefore felt confident confronting the wilderness advocacy group that used our name, to not only campaign for the bill, but to run political ads against the Senator from Montana who opposed the bill.

This reminded me of the first exchanges I had as Executive Director with members who wanted to know why we were signing letters with the Wilderness Society and giving in on key negotiations. "You were supposed to stand up for
“It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who
strives valiantly; who errs, who comes short again and again, because there is no effort without error and shortcoming; but who does actually strive to do the deeds; who knows great enthusiasms, the great devotions; who spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who neither know victory nor defeat." (Teddy Roosevelt)

We need allies, we need warriors and we need friends. We can't do this alone. We will stand with you and we are asking you stand with us.

We are posting our letter reversing our position on the Tester bill, and we have restored our partnerships all over the country.

No retreat, no surrender- we'll see you on the trail.
I HAVE A FRIEND whose name is Ben. In addition to being a friend, he is a confidant, an advisor, a partner, an adversary and sometimes he drives me crazy. We have known each other at some level for nearly 50 years.

During one of our recent phone calls, he confided to me that one of the reasons he quit grooming snowmobile trails... a volunteer job by the way. It seems each year the contract required by the U. S. Forest Service to engage in the volunteer work of grooming and maintaining snowmobile trails has become more and more demanding and restrictive. He could no longer agree to their requirements. We can’t help but wonder how many agreements are signed by individuals who know they can’t really comply but sign and continue anyway. This was one of those “tipping points” for Ben. He was interviewed by a local radio station and asked what it was he wanted. His response? “I just want them to leave me alone!”

When I was born into this country, I (like Ben) agreed to be governed by people I helped to elect for that job, the job of governance. That’s how our representative republic is supposed to work. I did not agree to be governed by 150 agencies and bureaucracies who depend on “science” rather than look to our elected leaders to guide their decisions. The definition of policy is that “policy is what shall or must occur” and procedure is “how” it is to occur. It therefore fits that policy be set by elected officials and that agencies and their staff devise and carry out policy through procedures they are responsible for. I’m not trying to say good science and a thorough review of history should not be elements considered as decisions are made about policy directions. Informed and able agency leaders should always offer guidance to their leaders. I am trying to say that our elected officials are the ones who should set and enforce the policy, not the agencies.

Over the years these many agencies have been allowed to grow and prosper without sufficient oversight. They have been authorized to make and implement rules that have the force of law. That authority has been delegated or abdicated by our elected representatives and senators. Some of these agencies fall under the Administrative Branch. For Federal agencies, that authority is delegated by the President. Under our constitution, the President has the authority do establish policy for his agencies. Otherwise the policy makers are our Representatives and Senators.

Larry P. Arnn said recently “Modern day liberalism in America begins with two ideas: one, everything is change; two, we should use science to get control of the process of change and make the society what we want it to be. This is the engineering project that has significantly changed the way we are governed. It threatens to change...
our way of life decisively and for all time.” (note: this same “engineering project” is in place at the State level).

My friend Ben has no effective path to recourse. His elected representatives aren’t there for him, they have abdicated. The Agency has in place a set of “rules” developed, often by scientists, that do not allow for reason and flexibility. We see this so much in business but for the last several years (maybe 20+) we have become hamstrung in terms of reasonable access to publicly managed lands in our country, not just recreational access but extractive and harvest activities as well.

The only answers I can think of are at the ballot box and through continuing to educate our currently elected officials from the local Sheriff to State Representatives and Senators to Federal Representatives and Senators and all the elected folks in between. I can’t help but believe there are many of these elected officials who really don’t know their responsibility, their power, their authority and their duty. Vote, get others to vote, become a poll monitor, place yourself in a position of influence where ever you can. Know your local elected officials on a first name basis.

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WHEN I WAS A TEENAGER I worked for a helicopter logging operation. One morning while on a job in John Day, Oregon, we were driving in our Crummy (all crew logging vehicles are called crummies) to the landing where the logs were being dropped by the helicopter. While driving up the remote and rugged logging road, we were surprised to encounter a teepee built in the middle of the road. At the top of the teepee was a platform, and there was a young child handcuffed to the top of the teepee. This teepee was built by a local environmental group who didn’t want us to use the road. Fortunately for us, we worked for a helicopter logging company, so the teepee didn’t stop us from flying over the teepee to get our crew on the mountain and finish the job.

We don’t always have helicopters to fly us over the obstacles that are put in our way to take away our access, but we can all do better in our efforts. We recently applied for a grant to put together an access protection training program in the state of Utah, and we are excited that the Utah Department of Natural Resources State Parks Division has approved our grant. We have been rolling out this training in recent weeks. I wanted to share some of the insights we’ve been sharing with those who attend our Access Protection Boot Camps.

As I was preparing this training I saw a video from an anti-access group, and the two people in the video sit down with a massive stack of spiral-bound documents. This stack happened to be a Travel Management Plan for a forest in Idaho. These folks were too excited to be facing the task of reading through 1,000s of pages of federal planning documents.

I know that when off-roaders sign the paperwork to purchase whatever machine they prefer to take them on their adventures that absolutely no one thinks in that moment that they are signing up for a lifestyle where they will have to spend countless hours poring through government regulatory documents. It is part of the system we have to review documents such as these, but this isn’t work we all need to do. When I designed this training, I decided
to focus on the things we can all do that won’t be too much of a departure from the reasons you joined the off-road community, which I believe is to go exploring, to connect with others who share our passion, and to creatively overcome challenges and obstacles.

**Trail Protection Vigilantes**

We all need to become trail protection vigilantes. I know most people associate the word vigilante with someone who works outside the law to find justice. I am not suggesting anyone break the law. Instead, I want to suggest that we be more vigilant. You can’t spell the word “vigilante” without the word “vigilant.” We need to be vigilant stewards of our own backyards.

We all have our areas where we like to ride and that we know better than most. Often, when I am out exploring a new trail, I will notice numerous other trails that look worth exploring. Sometimes I notice what looks like a trail is blocked by boulders and deadfall. Since this is one of the ways an agency might obliterate a road, many of us assume that this closure is an approved closure by the agency. There have been instances where monkey-wrenching anti-access groups will take it upon themselves to make a road look closed even though the agency hasn’t approved it. If you come across a situation where it looks like efforts are being made to close an area or route in your neck of the woods, document this. Share your documentation with us and other access protection groups. We can help work with the agency to determine if the closure activity is legitimate.

This is what I mean by being vigilant. Go out and explore. You’re going to do this anyway. While you’re out, document your ride with photos and GPS coordinates. Even if you drive by a route that you don’t explore. Document its existence. Share it with us. We are currently updating our website, so you can share your findings with us through an easy online process. Then when it comes time to do the planning process with the agency we will have extensive inventories of existing routes and usage. We can fight harder for you if we have this.

**Public Comment with Purpose**

With an army of trail protection vigilantes vigilantly watching their own backyards, we will produce documentation that will help all of us play a more
meaningful role in public decision-making. While I wish I could say that simply going out and living our passion would be enough to protect our access, we know that there will be times when we need to provide public comment on proposed plans and decisions. If we don’t, we could lose our ability to have standing in court if we need to legally challenge a bad decision.

Becoming familiar with planning documents is work some of us will have to do. Some of us will. I hope that some of us will choose to explore other routes. For example, it would be productive for OHV enthusiasts to identify and befriend ranchers, miners, loggers, and other users who need access to the same roads we ride. They will have their own knowledge about what needs to be protected, and we can learn faster from them what we need to do to protect access than we will reading through planning documents. Instead of reading government paperwork, you will be making a new friend and adding an ally to our cause.

You still need to do the work of preparing a comment, and we can help with that if you ask. If we’ve partnered with other stakeholders, our comments will carry a lot more weight than the form comments often submitted by those who want to restrict access.

Work with Elected Officials

Once we have combined our inside knowledge of our own backyards as access protection vigilantes with a growing number of allies from other stakeholder communities, we should reach out to elected officials. County Commissioners, State Legislators, State Agencies, and Federal Legislators all have a role to play in protecting or restricting our access. We certainly have friends in elected office. Those who want to restrict our access also have friends in elected office. More often than not, elected officials ignore our issues. We should be engaging with all of them.

My experience suggests if we show up with good documentation to back up our position and a broad range of stakeholders, that most elected officials can be positioned to play a productive role in our efforts to protect our access. I have had experiences where the only reason an elected official wasn’t engaging in an issue was because they hadn’t been engaged. When I showed up as a citizen advocate with a documented case on a platter, they took it and ran with it. This is important, because elected officials often sit on commissions and committees that enjoy cooperating agency status with federal agencies, they oversee budgets that fund road and trail maintenance, and they can change laws if a specific situation gets to a point of impasse. I am grateful for the many elected officials who have taken my research and used the documentation to prepare their own comments. It is safe to say they are equally grateful I took the time to educate them on an issue they didn’t fully understand.

Conclusion

The fight to protect our access plays out on an ever-changing landscape as laws change and decisionmakers come and go. This is a work that will never be done, and there will always be more to do. No single training will fully prepare us to do all the work necessary. The three opportunities for improvement identified in this article are areas where I believe we can improve and if we succeed will make the biggest impact. As we complete our in-person trainings in Utah to fulfill our grant requirements, we will then shift to a series of online trainings where we will take specific issues where we as a community need to engage and help you understand how you can apply these principles to ongoing efforts. You can sign up for more information on these trainings here: https://sharetrails.org/signup

We hope you will join us for this ride!
THIS YEAR S&W ADVENTURE RIDERS celebrated our 25 years of providing destination riding for our club members. To mark the anniversary, this trek was riding the Meeker–Craig–Hahn’s Peak Roadhouse areas of Colorado from February 15, 2020 through February 23, 2020.

The report on the 25th Anniversary Adventure is from Dianne Larson one of our long time S&W riders from Durango, Colorado.

This year’s S&W ride was outstanding. My husband and I just attended our 10th straight S&W ride. Over the course of the last ten years we’ve been to Utah, Montana, Idaho, Wyoming, and our home state of Colorado enjoying sledding with our S&W friends. We started our S&W journey in 2010 when S&W visited southwest Colorado and we acted as guides on behalf of our club the San Juan Sledders. We enjoyed the S&W people that year and decided to give it a go ourselves in 2011. Ten straight years say that S&W is doing something right.

This year we travelled to Meeker, Craig, and Hahn’s Peak for one of our best S&W trips. Why was this year so awesome? Great snow. Great guides. Great people!

Saturday, February 15th, we drove to Meeker and started our week with our meet and greet dinner.

This is always a fun evening as we get to catch up with our snowmobiler friends from multiple states and countries that we haven’t seen since last year.

Sunday after breakfast we headed to ride Ripple
Creek. We’d been divided into four groups of about six riders per group. Our group requested “boondocking” and “boondocking” we got. Our guides Shane and Justin provided us a fantastic day of riding. The powder was awesome. The terrain was great, including challenging climbs thru aspen groves, endless meadows, and steep hillsides to practice side-hilling on. The only downside to the day was keeping goggles clear of ice and fog and some poor visibility. Our group consisted of three S&W old-timers and three S&W newbies along with our two guides. This first day was a day of getting to know each other, learning everyone’s riding styles, and helping each other out when we got stuck. For sure, I got to know all of our group members as I did get stuck more than once and was helped out by the entire group. Another highlight of the day was riding Dave’s new Ski-doo turbo. What a nice guy to let a total stranger try out his brand-new sled on his first day of riding it.

We sledded Monday at the Yellowjacket Pass trailhead out of Meeker and had more great powder. A point to note is that the “stucks” started before the sleds were even unloaded. The road and parking area were icy. We had to chain up our rig to regain our momentum to the parking area and another pickup had to unhitch to get unstuck. Once the parking was sorted out, the snow conditions and riding were great.

Tuesday morning, we drove to Craig for our first day of riding the nearby areas. We trailered to the Freeman trailhead and divided into two groups: powder and trail. Wow! What a great day. The guides were members of the Northwest Colorado
Snowmobile Club out of Craig. The powder group was fortunate to have Guy, Jessie, and Brad leading us for an absolutely fantastic day. We enjoyed sunshine, great powder, and a huge riding area. Our guides took us on untracked powder all day long mostly avoiding the groomed trail. There was plenty of opportunity and something for everyone in that great powder. We ended our day eating at one of Craig’s restaurants, joined by our guides for a really fun evening sharing riding stories.

Wednesday most of the group chose to ride over to Hahn’s Peak Roadhouse while the rest drove over. Those of us riding loaded our belongings into a trailer that was driving over to Hahn’s Peak and then headed out on the 55-mile journey. It was another beautiful day for sledding that brought us to the Hahn’s Peak Roadhouse mid-afternoon. The Roadhouse bar and restaurant has a great atmosphere with a nice warming fireplace. We had a great meal that evening to fuel our Thursday ride.

Thursday, we divided into our original groups and headed out at 10 am. Our boondocking group was led by Josh and Austin. We headed out to the Silver City area and found great untracked snow. It was a sunny day to enjoy weaving through the trees and blasting through the meadows. After lunch as we were making our way back to the lodge, we were executing some off-cantor woods riding when I stuck my sled into a tree (not the first time that week). One of my new friends, Rodney from Austin, helped me get my sled out, and I proudly volunteered that I was able to then navigate out of the ravine thru the tight trees back up to the easier terrain above making my own trail. We headed to an awesome overlook where we could see for miles. Once back at the lodge, we settled into the hot tub to ready our sore muscles for another day.
Friday, we rode back to Craig. The day started off blistering cold and sunny. Austin led us from Hahn’s Peak to California Park where we had plenty of time to explore and eat lunch. Our guide Guy from Craig once again did not let us down and took us on new terrain, including a really long uphill cornice bust (that I chose to go around), and a ride to the West Bears Ear as we were working our way back to the trailhead where we’d left our rigs two days before, we again sleded back roads and areas that were untracked.

Many of our riders opted out of Saturday’s ride to avoid bad roads predicted for Sunday and headed home Saturday instead. The Saturday powder group felt like a family ride. We had three S&Wers with two guides: Tom and Jessie. It was another wonderful day of riding the Craig area, which included Tom and Jessie generously taking us to their beautiful cabin to enjoy our lunch. It was great day: sledding, hearing about Tom’s totaled sled adventure, and sharing other adventures around the cabin’s wood burning stove.

This was an awesome trip. The food was great at the many restaurants that hosted us. A special kudos to the lasagna in Meeker. The riding was great due to the fantastic snow and outstanding guides. My husband and I enjoyed re-hashing our trip on the terrible roads home on Sunday … but it was worth it. Looking forward to next year’s adventure already.
MOST ANYONE WHO ENJOYS RIDING their ATVs, side-by-sides or dirt bikes will agree that a loop trail is usually more fun than an out-and-back trail.

Well, there will be much rejoicing this summer when dirt enthusiasts get to ride the impressive and expansive 200-mile plus Caribou Loop Trail (CLT) that covers vast tracts of land in eastern Idaho and western Wyoming.

The key piece—years in the works by private and government entities—is a 70-foot bridge and connector trail along Idaho Highway 34 about 8 miles east of Wayan, ID.

That bridge, which crosses Tincup Creek, and connector trail links Lanes Creek Cutoff Road and Tincup/Bridge Creek Road, literally bridging two vast OHV trails that join Idaho and Wyoming trail systems. The new connector trail and bridge means dirt enthusiasts have a safe, off-road specific section that allows them to avoid having to ride that little stretch of highway to get from Lanes Creek Cutoff Road and Tincup/Bridge Creek Road. The connector trail is just 4,300 feet (.8 miles) long but makes a world of difference when it comes to safety.

Encompasses 200 Miles
The Caribou Loop Trail now encompasses 200 plus miles of county dirt roads and trails that cover farm and ranch land, high desert, rolling hills and forested mountains. In fact, perhaps one of the greatest attractions of the Caribou Loop Trail is the sheer variety of terrain and topography. No one will get bored with the riding or the scenery anywhere along this loop.

The bridge was actually finished and open to off-road traffic in September, 2019, but there is an official grand opening slated for July 18th at the new bridge crossing.

To give you a brief idea of the variety of terrain and scenery you will encounter on this trail, we’ll pick a spot on the Caribou Loop Trail and share some of the highlights. Let’s start near Herman, ID, which is on the northern edge of the Grays Lake National Wildlife Refuge, and head south.

The trail skirts along the edge of the wildlife refuge in Idaho’s Bonneville County and then crosses into Caribou County. This area is high desert and ranch land along rolling hills. Not long after you get into Caribou County is the new bridge over Tincup Creek and the connector trail.
The trail goes through Upper Valley, which butts up against the Caribou-Targhee National Forest to the east. The trail goes south along the Webster Mountain Range before turning east toward Wyoming. You make a northeasterly trek until you get to the small town of Fairview, WY, in the southern portion of Wyoming’s scenic Star Valley.

### Scenic Wyoming Stretch

The Salt River Range looms pretty large in the east and is one of the reasons Star Valley is so beautiful. The trail goes through Star Valley, south of Smoot and then crosses U.S. Highway 89.

From here the Caribou Loop Trail goes through some of the most spectacular mountains and scenery in western Wyoming. The trail heads east up and over a mountain range, heads back south just for a little while and then turns north along the Grays River, which runs between the Salt River Range and Wyoming Range.

There are a couple of side routes along here, which add to the overall mileage of the Caribou Loop Trail and add to the variety of terrain the trail offers. The side routes get you closer to the mountains of the Wyoming Range and ramp up the already spectacular scenery.

As you head north toward Alpine, WY, you will pass the historic Box Y Lodge, which offers lodging and meals and is nestled in a mountain valley where wildlife is abundant.

The ride along the Greys River is smooth and the road fairly wide as you go along this awesome waterway.
Heading Back Into Idaho
Eventually the trail heads back west and goes through an impressive canyon as you make your way into Alpine, WY (where there are lots of lodging and food options). Alpine sits at the junction of the Salt, Greys and Snake rivers, all of which dump into Palisades Reservoir.

The trail then heads south of Alpine for just a few miles and then heads west across the Wyoming/Idaho state line and along Palisades Reservoir to McCoy Creek and back to Herman. The riding between the Wyoming/Idaho state line and Herman is a mix of forested mountains, high desert and rolling hills.

So you could spend as much time as you want just on the Caribou Loop Trail but we didn’t say anything about the dozens and dozens of side trails that are all along the loop. The trail is also part of the Great Western Trail, which goes from Arizona to Montana. You could ride for days.

A trail of this magnitude could not have come to fruition without the hard work of lots of people and agencies. The Caribou Loop Trail committee consisted of several county commissioners over the years but currently includes; Bryce Somsen from Caribou (Idaho), Dave Radford Bonneville (Idaho) and Robert King Lincoln (Wyoming) counties as well as private citizens. Other agencies involved include the Idaho Parks and Recreation, Idaho Department of Fish and Game, U.S. Forest Service, Idaho Transportation Department, Wyoming Department of Transportation, Caribou County Road and Bridge, Stewards of the Greys, the Blue Ribbon Coalition and the Great Western Trail.

Years Of Work
Marvin Guzman, former president of Eagle Rock OHV and one of the CLT committee members, pointed out that Mike Titus, with the Great Western Trail, initially started working with the Forest Service on the idea of a large loop trail in 2014. Titus presented the initial outside trail plan map in February, 2015, and
the commissioners from the three counties got the ball rolling to make this trail a reality. Nearly every mile of the CLT already existed in county and forest roads and trails, but the group wanted to tie it all together and the bridge, trail connector, and local ATV, side-by-side, and dirt bikers user groups were keys to making this all happen. Guzman rallied the local organizations and is still involved today.

Guzman said the goal was to “tie all of these trails and roads, which had already been created, together forming a 200 + mile outside large loop with many smaller trail loops. These are all on county roads, but there was not a connector so we created a bridge so that the whole loop connects.”

Due to the popularity of side-by-sides, the bridge was designed to accommodate the bigger vehicles and is wide enough for 64-inch wide vehicles. The CLT has yet to have all its signage in place but that is being worked on, Guzman said.

When asked what the big attraction to the CLT is, Guzman responded, “Now there’s more opportunities for riders to enjoy the beauty of Idaho and Wyoming. This trail system is a huge start and would not be possible without the collaboration of the commissioners and all supporting organizations. When people go out to ride the trail, they can ride a portion of it or they can ride the whole thing. They can go camping; biking, hiking, snowmobiling, or they can do whatever they want.”

It will take some planning to make sure you don’t run out of fuel along the route but there are towns with services spread out along the way.

Information:
Caribou Trail Loop
www.facebook.com/Caribou-Trail-Loop-2000276770220030 (retain all dashes in address)

GWT National Facebook:
www.facebook.com/greatwesterntrail

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IN A NUTSHELL, KING OF THE HAMMERS 2020, is an event so big you really need so much more than just a week to see its wonders. Filled with everything from nightly activities to rock-crawling remote-control cars for the kids, it has everything and anything you can think of for an off-roader.

They had vendors, racers, sponsors, and event staff all helping to make this event one of the top ten races in the world. The 10-day event was attended by 80,000 and was jam packed with different races. The races included the Can-Am Motorsports UTV King of the Hammers, the Shootout, the Every Man Challenge, the Toyo Desert Invitational (T1 trucks), the Nitto King of the Hammers Ultra4 race, PLUS the King of the Motos event. After racing is finished during the day, they open the course to the public, that’s when the nightly activities start filled with people trying to conquer obstacles on the racetrack.

Hammertown, during the rest of the year the Means Dry Lakebed, is a main attraction where all vendors and sponsors set up shop along with food vendors. Walking around Hammertown is like a mini off-road show inside the race. You can see custom-build products from companies racing, buy event shirts, watch the race on the Jumbotron and get free swag from vendors. They finished the long event-filled week with a concert, this year put on by Sublime.

I was super thankful to represent BlueRibbon Coalition/Sharetrails (BRC) at this event and talk with the enormous group
of off roaders. I was able to ride around and hand out stickers and information pamphlets, I also dropped some off at the CAL4WD booth.
CHARLESTON WV - Despite a rain-soaked morning, over 160 Jeeps gathered at the West Virginia State Capitol Saturday, February 20, 2020, to demonstrate to policy and lawmakers that they have a voice and wanted to be heard. Senator Mark Maynard has done previous work with OHV legislation but has been met with pushback, so he contacted the West Virginia Jeep Club to help make this event possible. West Virginia has zero recognized motorized trail access on public property and falls way behind other eastern states in this type of recognized recreation. Senator Maynard was appreciative of all the help where everyone came together and made this event happen.

Senator Maynard said “The event is being held to show the positive impact of recreational trail riding on the state of WV, not only economic value, but social value, this hobby is an anti-drug of sorts. WV needs to fully embrace this segment of recreation, and we scheduled this event to show our presence and let everyone know we have a voice.”

Every year, American consumers spend more on outdoor recreation ($887 billion) than they do on education ($278 billion), gasoline and fuels ($304 billion), household utilities ($313 billion), motor vehicles and parts ($465 billion) or pharmaceuticals ($466 billion). Figures are from the outdoor recreation institute.

Numerous Legislators, candidates and office holders were present to show their support, including Mike Folk, Gubernatorial candidate, Legislature husband and wife team of Senator David Sypolt and Delegate Terri Sypolt, House Majority Leader Amy Summers, Delegate Gary Howell, Delegate Danny Hamrick, Delegate Evan Worrell, Senate candidate Kathie Crouse and Cabell County Assessor, Irv Johnson.

Ben Burr, Policy Director for the BlueRibbon Coalition flew in from Utah just to attend this rally and said “It was great to see so many enthusiastic supporters for off-road recreation in West Virginia. With its phenomenal terrain and trails, strong grassroots support, and innovative leaders, West Virginia has all
the ingredients it needs to build a thriving off-road recreation economy. Off-roaders are finding their voice in West Virginia, and the BlueRibbon Coalition is excited to be a part of it.”

Sargent Chris Burford of the Charleston Police Department treated the team of Jeeps like the Presidential Motorcade as they traveled out of town to the scheduled ride in the back country of nearby Campbells creek, viewing the scenic beauty of West Virginia. It was decided at today’s event, until this form of recreation gets recognition on public owned land, this will be an annual event held at the capitol the first Saturday in February.
ON JANUARY 31, 2020, hundreds of off roaders came together at the State Capitol building in Sacramento for the Off-Roaders United Stand For The Sand Rally. Off-Roaders United, BlueRibbon Coalition, Friends Of Oceano Dunes, Jerk Pirates Offroad Group, Cal4Wheel, CORVA, San Diego Off Road Coalition, ASA and Point Mugu 4x4 Club were among the OHV Organizations who attended. We all came together to speak up and fight for Oceano Dunes, along with speaking to legislators about the Weather Solve Wind Fence solution.

Weather Solve Wind Fence has put together a proposal to install wind screens in areas around the park that would reduce the dust particulates by a minimum of 65%. This reduction would exceed the current requirements put in place by the San Luis Obispo Air Pollution Control District (APCD). WeatherSolve is the perfect solution to reducing dust emissions from the beach, and has already shown proven results all over the world.

Oceano Dunes SVRA (Pismo) was founded in 1982 as our very first State Park SVRA of the 9 total in our state program. Oceano Dunes is one of a kind. It is the only coastal beach OHV riding and camping area in the state of California. With low priced camping fees, it provides an affordable solution for the hard working families all over the state to enjoy their weekends. Pismo was originally 15,000 acres of open beach and sand dunes for Off Road Recreation, along with open beach camping. Over the years the California Coastal Commission has been chipping away with closure after closure. We currently have well under 1,500 acres left including all of the closed and fenced off revegetation areas. The CCC has used just about every excuse in the book to continue calling for these closures, and the removal of all OHV from the Park. The most recent closure was the 48 acre “foredunes” area, which reduced our available camping area by 50%. The immediate impact of this closure is over $100 million. Just imagine what this will do to the surrounding businesses in the community.

What about our families? What about our jobs, businesses and local economy? What about the wholesome family opportunities that our families have been passing down for generations? The California Coastal Commission could care less how badly we are hurt, and have made this very clear.
For many years the off road community has taken this abuse. We have been enduring slander, name calling and flat out discrimination by these elitists. We have been relying on State Parks to do their job to defend us and ODSVRA. Now, State Parks is demonstrating they have no intention of defending us, our families, our jobs or the opportunities being robbed from our children. We are done compromising. We are tired of the abuse and we have had enough!

Off-roaders United is a non profit group that was created to help save California OHV, and to get more information out to the off-road community. Off-Roaders United wants to help everyone fight for our motorized recreation and public land access in California on a united front. Without a fight we will lose our very way of life, and Oceano Dunes is first on the chopping block. The next fight could be your local SVRA or National Forest. One thing you can be sure is that they are coming for all California OHV. Please take a minute to follow Off-Roaders United on social media and check out the proposal on the website. The WeatherSolve Windfence proposal is available online at:

OffroadersUnited.org
THE PURPOSE of the Creeper Jeepers Gang of Durango is to unite adventure loving people in worthwhile 4-wheel drive activities; to educate its members in the proper manner of all road driving; to protect and preserve the natural beauty and terrain; to participate on a voluntary basis in highway clean-ups, adopt-a-trail clean-ups and repairs, and other humanitarian missions as the community needs; to share good fellowship while operating our vehicles in a manner so as to preserve and protect our land for all generations; and to extend the courtesy of the open road to all. We are members of and adhere to "Tread Lightly!" which promotes responsible use of our nation’s public and private lands. As an organized four-wheel drive club, we are also members of the Colorado Association of 4 Wheel Drive Clubs, Colorado Off Highway Vehicle Coalition, the BlueRibbon Coalition/Sharetrails and the United Four-wheel Drive Associations, Inc. Together we work for the common interest of preserving four-wheel drive roads throughout the United States. We have been able to enjoy majestic scenery from the deepest canyons and from the tops of the highest peaks, attainable only with four-wheel drive vehicles.
We are a non-profit organization that became chartered and incorporated in the State of Colorado in June of 1993. The club was formed out of a desire for all of our wheeling friends to unite and be a stronger voice, just like most clubs do. Membership is open to those individuals owning any 4-wheel drive vehicle. It shall be the duty of each member to abide by all of the laws, rules, and regulations of the constitution and by-laws of the Creeper Jeepers Gang. Each member is asked to participate, cooperate, and support the club to the best of his/her ability. And to promote the club in a positive manner with their personal actions while involved in club activities and while operating vehicles with club insignias.

As a club, we have many pre-planned local four-wheel drive trips and social get togethers. We also coordinate week-long trips to places like Moab and Canyonlands area in Utah, Farmington and Las Cruces in New Mexico, and the Rubicon Trail in California. We are open to all four-wheel drive trucks, from bone-stock to highly modified. Trips are rated according to difficulty, so you know what is
appropriate for your vehicle. If exploring scenic and challenging four-wheel drive trails, socializing with other four-wheelers in a family atmosphere, or enjoying a group event sharing laughs and swapping tall tales interests you, then contact the Creeper Jeepers and join in the fun.

Remember, to always Tread Lightly so generations to come may enjoy what we enjoy today.

**Durango Meeting Information:**
Creeper Jeepers meetings are held at the La Plata County Fairgrounds extension building on the FIRST TUESDAY of each month at 7:00 pm and run approximately one and a half hours. If you are interested in joining The Creeper Jeepers or just want to meet some of the fun and interesting people, come to one of our meetings and see what we are about. Our members come from all walks of life and all ages. They enjoy the outdoors, the camaraderie, and fellowship found in 4 wheeling. As stated above, we believe in looking, admiring, and driving on to leave it for other generations to admire. We welcome guests at all of our meetings and enjoy talking to everyone after each meeting. For the first few trails, you don't need to be a member. You are encouraged to join if you like the club and would like to continue attending our events.

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