

# SHARETRAILS

ISSUE #021

**MAGAZINE**

**SHARETRAILS.ORG**

*Voice of the BlueRibbon Coalition*

## GHOSTS IN THE DESERT

Ben Burr

## ANOTHER ENDANGERED SPECIES?

John Stewart

## CHRISTMAS VALLEY SAND DUNES

Mona Drake





# INSIDE

STORY	AUTHOR	PAGE
From The Executive Director	Spencer Gilbert	5
The President's Desk	Joni Mogstad	8
Ghosts In The Desert	Ben Burr	10
BOARD MEMBER SPOTLIGHT: Ed Moore	Ed Moore	14
Another Endangered Species?	John Stewart	16
BUSINESS SPOTLIGHT: Predator 4-Wheel Drive	Jack Welch	19
Christmas Valley Sand Dunes An OHV Wonderland	Mona Drake	22
ORGANIZATIONAL SPOTLIGHT: The Arizona State Association	Rebecca Antle	26
Piston's Wild Motorsports Club	Crystal Crowder	30



page 22



page 10



page 14



page 16



page 19



page 30



page 26

## OPTING OUT

**Please Note:** If you would like to "opt out" of receiving a physical copy of the *BlueRibbon Magazine*, simply send an email to "[brcirc@sharetrails.org](mailto:brcirc@sharetrails.org)" with the subject "no magazine" (You MUST include your name and address; your membership # is helpful but optional). To receive notice of the digital magazine, add "go digital" to the subject line (e.g. "no magazine go digital" would cancel your physical copy and send you notice of the digital version).



# Rocky Mountain ATV•MC



## PROUD SUPPORTER



**CUSTOMER SERVICE  
IS OUR PRIORITY**

**#1**

Since 1985, we've worked hard to become your premier destination for parts, apparel and accessories.

Give us a try today and experience the difference of great customer service, quick, free shipping on orders over \$75 and industry low prices. We thank you for your support over the years.



**1.800.336.5437**

(7AM - 7PM M-F, 8AM - 4PM SAT MST.)

**ROCKYMOUNTAINATVMC.COM**





# SHARETRAILS

## MAGAZINE

ISSUE #021, 2020



### PUBLISHER

Spencer Gilbert

### EDITOR / ART DIRECTOR

Michael Patty

### EDITORIAL STAFF

Mary Jo Foster

Ric Foster

Barbara Larsen

### ADVERTISING

Michael Patty

### ACCOUNTING

Barbara Larsen

### WEB DEVELOPERS

Ric Foster

Michael Patty

### CONTRIBUTING WRITERS

Rebecca Antle

Ben Burr

Crystal Crowder

Mona Drake

Spencer Gilbert

Joni Mogstad

Ed Moore

John Stewart

Jack Welch



OHVers enjoy some scenic outdoor recreation in Utah.

## SHARETRAILS.ORG / BRC BOARD & STAFF

### Board of Directors

Joni Mogstad .....President

John Stewart .....Vice President

Crystal Crowder.....Treasurer

Rebecca Antle .....Secretary

Mona Drake .....Board Member

Edward Moore .....Board Member

Jack Welch.....Board Member

Matt Westrich.....Board Member

### Staff / Contractors / Volunteers

Spencer Gilbert .....Executive Director

Mary Jo Foster ..... Chief of Staff

Ben Burr ..... Policy Director

Ric Foster .....Public Lands†

Michael Patty.....Web/Publications Editor

Barbara Larsen .....Non-Profit Specialist

Andrew Weger ....Veterans Ambassador†

Jack Welch ....Snowmobile Ambassador†

† These are volunteer (unpaid) positions.

See board & staff bios online at:  
<http://sharetrails.org/contactus>

### SOCIAL NETWORKING



facebook.

BlueRibbonCoalition  
@sharetrails



twitter  
@sharetrails



Instagram  
@sharetrailsorg

### Contact Sharetrails / BlueRibbon Coalition (BRC)

#### Sharetrails Magazine

brmag@sharetrails.org | 208-600-7131

#### Advertising

brads@sharetrails.org | 208-600-7131

#### BRC Main Office

brc@sharetrails.org | 208-237-1008

Sharetrails/BlueRibbon Coalition (BRC) • P.O. Box 5449 • Pocatello, ID 83202-0003 | <http://sharetrails.org>

#### Advertisement Billing

brbooks@sharetrails.org | 208-237-1008 (ext. 0)

#### Change of Address • Membership

brcirc@sharetrails.org | 208-237-1008 (ext. 0)

#### Public Lands / Issues

brrichard@sharetrails.org | 208-237-1008 (ext. 2)



# FROM THE EXECUTIVE DIRECTOR

## We Stand For Something

**EARLIER THIS WEEK** my wife and I found ourselves in the hospital. It's to be expected, we are expecting. Sometime soon we are poised to welcome another little girl into our home. This is a blessing and also a worry.

Our kids aren't growing up in the same environment I grew up in. Growing up in rural Utah and then Southeast Idaho, I spent my days trouncing through the mountains on all sorts of adventures. I never ever felt "contained." I loved the freedom of going where I wanted, when I wanted without the "advice and consent" of others. I think when most people get to the bottom of why they support public lands, it has less to do with the land and everything to do with this sense of freedom.

Of course, freedom comes with responsibility. Our society is complex, and we need rules in place to help us all get along. What I worry about is a growing trend that only a certain "type" of people should be allowed on our public lands.

We are in the middle of fighting contentious battles all over the country, particularly in the west where our wild places are increasingly off limits. For a long time, I thought this had everything to do with protecting Nature from the possible harmful effects of OHVs. While I see things differently, I certainly understand what our opponents are trying to accomplish. Ultimately, someone visiting the

outdoors in a Subaru and someone visiting in a RZR are usually there for the same reason: to experience the renewal that comes from being in Nature.

We recently rejoined the BLM as a defendant intervenor against the Southern Utah Wilderness Alliance. This is an ongoing case that stretches back more than a decade and at one point landed us before the Supreme Court, where we won our arguments. Our hope is to preserve access to millions of acres in Utah. I like the battle. I like being in the public square debating the merits of policy. It matters to me, a lot, to let all others argue the merits of their arguments as well. What concerns me isn't the debate as much as it is the vitriolic hatred some have for the type of person who rides an OHV.

I watched a video this week from a friend of mine



by **SPENCER GILBERT**



**Special thanks to the  
FMCA  
4-Wheelers  
for their continued  
support...**

**[www.fmca4wheelers.com](http://www.fmca4wheelers.com)**



**Supporters like the FMCA4Ws allow  
Sharetrails/BRC to continue with  
its vital mission to protect  
YOUR recreation access!**



who is fighting to keep Oceano Dunes (a California SVRA) open. His family has been recreating there for years, and he has found an interesting way to use his love for sandy beaches and OHV to make extra income for his family. He looks rougher than he is. He's tall and tattooed with the physique of someone that has worked in concrete his entire life. But he is frustrated and scared. Watching him plead to have someone, anyone, listen to him broke my heart.

The biggest uphill battle we face is perception. We recently met with state OHV leaders on the "Big Ride" in Utah. As we drove over miles and miles of well-groomed OHV trails, Ben Burr remarked, "I haven't seen another soul out here, anywhere." He was right. Driving these old mining roads in Utah caused no damage. We left no trace and there wasn't anyone to bother. And yet, with the little activity that does go on in these areas, anti-access groups will spend millions of dollars on litigation to close them. I suspect though it has less to do with perceived environmental degradation and more to do with the type of people that seem to enjoy the sport. In our group, the majority were

working class mechanics, construction supervisors or other jobs that might get you dirty. These are the people I grew up with. My grandfather was a mechanic for the Utah road system for decades. His wife, my grandmother, proudly sold shoes at JC Penney for five decades. I am the fortunate beneficiary of their legacy of service and hard, thankless work.

I say this because we monitor hundreds of groups online, both pro and anti-OHV, and I sometimes wonder if the animosity has more to do with the way we look and where we work than the perceived damage we do to the great outdoors. Clark Collins used to say that if he could get everyone outside, that he'd convert 100% of people to the cause. He was an electrician by trade, but his heart felt love for everyone, which filled volumes in the book of life.

## 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/smileyBRC>)

**Special thanks to  
Rekluse  
for their continued  
support...**

<https://rekluse.com>



**Special thanks to  
OMIX-ADA  
for their continued  
support...**

[www.omix-ada.com](http://www.omix-ada.com)



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



No matter what happens in Washington, the one choice we can make every day, and to never compromise on, is that we will listen and respect and honor the lives of everyone, everywhere. Outdoors, on the trail we cry Ohana! Ohana means family, and in a family, no one gets forgotten or left behind. BRC represents thousands of groups. There isn't a perfect group, just like there aren't perfect people, but groups give people meaning, and meaning is what we are all looking for.

So, I return to my own family. Soon we will be a family of seven. Four daughters and a son. Our girls are more comfortable in the dirt than in dresses (or in dresses in the dirt). They love the thrill of exploration and the journey of adventure. When I'm asked why I engage in land

advocacy out of all the issues we face in life, I just respond that, "I want my children to experience the same freedom to explore and find adventure that I had as a kid."

BRC is busier than ever. We just completed our Annual Board Meeting, and we are gearing for the upcoming year's work. That work never stops, but-but! We continue to fight in hopes that the next Magellan or Marco Polo is in our midst. We are fighting to preserve the opportunity for adventure and exploration that has defined the American way of life and imagination for more than two centuries.

We hope you have a wonderful Thanksgiving, and a joyful Holiday Season, regardless of how you celebrate. We all look forward to a New Year and hopefully, next year, we'll see you out on the trails.



# ALL YEAR ROUND,



We Support Motorized Access to **Public Lands.**





# THE PRESIDENT'S DESK

## 2020 – MY PERSPECTIVE

by JONI MOGSTAD



THIS HAS BEEN A “CRAZY” YEAR for all of us. First came the Covid-19 pandemic and our reaction to the need to “flatten the curve, slow the spread.” The following quarantine caused loss of employment for many and caused thousands of children to descend on their homes for schooling, requiring supervision. With help, we began to adjust to those changes. Summer came and we began to seek refuge in our outdoors. Then, for many of us came the fires. We were suddenly forced inside once again with thousands of acres of forests burned, towns destroyed, homes and lives lost. Next up is our national election.

I am sharing my perspective here because for me, this is my last year as President and board member for BRC/Sharetrails. The above events have caused drastic changes in how we have managed our organization this year. I would have

liked 2020 to have been a year of growth and expansion. It was not to be. We began to see a number of non-profits going under financially. Strategic planning in March and April convinced us we could in no way contribute to the stress of our members and advertisers by asking them to think of our needs during such trying times. We pulled our Spring fundraiser and gave members a break. We moved quickly from a print to a digital magazine and told our advertisers “it is on us” and did not charge for any advertising. We knew the small businesses were having a hard time.

We saw through the summer that outdoor recreation activity was a stress reducing solution for many. Business was picking up. Our BRC/Sharetrails pocket book was looking pretty empty. We proceeded with our Fall fund raising campaign. The number of people responding was outstanding. The dollars generated were down.

Our annual meeting has traditionally been held in conjunction with the SEMA Show the last weekend in October in Las Vegas. SEMA has provided us space and support for our meetings and Las Vegas is a pretty easy destination for most. We lost the support incentive this year when the show was cancelled because of the pandemic. I asked our staff to find us an isolated mountain destination in perhaps Idaho or Utah where we could meet outside while the weather is nice and see each other's faces, exercise social distancing, and get some work done. They did not disappoint. The Board and Staff met in Utah's southern mountains September 17-19, 2020. With the help of our old friend Glen Zumwalt as facilitator, we worked hard and got some things done. This is my last year. I wanted to hand the organization off the new set of officers with a vision for the future and a path forward. I believe we did that.

I am forever grateful to our members and

### BOARD OF DIRECTOR UPDATE

#### *2021 Board Officers Elected*

During the Fall Board Training Sessions and Board Meeting held in Cedar City, Utah the election of Board Officers for 2021 was held, here are your new officers.

- ▶ **President** .....John Stewart
- ▶ **Vice President** .....Jack Welch
- ▶ **Secretary** .....Rebecca Antle
- ▶ **Treasurer** .....Crystal Crowder

**COMBUSTION SERVICE  
COMPANY, INC.**  
• SALES • SERVICE • PARTS • REPAIR

- **BOILERS**
- **BURNERS**
- **CONTROLS**
- **PUMPS**

24-Hour Statewide Service  
Montana Owned & Operated

**CALL**  
(406) **453-8372**  
**David Covert - Owner**  
cell: 788-8372

2218 9th Avenue North  
Great Falls, MT 59401  
combustionservicecompany@gmail.com



supporters for their ongoing support over the years. THANK YOU! The support I have received from staff and board this last two years has been outstanding. You have made the job of leading this organization manageable. Please continue with the same support for your new president. I am retiring, but I will be in the wings watching with pride.



**Special thanks to  
Pirate 4X4.Com  
for their continued  
support...**

[www.pirate4x4.com](http://www.pirate4x4.com)



**Supporters like Pirate4x4 allow  
Sharetrails/BRC to continue with  
its vital mission to protect  
YOUR recreation access!**

A photograph of a silver Jeep Wrangler with large off-road tires driving over a rocky trail in a forest.

**CRAWL** all over this deal at  
[www.crawlmag.com](http://www.crawlmag.com) & save 20%  
when you use promo code BRC17

# CRAWL

The Hardcore Offroad Magazine

## BIG TO SMALL... We have it all!

The Cat Rental Store is your source for late-model, low-hour equipment from over thirty big-name manufacturers including Caterpillar, Genie, Sullair, Multiquip, Toro, and more.

**28 locations in  
California, Oregon, and  
Washington!**

Call (800) RENT CAT  
today or visit us online at  
[catrentalstore.com](http://catrentalstore.com)!



**CRESCO**



**PETERSON**





# GHOSTS IN THE DESERT

by **BEN BURR**  
*BRC Policy Director*

**AFTER LIVING ON CAPITOL HILL** in Washington DC, I've become one of those people who is paranoid about locking my car. I would follow the Washington DC Police Department on Twitter, and it seemed like every day there was a story about a vehicle break-in. Now that I live in Utah, where the crime rates are low and the people are so good-natured it is a local joke that you should lock your car doors or you might come back to find someone has left you one of their surplus bushels of zucchini.

It wasn't until we'd ridden about a mile away from the staging area on what was called the Buckmaster Trail, that I turned to BRC Executive Director, Spencer Gilbert and said, "I think I forgot to lock my truck." We were there to join The Big Ride in Utah, which is an annual event sponsored by State Parks to bring the leaders of all the Utah off-road groups together. We were in the middle of the convoy of side-by-sides, dirt bikes, and four wheelers, and like with all group rides, we were on a strict schedule. Even one mile into the ride, turning back seemed like a needless hassle.

Spencer replied, "I wouldn't worry about it. There's no one out here." We rode on.

Throughout the day, nagging thoughts crept into

my mind of someone happening upon my truck at the staging area located just north of where I-70 sneaks its way out of the sandstone escarpments of the San Rafael Reef. Would they steal my







computer? Would they leave me zucchini? It took no small amount of mental effort to convince myself that Spencer was right. It turns out that he was right. Aside from the 18-wheelers and Subarus barreling out of the Reef down I-70 enroute to Moab, the only people lingering in that forlorn stretch of desert was our ragtag group of off-roaders and ghosts.

On its surface, the Buckmaster Trail isn't Utah's most spectacular riding area. It's tempting to look to the West at the rugged sandstone teeth of Black Dragon and contemplate taking a hard left turn and getting lost in the San Rafael Swell™. But as with any riding area, we quickly learned that Buckmaster had its own unique and haunting charms.

For starters the area is riddled with both abandoned and active mines. Our guide through the area, Wade Allinson, suggested the next time we come we bring rappelling gear and go spelunking in the old mines. This comment led another local to suggest if we were to forgo our shower after the ride that our eyebrows would glow from the radioactive dust that would accumulate.

[www.4x4s-pod.com](http://www.4x4s-pod.com)


# SPOD™

*the ultimate switch + power distribution components*

**6-CIRCUIT SOURCE**



**TOUCHSCREEN**



**8-CIRCUIT SOURCE**



**APP**



**POWER**

**CONTROL**

Jeeps  
Toyotas  
Trucks  
UTVs  
Boats  
RVs  
Trailers  
Utility Trucks

 [facebook.com/4x4spod](https://facebook.com/4x4spod)
 [@4x4spod](https://www.instagram.com/4x4spod)  
 [sales@4x4s-pod.com](mailto:sales@4x4s-pod.com)
 [@4x4spod](https://twitter.com/4x4spod)



We passed our fair share of mining camp junk, old cabins, and even a quaint little cave dugout from a hillside furnished with an old chair from a vehicle and a work desk. And these were just the artifacts from one group of ghosts.

We made our way up the trail to one of the hundreds of sites in Utah called Cottonwood Wash. Living up to its name, there were a half-dozen grizzled cottonwoods growing in the bed of the dry

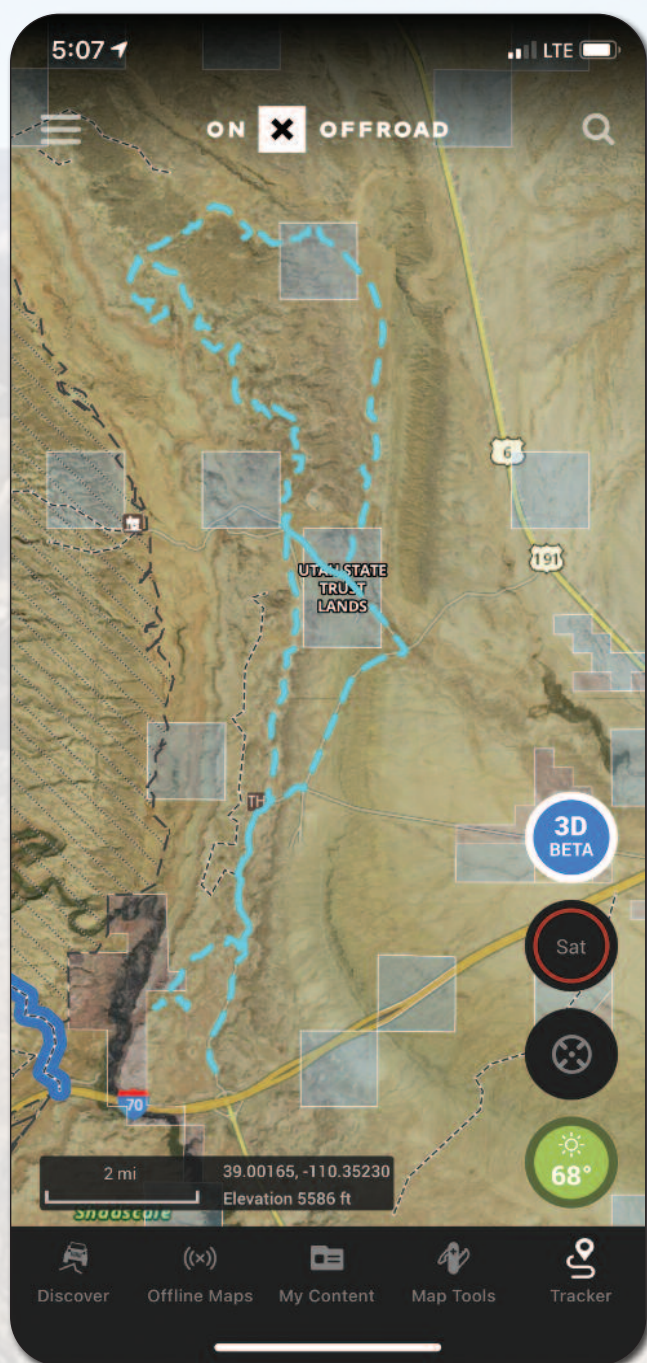
wash. We learned from Mr. Allinson that he believes this wash marked the path of the Old Spanish Trail, and he had gone to no small effort to convince the local BLM office of this fact. According to Allinson, this route would have been like the Old West's version of I-70.

Trappers, traders and pioneers had a short window to make it West towards California as they timed their travel between when the Rocky Mountains were passable and before the Green River became a torrent from spring runoff. The Utes would camp on the banks of the Green River and trade for portage. Folks would then travel West – right through Cottonwood Wash. Allinson also believes this wash is where Chief Walkara would have returned from his horse-raiding exploits in the ranches of California. The largest raid involved the rustling of an estimated 5,000 horses – half of which died on the treacherous journey back. The horses could then be traded for captured slave women and children from other tribes.

Cottonwood Wash was also the site where a murdered body was found near an abandoned station wagon in the 1970s. Because there was no water to soak in, we soaked in enough history, then moved on. We found the old stone trenches that were used for a horse trough for work that was done grading ground for a railroad that was never built. It seemed that everywhere we looked there were ghosts. This desert at one time was full of people, and it shaped lives that in retrospect tantalize us with adventure, resilience, and resourcefulness.

Choosing to haunt ourselves with these ghosts from the past was our adventure. I believe we all left this desert with a thirst to learn more. More importantly, I wondered if our ghosts will inspire their own canon of tall tales and historical intrigue. While we might not be engaged in horse thievery or claim jumping, our visit to the Buckmaster Trail was defined by our own conflict.

There are those who don't want us to be there leaving our own impressions and limited traces on the landscape. This area is part of the San Rafael Travel Management Area, which is currently undergoing another round of planning with the



*Route tracking provided by OnX OffRoad. BRC members are eligible for 20% off at OnX OffRoad using code brc20. You can start your free trial at <http://bit.ly/OnX-BRC>.*





BLM. BlueRibbon Coalition is a defendant intervenor on the case, and our visit to this remote desert was part of our ongoing effort to be continually manning the front lines.

My report from the front lines is that the war over this desert and our access to it is not actually being fought in the desert itself. During an entire day on the trail, we didn't see a single hiker, backpacker, mountain biker, or horseback rider. At the end of the day, I didn't need to lock the door of my truck.

The front lines of this conflict will be the hearts and minds of those who will likely never visit these trails. Now, more than ever, we need you to join us and invite others to the cause. If you ride in Utah, we invite you to join the 10,000+ Miles Project. This is our initiative to inventory over 10,000 miles of trails in the 12 travel management areas where the BLM is updating their plans as a result of legal settlements with environmental groups. Visit <http://bit.ly/10000-project-keep-utah-open> to learn more about how you can help. Hopefully we'll see you on the trail!



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



for their  
**EXCEPTIONAL SUPPORT**  
Supporters like **RMATV-MC** allow  
**Sharetrails.Org/BRC** to continue  
with its vital mission to protect  
**YOUR** recreation access!

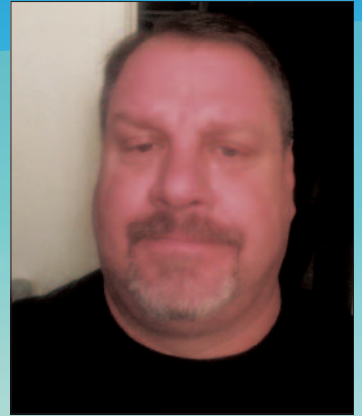




# Board Member Spotlight

<https://sharetrails.org/board>

*Highlighting one outstanding member of the dedicated and unpaid members of the Sharetrails.Org/BlueRibbon Coalition Board of Directors*



## ED MOORE

**IT ALL STARTED IN 1978**, when my Father retired from the Navy. We moved to a small town in California. Every summer we took a week off and went camping, this was well spent time for both of us. I got to know my father and he did the same with me. Camping brought us together where he taught me about life and how to be a good steward of the forest. Everything we took in came out with us, and we also would clean up

anything left by others. Cleaner when we left was the rule.

In 1983, I joined the Air Force and missed out on a lot of trips with my family. I did continue to camp and enjoy the best parts of this great country, always remembering what my father taught me, leave it cleaner than it was when you got there.

In 1990 I left the Air Force, moved back to that

*Ed Moore's distinctive yellow rig.*







small town and went to work on a family of my own. I now have three great children and a grandson. During all of this I bought my first Jeep and drove it until it could go no more. I am on jeep number 4 now. I also got my father to invest in a jeep and we had many great times with all the children, teaching them along the way to be good stewards of the forest.

When I bought my first Jeep, I joined a small club and Cal 4 Wheel, I am now a Life Member of Cal 4 Wheel and the President of my jeep club. I also volunteer with the Forest Service. The club I belong to spends a lot of time every year repairing trails and cleaning up camp sites through the "Adopt-A-Trail" program. If you want to make a difference you need to give time and hard work.

Now I am on the Board of Directors for BRC, still doing what I enjoy the most, working with others, so we can all enjoy a trip out of the house to a favorite spot.



Take it from a satisfied customer...

Never go strapless!

LIFETIME WARRANTY

513

BROKEN LUNG

www.TheTugger.com

The best lift straps made!



# ANOTHER ENDANGERED SPECIES?



by **JOHN STEWART** (*BRC Vice President*)

The year 2020 is a challenging year for motorized recreation. The twin challenges of development and preservation that have an impact on recreation opportunities are supplemented with added government regulations and threat of lawsuit. Now, for a trip down memory lane...

In 2007 in Pennsylvania, Paragon Adventure Park (PAP) was a very popular recreation destination. PAP was informed they would need to cease operations. PAP was victim of development. Economic developers proposed a multi-million dollar mega-cargo airport for the region – Paragon was on part of the proposed future airport property. Due to business decisions, a popular pay-to-play OHV park became a footnote in history.

Meanwhile, southern California kept its hot-bed of anti-recreation sizzling as the Center for Biological Diversity (CBD) filed yet another lawsuit to evict recreation from public lands.

In September 2006, the California Off-Highway Motor Vehicle Recreation Division of State Parks (OHMVR Division) received title to approximately 4,000 acres of land historically used for motorized recreation in Truckhaven, now a part of Ocotillo Wells State Vehicle Recreation Area.

Interestingly, the enviro-preservation community

was unable to raise the necessary funds to purchase the land from the preservation friendly Trust for Public Lands. To save the property from proposed expanded housing development, the OHMVR Trust Fund was used to acquire the property. As such, the land is now safe from “development” as it will remain open space to support pre-existing uses of the land – motorized recreation.



While Truckhaven and Paragon share few things in common, both are popular recreation destinations evoking fierce loyalty from the recreationists. Both are symbols of change.

Paragon was a “pay-to-play” private park. Truckhaven was the last unregulated section of public land in California.

Paragon was doomed by “development” with a loss to recreation. Truckhaven was saved from “development” plans laid out in the 1950s and recently being implemented with a gain for recreation.

Meanwhile, a push for preservation is looming in the nation’s capitol with wilderness proposals and regulatory issues. And, “wilderness” is not the only issue. There are a number of administrative efforts surfacing to designate “critical habitat” and



“areas of cultural significance”.

Passed in 1973, the Endangered Species Act provided a listing process originally planned to protect both species and their habitat. Now, protection of habitat is becoming the favorite tool of the enviro-preservation community to set aside lands protected from development and ACCESS by motorized recreation.

Adding to the complexity are efforts to reverse global warming, increase vehicle fuel efficiency, and provide clean air and clean water supplies. From coast to coast and border to border, there are few regions that do not have a protection or preservation proposal pending.

The issues are administrative, legislative, and legal. The issues cross federal, state, county, and city jurisdictions. Recently, California Governor Newsom signed a state Executive Order that calls for the elimination of sales of new fossil fuel motor vehicles in the state. This is a looming issue on the entire nation.

What is the future? Insurance, wilderness, endangered species, litigation, noise, water and air quality are having an impact on the future of

motorized recreation. Technological advances in equipment are making the impossible challenges possible. More people are seeking a recreation experience outside the city limits.

What is needed? Land and access. As noted, there is a struggle between development and preservation. Recreation is caught in the crossfire. Those that want to “play” will have to “pay”. Is recreation headed for Endangered Species listing?

BlueRibbon Coalition (BRC) has been, and will continue to be, involved with efforts to protect, promote and provide for recreation opportunities nationwide. We work with member organizations and industry partners to keep motorized recreation off the endangered list.

One key element for success is local involvement. All issues start as “local issues”. These are the issues where we (BlueRibbon Coalition) depend on members to be involved and stay informed about what is happening in their neighborhood and in their favorite off-road areas.

What plans are being discussed at your local planning commissions that will involve changes to county zoning ordinances? Are there local







**Special thanks to the  
UPLA  
for their continued  
support...**

<https://utahpla.com>



**Special thanks to  
NAXJA  
for their continued  
support...**

[www.naxja.org](http://www.naxja.org)



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

concerns about water quality? Air quality? Noise? The BRC is here to help you become involved and informed with these types of issues.

Changes are happening. Recreation sits between preservation and development. Recreation is impacted by state and federal regulations. Knowing the local issues will help create a solution for the future. Being involved with the local issues enables BRC to provide assistance.

Help us help you. Ask questions. Exchange ideas and information. Communication and sharing of information is critical.

BRC encourages local clubs and members to engage with the land managers to help them manage for recreation opportunities. Clean-ups and trail maintenance activities have a positive influence and help keep trails and areas open.

Help prevent motorized recreation from becoming an Endangered Species. Help designate critical habitat to preserve your opportunity for quality recreation.







# Business Spotlight

[www.predator4wheeldrive.com](http://www.predator4wheeldrive.com)



## Predator 4 Wheel Drive Colorado Springs Colorado

by **JACK WELCH**  
*BRC Board of Directors*

**LOCALLY OWNED AND OPERATED** by Jerry Panek, Predator has been serving the Colorado Springs area since 1985 with the best in customer service. They are an ASE Blue Seal repair shop. Their knowledgeable staff are all ASE Certified. The showroom has been featured in industry magazines and touted THE PLACE to visit for off road product and service!

The crew at Predator loves 4-wheeling and wants to make sure that there will be the opportunity to 4-wheel in the future for all of us. Every year they make donations to keep the local trails open. They donate to BlueRibbon Coalition, United Association of Four-Wheel Drive Clubs,

COHVCO and the Colorado Association of Four-Wheel Drive Clubs, and they support the local organized clubs. They are more than a 4-wheel drive specialty shop. They believe in 4-wheeling; it's what they do; it's their way of life. They do what needs to be done, whenever they can, to ensure the future of 4-wheeling! Predator is currently working to reopen Wildcat Canyon, a favorite Colorado 4-wheel Drive area.

**"At Predator 4-Wheel Drive, four wheeling is more than a business, it's a lifestyle."**

PREDATOR 4 Wheel Drive service is well known as the 4-wheel drive expert in Colorado Springs, CO, since 1985. When you ask for their opinion, it is backed by more than 30 years of







experience. They don't just talk about 4-wheeling...they do it...a lot. They field-test the equipment they sell and they know what works and what doesn't.

They provide outstanding service for 4-wheel drive enthusiasts. Whether it's for business, everyday travel or just for fun, they have the experts to service your 4-wheel drive vehicle. One thing will always remain constant, to make sure your vehicle is safe and will get you to and from your destination. So whether you're climbing a hill, kicking up dirt, splashing through rivers, or traveling city streets, they want you to have fun and enjoy the ride.

In addition, Predator provides quality 4X4 parts and accessories at competitive pricing. Visit them online: [www.predator4wheeldrive.com](http://www.predator4wheeldrive.com). Or visit their Colorado Springs showroom at 4260 North Nevada Ave, Colorado Springs, CO 80907, take a minute to look around and do not hesitate to contact them at (719)528-5790. Note, a portion of every purchase goes to keeping 4-wheel drive trails open and opening new trails.





# Christmas Valley Sand Dunes An OHV Wonderland

by **MONA DRAKE**

*BRC Board of Directors*



According to the Oregon Washington Bureau of Land Management's web page, the Christmas Valley Sand Dunes Area of Critical Environmental Concern (ACEC) in south-central Oregon is the largest inland shifting sand dune system in the Pacific Northwest. It is a popular destination for off-highway vehicle enthusiasts with nearly 8,900 acres of the Sand Dunes site open to vehicle use. Nearby, the Lost Forest Research Natural Area is an unusual stand of ancient ponderosa pine forest, the remnant of a forest

that existed in a cooler and wetter age. Another facet of the ACEC is Fossil Lake, the site of paleontological work for more than 100 years and where hundreds of species of reptiles, birds, fish, and mammals have been identified.

Memorial Day Weekend and Labor Day Weekend are reserved in our calendar for a full week of dirt, sand, sagebrush, and family fun. The awesome sunsets draw single track, quads, side by sides, jeeps and whatever you have to the first dune out of Juniper Camp, Sunset Dune. We park our rigs in single file facing the awesome sun and her background of mountain range, sagebrush, and sky. We pay homage to the freedom, liberty, and the setting sun. The Labor Day sunsets are usually every color of orange and brown imaginable due to rampant wildfires. The beauty of smoke-filled sunsets is not a welcomed sight.

Memorial Day is a three-day weekend devoted to cooperation between friends, families, clubs and the Bureau of Land Management and Lake County Sheriff's Department. These Lake County Oregon land and law managers share their plight with us, and

**Special thanks to  
ISMA  
for their continued  
support...**

[www.snowmobile.org](http://www.snowmobile.org)



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



we share our hopes and dreams with them. The Law Enforcement Officers are funded from the \$10 permits we wear on our rigs. The Oregon OHV permit stickers are available on-line or you can purchase from participating vendors. The Bureau of Land Management personnel are tasked for the weekend with us for a work party, a Fun Run poker style activity, and they attend our meeting/potluck to answer our questions and hear our ideas.

The poker run Fun Run is established with 5 check points and a rover for an extra try at a great hand. The BLM employees sometimes are a check point and sometimes a rover and sometimes just out and about. This tradition is now 40 years old. Memorial Day Weekend land managers of our playground mix and mingle and display the fact, they are human too. They love our dirty sand as much as we do. The law enforcement officers generally tend to educate rather than ticket. Stubbornness and disregard for safety may net you a fine. Together we all wear smiles the entire weekend. Granted we may have gritty smiles, but your teeth must show when children and old folks alike are outside enjoying the wind and sand with 'more power' the name of the game.

Clubs from within Region 6 of the Pacific

Northwest 4 Wheel Drive Association gather the week of Memorial Day to participate in the work party, the meeting with a potluck, and the poker Fun Run.

When the powers to be decided to designate 'Wilderness,' their sights landed on this out of the way remote area. The above mentioned PNW4WDA equipped their members with pen and paper and lawyered and senatored up to take a stand. The day of reckoning landed on Memorial Day and the





masses gathered to plead for mercy. We ended up designated as a 'Wilderness Study Area' and 'Area of Critical Concern'. These folks in the 80's were successful in keeping motorized use open. We still



remember the fight to keep access. We do not take the privilege lightly. We are ever ready to continue the fight. Keeping in touch with the agencies involved we feel is a great asset.

Congress may someday take the primitive area out of the Wilderness Study Area designation. The sands and the sage are little effected by our rolling tires. The wind comes in daily to sweep our tracks into oblivion. The wind sends the sands to the east one year and back west the next.

Toyota Hill has changed his face many times. One year its approachable and the next not so much. I drive a LJ Jeep with a stock engine, lockers and 35-inch tires at the dunes. Some years I can see the blue sky pop up at the top and some years I must ride in my husband's YJ Jeep and his 351-fuel injected monster to reach that goal. The sand runs with the wind and it is always exciting.

Watching our children grow into their own quads and single-track rigs has been one of the best experiences of my life. When you see a little one take the bars and maneuver a bowl or a hill that the big





boys just ran, its history in the making. Whoops and howls of delight for a successful run. Ecstatic, they bring their rig back to their audience with a smile only accomplished because they tried and sometimes tried many times.

The eyes of the mature faces sometimes water just a little as they gaze at the young ones conquering the machines and the terrain. We all learn to work together, families, agencies, and friends. We learn what the landscape needs to be sustained. We teach pack it in, pack it out as the area is free of disposal bins. The only toilets are the portable type. We learn to share responsibilities and trail etiquette. The excitement, the fun and the comradery grow with each passing year. Tradition becomes heritage and time passes as the sand blows.

The Bureau of Land Management has the option to record our volunteer hours. The individual hour equates to just over \$27 and is used to encourage grant approval and other recreational venues. Congress receives a report of the agencies communicative number of hours for grants, process,

and plans. The volunteers benefit personally in a myriad of arenas. Not to mention sustaining their places to play.



**rugged.**  
radios

**WORK. RACE. PLAY.**  
The Authority in Communications

▶ 5 Watt Radio ▶ 60 Watt Radio ▶ TRX7 GPS Unit

www.ruggedradios.com | 888-541-7223

## The Most Important Miles Are Yet To Come!

### Donate Your Unwanted Vehicles & Support Recreation Access!

You can now help protect recreational access by turning your unwanted but usable vehicles into valuable contributions. Vehicles can be donated to Vehicles For Charity at any time, with proceeds of each donation benefiting the BlueRibbon Coalition/Sharetrails. The process is simple (see below).

- Donate cars, trucks, motorcycles, boats, RVs, snowmobiles, campers, trailers and more!
- Free pickup from your house or office, usually within 3-5 days
- Get an Income Tax Deduction

Call **1-866-628-2277** for more information  
or visit **www.vehiclesforcharity.org/charities**  
(BE SURE TO LIST "BLUERIBBON COALITION" AS YOUR CHARITY)







# Organizational Spotlight



<https://asa4wdc.org>

## ARIZONA STATE ASSOCIATION OF 4 WHEEL DRIVE CLUBS

by **REBECCA ANTLE**  
**BRC Secretary**

**THE ARIZONA STATE** Association of 4 Wheel Drive Clubs (ASA4WDC) has been working to keep our motorized recreation open in Arizona since 1976 through advocacy and partnerships.

The ASA4WDC is made up of organized clubs from across the state. And over the years has become well known in the public access arena.

The ASA4WDC is an organization of full-size

vehicles, but we have recently changed our bylaws to accept UTV clubs as members.

Some issues that affect motorized recreation include: change in public land managers; lack of funding to keep our roads and routes open; environmental concerns; lack of organized groups to help; planning processes with little input from the actual motorized users; continuous bills in our legislature that limit or stop our access in many different ways; lack of education of new users on what is available and how to use public lands plus many others.



*Rail X Adopt A Ranch Clean Up With AZ Fish & Fish Department.  
(photo by Rebecca Antle)*



## Grants

The ASA4WDC has written and received several grants to help educate the public. The first two grants were for communications and information, the first of this type in. This grant has allowed us to attend large commercial events, meet/greets and Expos. The venues give opportunities to do more outreach to local users about trails, how they stay open and promote responsible organized motorized recreation.

The second Information and Communications grant provided funding to update three forest service brochures and develop two new ones for high use OHV areas in southern Arizona. This was a joint effort between the local ranger districts, the ASA4WDC and the local four wheel drive club, the Tucson Rough Riders. Hopefully we can continue to develop these in other areas of our state. Maps are the one thing everyone asks for.

The ASA4WDC received a Recreational Trails Program (RTP) grant for the printing of the brochures along with a few donations.

The ASA4WDC also wrote a grant to Yamaha Outdoor Access Initiative to fund two kiosks in high usage areas. Unfortunately, due to NEPA, COVID and catastrophic fires in our area, these kiosks have not been installed yet. We all know how slow government works, and we have to have patience.

## What We Do

Many ask what the ASA4WDC does. That is a question that is answered again and again and has always been a difficult one. It is a difficult question because the outcome of our work is not something that you can immediately see. We work in the



*International Off-Road Show - Scottsdale*  
(photo by Rebecca Antle)



*Rice Peak Adopt A Road - Tucson Rough Riders*  
(photo by Rebecca Antle)

background and most of the time are given little credit for anything that has been accomplished.

Unlike the anti-access groups, our associations only have the income of our members' dues and donations to keep us going. We do not have the attorneys, lawyers, or staff at our fingertips. The question I have always asked is why?

Our members have some nice rigs that have a lot of upgrades. Why don't they donate more





*Rice Peak Adopt A Road - Tucson Road Riders*



*Coronado NF Kiosk Installation - TRR (photo by Rebecca Antle)*

money? Why don't the large Facebook groups donate?

These are two questions that we continue to try to find an answer for.

### Why We Fight for Access

Most of us who fight to keep our roads and trails open, do it without any funding, it is all on our own dime. We do it because we believe in it, but with more

funding we could accomplish much more.

Our fight to keep our access open is a continuous battle. We are usually reactive instead of proactive. The reason I believe is because we have not lost enough to access to make people sit up and notice. That is not to say we have not won access issues, we have, but we have also lost access.

Lately I have thought of this like a donation to your favorite charity. You donate money to worthy causes, but you do not see improvement immediately. It takes time even though great strides have been made.

If you look at motorized recreation in the same way, you see some progress but it is an ongoing effort. Do you see all our roads open with continued access? You may not see the benefits, but they are there.

The ASA4WDC along with a few other groups in the state have been able to have a secure voice in the legislature to fight for our motorized access. Not everyone understands the benefit of a paid advocate at this level and what it provides. Again, it is not tangible and you really cannot see the immediate outcome.

The limits and closures come from bills that get introduced into the state legislature at the beginning of the session. When these bills are in the "working groups" stage and have not been formally introduced to the full legislature yet, they are easier to change and things that affect us can be explained or updated.

If you are not familiar with how a bill is written and the little nuances that are in them, you could miss an especially important phrase that would limit or close our use on public lands. This is a very time-consuming process and includes many, many bills at the beginning of every session. Someone needs to



review them prior to going into session. Do you have that kind of time and experience? I certainly do not.

## How We Help?

As motorized users, we are the ones who typically keep our roads and trails open on the ground. But who keeps our access open in the legislature?

The ASA4WDC also has on the ground ways of helping the agencies through volunteerism.

ASA4WDCs associated clubs have adopted trails and ranches around the state to help with maintenance, repairs, signing and trash pickup along with other issues. This helps develop partnerships and relationships with landowners. There is always work to be done and volunteers needed with agency budgets shrinking all the time. As organized users we can help them and help keep our access open at the same time. Volunteers are important to our recreation and help the agencies extend their budgets.

## What Can You Do?

So, what we need is more groups to join our state organizations, more volunteers, more ways to educate the public and more access.

This all begins with you.

Join your local and state organizations as they



*Display - 4 Wheel Parts, Glendale  
(photo by Rebecca Antle)*

will help keep access open in your area. But do not forget your national organizations they help keep our access open nationwide.

A one-year membership is less than a tank of gas for a day trip. You would be amazed at how much that will help our organizations keep your access alive. If you do not want to join as a member, donate. Every dollar can help keep our roads and routes open for our use.



**Special thanks to**  
**TS ATV CLUB**  
**for their continued support...**  
[www.thetristateatvclub.com](http://www.thetristateatvclub.com)

**Tri-State  
ATV Club**

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

**IT'S YOUR WINCH, ONLY  
SAFER**

**FACTOR 55**  
PRECISION ENGINEERING

Closed System Winching

**HITCHLINK**  
FLATLINK  
PROLINK

**FACTOR55.COM**



# Piston's Wild Motorsports Club

by **CRYSTAL CROWDER**  
**BRC Treasurer**

**PISTON'S WILD MOTORSPORTS** was established in February 2007 with a primary objective of building local, legal 4x4 trails in the nearby state forest, the Yacolt Burn. At that time, they were just 3 members strong – now thirteen years later they have 40 active family memberships, dozens of agency and business partners and are proud to present a brand new 4x4 trail system to share with the off-road community.

They choose to introduce themselves as a new breed of club, not just interested in 4x4's, dirt bikes, ATV's or snowmobiles – but, rather, they love all



forms of motor sports equally and strive for involvement with a well-rounded schedule of activities for all of their members and guests to enjoy. This part of the country is a long way from Detroit or even Indianapolis, but their love of piston driven power is as strong as anywhere!

The club motto is: "Life is not a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming . . . **WOW – What a Wild Ride!**"

What they look for in potential new members, are like-minded folks, who enjoy spending their free time in the motor-sports world:

- Off-road trips on the mountain, in the woods or at the beach
- Participating in various competitive events
- attending motor sports events as spectators
- Promoting motor sports events for others to attend
- Attending social gatherings with fellow motor heads

Piston's Wild Motorsports club hosts an annual Poker Run in the Tillamook State Forest as well as a 4x4 Cruise In when the trail building and maintenance schedules allow. Both of these events raise funds to assist with trail maintenance and construction. Piston's





Wild members participate in work parties with other local clubs and even have race teams participating in the King of the Hammers with race vehicles built, owned and operated by various club members.

From the very beginning, club members have worked closely with the Washington State Department of Natural Resources – Pacific Cascade Region, in regards to opening 4x4 trails in the Yacolt Burn Forest as well as improving the overall recreation experience for all motorized sports enthusiasts. Due to the cooperation between the club and the agency and the local ATV/Dirtbike club, Jones Creek Trailriders, there are now 10 new 4x4 trails open and available the public in the Yacolt Burn. Many new ATV and dirtbike trails have also been added to the system. Great strides are being made towards the Yacolt Burn becoming a “destination of choice” for 4-wheelers as well as ATV and dirt bike enthusiasts.

In the first steps of the “building new trails” process, in 2008, the club reached out and organized the 4x4 community to attend in force at the DNR Planning Process Kick-Off meeting for the Yacolt Burn. The 4x4 community flooded the room with a total of over 60 active, engaged, and informed 4x4 enthusiasts in attendance. This was a remarkable effort by all of the 4x4 users in the area and made a tremendous impact on all of the user group participants. A small group of those participants at that meeting were being secretly pre-selected by DNR staff to be on the planning committee for the Western half of the Yacolt Burn – a process expected to be completed in 2009. Due to the overwhelming 4x4 attendance at the kick-off meeting, the 4-wheel drive community was the only user group that was awarded two positions on the committee, ultimately, those were both Piston’s Wild members.

In the early years, club members attended many agency meetings and hosted multiple trail rides with DNR representatives in the Yacolt Burn discussing potential opportunities for 4x4 trails. The real success of the process began with the club hosting DNR staff and upper DNR

management on a trail ride to one of the best active 4x4 multi-use areas in the region – the Tillamook State Forest. Oregon Department of Forestry staff participated in this event and began to share best practices with WA DNR staff for successful management of an OHV area that not only includes 4x4s, but embraces and benefits from their participation. This was an effort to show them how the 4-wheel drive community can be not only a user of the forest but an asset to the management agency responsible for the stewardship of the land. In 2009, Piston’s Wild club members adopted University Fire Power trail in the Tillamook State Forest, fabricating and installing seasonal gates to assist ODF in protecting the most extreme section of the trail during the winter months.

Even though there were no legal 4x4 trails yet in the Yacolt Burn state forest, the club, along with hundreds of local 4x4 volunteers, spent thousands of hours removing abandoned vehicles from the forest, hosting clean up events and building positive







as an opportunity to “give up” on expanding the motorized trails in the Yacolt Burn and DNR was already well on their way making the motions to scrub the project.

Unbeknownst to the club, a fellow off-roader, Todd Ockert, whom the club had never met, had read the club story on the internet about the trails and the struggles they were facing and had nominated them for the BFG Outstanding Trails program, which they were awarded later in 2010. By leveraging the financial support and recognition of BF Goodrich, a world-wide company, that gift to the club arrived at just the right time in order to lean on upper level DNR management to get back in the game. Shortly after that, DNR settled the judicial challenge with a small re-route of the trail in question and motorized trails were back in business.

WA DNR continued to create financial opportunities for the planned and approved Yacolt Burn motorized trail system by applying for state grants through the RCO supported with matching funds from the regional budget.

While trail construction began in 2014, DNR did not have the staff to do the work. Piston's Wild Motorsports signed cooperative agreements (essentially volunteer construction agreements) for reimbursement of expenses and performed ALL of the new 4x4 construction in 2014 and 2015, creating three new 4x4 trails which opened to the public in 2016. In 2016, DNR added staff to begin constructing trails for the next two years. DNR completed three more new trails while Pistons' Wild signed on again to take the

relationships with the agency. Trail planning, while painfully slow, was still moving in a forward direction. In 2010, after the new trail plan had been released for public comment, new trail progress all but came to a sudden halt. A Portland, Oregon resident, with a vacation home in the Yacolt Burn state forest, backed by local environmental groups, filed a judicial challenge against the DNR for the motorized trail project. They were objecting to the proximity of one of the trails to their property and to the non-motorized trails. From the club's point of view, the agency used this challenge

**VAUGHAN  
DISTRIBUTING**  
8050 S. Highway 89  
Jackson, Wyoming  
307-733-6480  
(toll free)  
**1-877-851-9288**  
[www.wyosynthetics.com](http://www.wyosynthetics.com)

Custom Manufacturing

**Master Your Terrain™**  
(307) 775 9565  
[www.tntcustoms.com](http://www.tntcustoms.com)

**TORQ-MASTERS  
INDUSTRIES**  
The Manufacturer of: **AussieLocker**

**TORQ  
LOCKER**

**UTV & 4X4**  
**EXCEPTIONAL 4 YEAR WARRANTY**  
[www.TorqMasters.com](http://www.TorqMasters.com)



lead on the construction on a new trail with play areas, switchbacks and hill climbs, aka Old Ugly. These four new trails opened to the public in 2018. In 2018 and 2019, DNR constructed 2 new trails while Piston's Wild assisted with features on one DNR built trail and also took the lead on constructing their first major incline rock crawl feature, Tumble Creek. These three new trails opened to the public in 2020. Ten new 4x4 trails are now open to the public in a forest that evicted 4x4's over 30 years ago. More new trails are currently grant funded and under construction today...

Piston's Wild received a second BF Goodrich award in 2016 and the club continues to partner with Jones Creek Trail Riders in acquiring state grants to support their joint efforts to construct and maintain motorized trails for all in the Yacolt Burn.

The club also gets involved, when necessary, with other local land management agencies, to ensure that all outdoor motor sports will still be accessible to everyone for many years to come in the Pacific Northwest. They make every effort to find ways to work together in a team effort to maintain motorized sports in Southwest Washington and Northwest Oregon.



[www.pistonswild.com](http://www.pistonswild.com)

## RIDE ON DESIGNATED ROUTES

RESPECTED  
IS OPEN ACCESS

Please tread lightly and travel only on routes and in areas designated open for motor vehicle use. Remember, Respected Access is Open Access.

treadlightly!<sup>®</sup>  
THIS PUBLIC SERVICE ANNOUNCEMENT IS POWERED BY



**Lift & Leveling Kits  
for over 400 vehicles  
including...**

### JEEP RENEGADE

KJ09168BK



### Other Jeep Accessories

#### Recovery Accessories



KU70056FG

KU70039BK

#### Dash Panels Pillars & Pods



KJ71057BK

KJ71031BK



KJ71034BK



KJ71044BK

**DaystarProducts.com**  
**800-595-7659**





# 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](mailto:brmaryjo@sharetrails.org)) and update your membership account with your current email, or update your email online at: [sharetrails.org/myemail](http://sharetrails.org/myemail).

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

**amazon**smile

Support recreation access while you shop at Amazon.Com. Select "BlueRibbon Coalition" as your non-profit of choice!



More information? Visit:  
<http://smile.amazon.com>

## SHARETRAILS.ORG/BLUERIBBON COALITION MEMBERSHIP APPLICATION



NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
EMAIL \_\_\_\_\_ @ \_\_\_\_\_ PHONE \_\_\_\_\_

Check One: ☐ Renewal? ☐ New Membership?

Check One:

- ☐ Individual Membership — One year (\$35) ☐ Individual Membership — Two years (\$70)  
☐ Lifetime Individual Membership (\$600) ☐ Basic Business/Organizational Membership — One Year (\$125)  
☐ Additional Donation of \$ \_\_\_\_\_ ☐ Premium Business/Organizational Membership — One Year (\$300)

Business/Organization Contact \_\_\_\_\_

Contact Phone# (If different from above) \_\_\_\_\_

### METHOD OF PAYMENT

☐ Check Enclosed\*

Credit/Debit Card

\*Make check payable to:  
The BlueRibbon Coalition

Card Number \_\_\_\_\_ Exp. Date \_\_\_\_\_ CVV Code \_\_\_\_\_

Send your application with payment to: The BlueRibbon Coalition • P.O. Box 5449 • Pocatello, ID • 83202-0003

For faster processing & special offers, visit us online at: <http://sharetrails.org>





**TERRA TREK**  
2019 ADV WEAR

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

OFFERED BY  
**WPS**

**FLY**  
RACING  
FLYRACING.COM