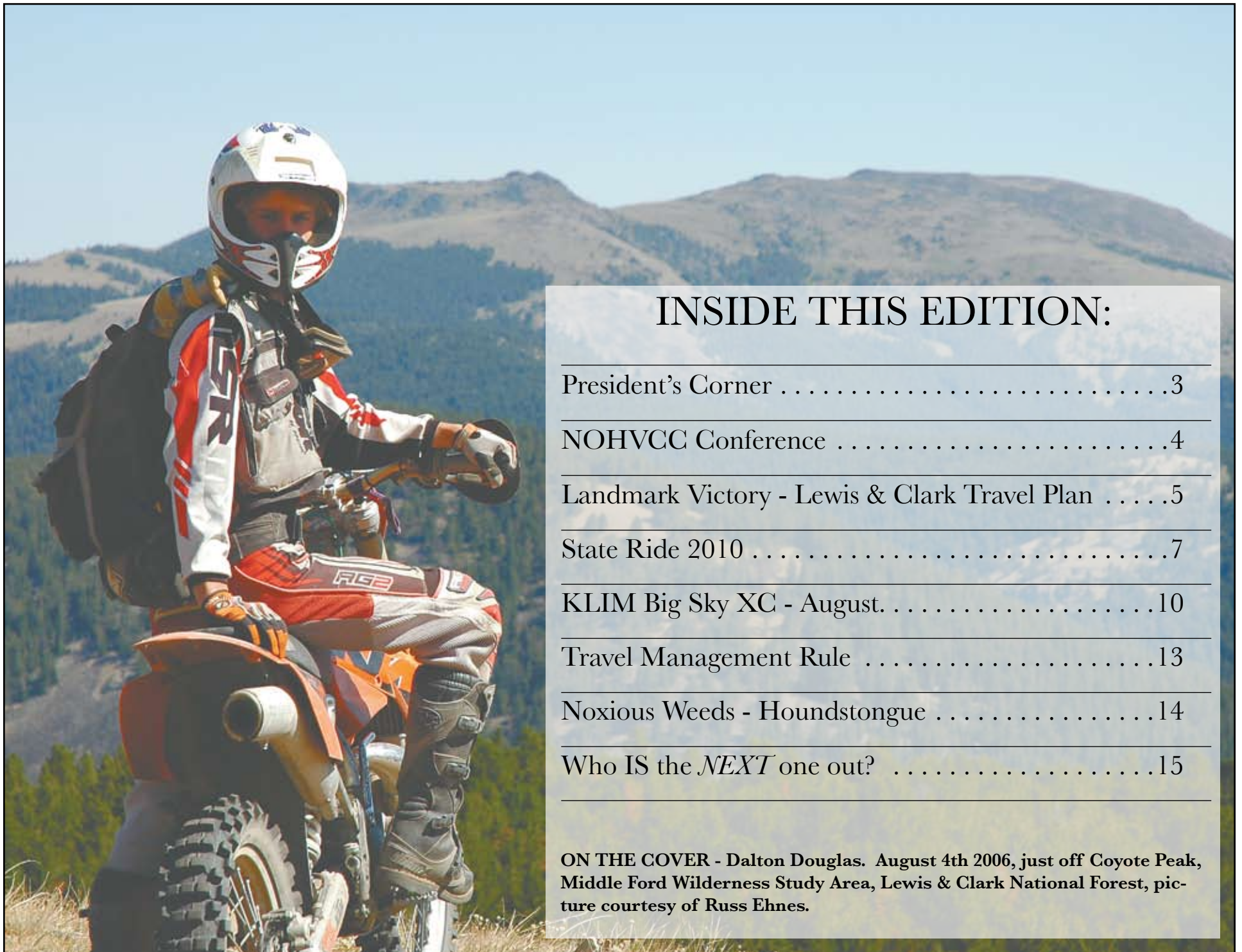


MONTANA **JUNE 2010** TRAIL RIDER NEWS

THE OFFICIAL NEWSLETTER OF THE MONTANA TRAIL VEHICLE RIDERS ASSOCIATION



INSIDE THIS EDITION:

President's Corner	3
NOHVCC Conference	4
Landmark Victory - Lewis & Clark Travel Plan	5
State Ride 2010	7
KLIM Big Sky XC - August.	10
Travel Management Rule	13
Noxious Weeds - Houndstongue	14
Who IS the <i>NEXT</i> one out?	15

ON THE COVER - Dalton Douglas. August 4th 2006, just off Coyote Peak, Middle Ford Wilderness Study Area, Lewis & Clark National Forest, picture courtesy of Russ Ehnes.

BOARD OF DIRECTORS

MTVRA Officers 2008/2009

Rick Deniger, President	544-8956	mt4xguy@yahoo.com
Greg Oblander, Vice Pres.	598-6975	chiropracticfan@yahoo.com
Mona Ehnes, Sec/Treasurer	454-9190	monaehnes@bresnan.net
Brenda Koch, Asst. Sec.		bdkoch@yahoo.com

Directors At Large

Bill Black, Hinsdale	364-2326	rwb@blackranchinc.com
Jim Brown, Livingston	222-3571	twobrown@wiswest.net
Dave Storfa, Great Falls	799-5422	dave@storfa.com

Directors MTVRA Clubs

Dave Covert, Great Falls combserv@bresnan.net	Great Falls Trail Bike Riders Assn 406-727-8712
Doug Poehls, Laurel dpoehls@pacificmetal.com	Rimrock Trail Riders 406-628-4831
George Wirt, Helena g_wirt@msn.com	Capital Trail Vehicle Assn 406-227-6037
David Fisher, Billings tsatv@yahoo.com	Treasure State ATV Assn. 406-652-0954
Chuck Bonnett, Billings chuckdbonnett@bresnan.net	Billings Motorcycle Club 406- 256-9396
Jeff Holman, Manhattan jeweholman@msn.com	Gallatin Valley Dirt Riders 406-282-7061
Rex Coldren, Great Falls coldren2108@msn.com	Russell Country Trail Conserv. Assn. 406-454-2108
Benny Finnicum, Butte bfinnicum@bresnan.net	Mining City Trail Riders 406-723-5400
Marty Ulrich, Glendive ulrichkm@midrivers.com	The Ranch Riders 406-687-3000
Roger Tulberg, Missoula wmtra.mso@gmail.com	Western Montana Trail Riders Assn
Joel Chandler, Libby directors@kootenairidgeriders.org	Kootenai Ridge Riders 406-293-2368
Brent Nelson info@ryecreekclodge.com	Ravalli Co. Off Road Users Assn 406-821.4844
Park City Recreation Association leothom@msn.com	PO Box 115 Park City MT 59063
Blackfoot Valley Off Highway Vehicle Association - Lincoln, MT Damon Kegel dkegel@windtrudinetools.com	406-362-4088
Jim Morkert, Trout Creek	Cabinet Ridge Riders 406-827-9305
Russ Ehnes, Past President russehnes@bresnan.net	MTVRA 406-454-9190

Non-Voting Directors

Don Gordon, Helena dgordon315@aol.com	Montana 4X4 Association
Bruce Butler, Billings butlerohvsafety@live.com	NOHVCC 406-628-7001
Roger Hagen, Helena rahagan@msn.com	Lobbyist

ELECTRONIC NETWORK

Attention: Members if you are not receiving email news, please send in your email addresses. Due to a computer crash, we have rebuilt the electronic network, but have email addresses for only 10% of the membership. The cost of producing the newsletter, shortage of volunteers, and the real time lag in getting information to you in a timely

fashion make the electronic network an important tool now and for the future. We promise we will not deluge you with excess notices. All news releases sent to MTVRA will be reviewed for importance to Montana before sending out. To be added to the network, simply email infomtvra@bresnan.net and ask to be added.

OTHER MTVRA CONTACTS

Electronic Network
infomtvra@bresnan.net

George Wirt, Helena
MTVRA Webmaster
g_wirt@msn.com

Cathy Covert, Great Falls
Membership Chairman
combserv@bresnan.net

WWW.MTVRA.COM

Check the site for travel plan comments and information.

MONTANA TRAIL RIDER NEWS

Is published by the Montana Trail Vehicle Riders Association. Opinions expressed herein are no necessarily those of the MTVRA or its officers. Your editorial or news contributions would be appreciated. Mona Ehnes, Editor.

Display and classified advertising is gladly accepted. For more information, call or write: (406) 454-9190

MONTANA TRAIL RIDERS NEWS
P.O. BOX 2884
GREAT FALLS, MT 59403



MTVRA BYLAWS - Current bylaws, with changes approved June 2006, are posted on our website, www.MTVRA.com



PRESIDENT'S CORNER

It's been a really long winter, at least it seems that way to me. I always get a little melancholy during the months of short days and long nights. Being unable to ride my "wheeler" or my dirtbike

plays a large role in my doldrums. All the same issues in regards to access to our public lands continue pile on and require a significant amount of effort and attention. However, the chance to get out and remind myself why I go through this is often not possible. I must confess that I could not come up with a subject to write about for this issue because of the poor state of mind I was suffering from so I asked my lovely bride for advice and as usual she came to my rescue. "Why don't you write about what spring time brings?"

Thank God it's spring! I am back riding with my friends, both old and new. I am always amazed at the people we meet at club rides or just out on the trail.

The OHV community is full of the nicest, down to earth characters one could ever hope to become acquainted with. People that will always stop to lend a hand if you are broke down on the trail. People who love to recreate with grandma and grandpa as well as the grandkids. Not too many sports are as multi-generational as OHVing. Mostly the folks you run into have worked hard to get to the point that they can take the family and go camping and riding on the weekends. I think of myself as being extremely fortunate to be able to reconnect with the beauty that surrounds us here in Montana every year and reconnecting with old friends makes it all the more extraordinary. I guess what I am trying to say is sometimes you just HAVE to get out and go riding in order to maintain a positive perspective. Besides, it's a helluva lot cheaper than therapy. Hope to see you on the trail. Ride safe.

Rick Deniger
President – Montana Trail Vehicle Riders Association

Legal Proceedings

2010

The Pryors

The USFS's June 2, 2008 Record of Decision (ROD) approving a new travel management plan (TMP) for the Custer National Forest's Beartooth Ranger District which includes the Beartooth and Pryor Mountains is now the object of legal action brought by The Pryors Coalition. The Coalition is made up of familiar: Wildlands CPR, Eastern Wildlands Chapter of the Montana Wilderness Assn, Yellowstone Valley Audubon Society, The Frontier Heritage Alliance, the Beartooth Backcountry Horsemen, and individuals Richard Walton, Susan W. Newhall, and Phil Jaquith.

While the motorized community lost opportunities, the TMP allows for the 300 ft camping rule, evaluated and added a couple of 'user created routes', and kept the only single track motorized trails on the Beartooth unit open to motorized use, Meyers Creek #27 and Lodgepole #22. The Pryors Coalition view these as huge issues thus filing to have the court issue an injunction sending the decision back to the USFS to prepare a new EIS and issue a new travel plan, and essentially get rid of motorized recreation.

On May 20th, a motion to intervene (as a friend of the Forest) was filed by the "Recreation Groups"; Treasure State ATV Assn, Montana Trail Vehicle Riders Assn, Great Falls Trail Bike Riders Assn, Families for Outdoor Recreation, Citizens for Balanced Use and the BlueRibbon Coalition. The motion was unopposed, and accepted by the Court.

Funding Legal

Actions

How does a club fund legal actions? First, as a MTVRA club, GFTBRA requested help from the MTVRA Legal Fund. Second, MIC & SVIA recognized the importance of a good case and believed in the groups' commitment to raise funds locally. Since we're not into raffles, here's some of the creative ways the Great Falls Trail Bike Riders Association members went about coming up with the needed funds.

- Encouraged members to sign up with a pledge sheet.
- Held the National Enduro with lots of MTVRA volunteers.
- Those that could afford it made a yearly donation (tax deductible) to BRC with the Montana fund identified.
- Some showed up with a \$10 check each month.
- Some donated \$25 a month.
- Silent Auction at the annual membership mixer.
- 50/50 tickets were sold (the winner donated his share to the legal fund, which would make it 100/0 tickets??).

One of the GFTBRA directors put it into perspective at a meeting: "When you say we have to raise \$30,000, it is scary. Now divide that by 200 committed members and you come up with \$150 each, this doesn't happen in a day, it needs to be thought of as a two year budget: \$150 divided by 24 months, means you need to come up with \$6.25 a month, price of a good hamburger and a beer."

Think about it..... By the way, we are still raising money.

"Environmental litigation gravy train"

Excerpts from an Opinion piece by Karen Budd-Falen, Budd-Falen Law Offices

[This is a must read...Ms Budd-Falen's complete release can be read on www.MTVRA.com](#)

There are two major sources for attorney fees that can be paid to plaintiffs that "prevail" in litigation either by winning a case on the merits or by the Justice Department agreeing that the group "prevailed" in a settlement by achieving the purpose of the litigation.

One source of funding is called the "Judgment Fund." The Judgment Fund is a Congressional line-item appropriation and is used for Endangered Species Act cases, Clean Water Act cases, and with other statutes that directly allow a plaintiff to recover attorney fees.

- In total, \$4,716,264,730.00 (that is billion with a "b") in total payments were paid in taxpayer dollars from the Judgment Fund from 2003 through July 2007 for attorney fees and costs in cases against the federal government.

The second major source of payments to "winning" litigants against the federal government is the Equal Access to Justice Act ("EAJA"). EAJA funds are taken from the "losing" federal agencies' budget.

- Between 2003 to 2005, Region 1 of the Forest Service (Montana, North Dakota, northern Idaho) paid \$383,094 in EAJA fees.

The federal government is spending billions in tax payer dollars without any accounting of where the money is going or to whom it is going. There is no oversight in spending this money, especially the money that is coming

out of agency budgets that should be funding on the ground programs to protect public lands, national forests, ranchers, recreationists, wildlife and other land uses.

The Future of Litigation?

The 7th Circuit issued its opinion in Habitat Education Center v. USFS today. You can view the full text opinion at www.ca7.uscourts.gov/tmp/Y20KTRGA.pdf. The opinion, written by Judge Posner, upheld the imposition of a \$10,000 bond, which the district court ordered under Rule 65 when the environmental groups sought a preliminary injunction of the timber sale project. The environmental groups later forfeited the bond when the court rejected their arguments and dissolved the preliminary injunction. HEC argued that it should not have to post a bond because it is a non-profit engaged in doing good work such as environmental protection. The 7th Circuit flatly rejected this argument writing:

And we especially wish to emphasize our rejection of the rule proposed by Habitat that nonprofit entities should be exempt from having to post injunction bonds, or a slightly narrower rule that would pick and choose among them on the basis of likely contribution to the overall public welfare.

Nonprofit entities such as Habitat have the benefit of exemption from federal income tax, and often from local property taxes, as well as the indirect tax subsidy provided to nonprofits by the charitable deduction from personal income tax. Need the courts grant them an exemption from Rule 65(c) as well?

NOHVCC Conference

For the first time ever, The National Off-Highway Vehicle Conservation Council (NOHVCC) will be hosting its annual conference in Great Falls, Montana. NOHVCC is a national advocacy organization with volunteer State Partners in 46 states and 10 Canadian Provinces.

“Over the past 22 years NOHVCC has hosted conferences across the nation but a change in the time of year the conference is being held has allowed us to not only host the conference in Montana but also the pre-conference trail rides on Wednesday and Thursday prior to the conference” said Russ Ehnes, Executive Director of NOHVCC.

The conference is held in conjunction with the annual conferences of the National OHV Program Managers Conference, the All-Terrain Quad Council of Canada, and the Motorcyclist Confederation of Canada. Conference attendees will

include OHV activists from about forty states and ten Canadian Provinces, State OHV program managers, and staff from the US Forest Service, BLM, Federal Highway Administration, Federal Railway Administration, and the Army Corps of Engineers. The conference is the largest annual gathering of OHV activist and OHV program managers on the planet.

The conference sessions will focus on the latest issues and topics related to OHV recreation including the management of side-by-side OHVs and electric OHV's, trail building equipment and techniques, trail management success stories, economic impact information, and funding strategies.

More information about the conference and registration information is available at www.nohvcc.org or call Russ Ehnes at 406-454-9190.

NON PROFIT INFO

New rules from IRS concerning clubs with income less than \$25,000: In past years, a club with income less than \$25,000 did not have to file any reports with IRS. Times have changed and now clubs are required to register with the IRS and file a 990N postcard. This is a painless process, the 990N only asks for your Fed ID number, name and address. If income is over \$25,000 you must file a 990EZ, which is not painless...

While MTVRA is incorporated in Montana as a non profit, we are not registered with the Feds as such. This year MTVRA was required to file a 990EZ and also to register with the Secretary of State's office as a non profit, even tho we are incorporated as such.. Never ending paperwork.

If you belong to a club that has either 501c3 status or is a non profit, be sure to inquire about

What the heck is a “Bug Out Bag”?

By Rick Deniger

About a hundred or so years ago when I was in Advanced Individual Training at Fort Rutgers one of our flight instructors informed us that all flight personnel was to keep a small bag packed with a few essential supplies in case we were called to duty on a moments notice. I have continued this practice through to this day, only for a slightly different purpose. My bug out bag now accompanies me every time I climb on my ATV or dirt bike. When you stop to think that it is very possible to ride farther in one hour than you could walk out in a day, having some provisions for a night in the woods makes pretty good sense. It really doesn't take much to be ready. I use a canvas bag from the Army Navy store and keep it packed with the following;

- 2 plastic garbage bags, (emergency raingear)
- Hand sanitizer gel, 4oz, (makes great fire starter also)
- Matches in waterproof container
- 12 hour lightstick, sometimes called snaplight
- 1 large or 2 small space blankets
- 1 Winter type hat
- 1 pair warm gloves
- 1 roll of flagging tape (the type you see trees marked with)
- 1 sharpie marker (to write on the tape with)
- 1 Led flashlight (led lights require less power and will outlast other types)
- 1 MRE (meal ready to eat or anything with a high caloric value)
- And last but certainly not least,
- 1 Macanudo cigar (if you're stuck in the sticks for the night, you might as well enjoy it)

Great Outdoors Initiative

The Coalition For Common Sense Use members Llew Jones, Rick Ripley, Russ Ehnes, Cristy Clark, and John Shevlin attended the Great Outdoors listening session in Helena on June 2nd on adding more conservation and recreation to Montana.

“To say that we were vastly out-numbered is the understatement of the century” said Llew Jones. “In a room of 200 people or so there were maybe 10 or 12 that tried to speak the voice of reason. We advocated for local control, and that

success was best achieved by listening to the local people, local cities, towns, and even the state with the federal staying out. We spoke to increasing recreational opportunity through multiple-use, by allowing those that wanted to “reconnect” with the outdoors to choose their own way. We argued that we should not be adding more wildernesses, in particular given the state of the economy and the size of the debt. We pointed out that the greatest conservationists were the farmers, ranchers, and recreationists.”

“The rest of the room was largely filled by a much more extreme environmental voice. They largely advocated more closed lands, more rules, more restrictions, and more federal control to prevent the “tragedy of the

commons”, a concept where local control (Montanans) would essentially destroy their land if not controlled from without. The room was filled with folks such as the Sierra Club, the Land Reliance, the Fish and Game, and other “conservation agencies”.

“To me, the most evident person missing was the common working man. When meetings are scheduled in the middle of the work day attendance it is designed such that attendance is primarily by state and federal agencies or by those with “titles” such as President of the Sierra Club. The average Joe, the working man, the farmer, the rancher, are busy making living. Thus their input is never heard. The message that comes out is ‘Montanans, by a vast majority, want more federal wilderness’”.

“I do see that, in the Helena paper at least, our local control message made it through,” Llew continued.

http://helenair.com/news/local/article_f344daec-6ed6-11df-beb9-001cc4c002e0.html

I would ask that everyone please go to <http://ideas.usda.gov/> and add to this message of local control and multiple use.

Llew Jones

UTAH-INTERN'S FIRST TRIP

By Tom Covert

The recent trip to Utah with Bruce Butler and Jack Terrell was an educational experience. Spending time with seasoned members of NOHVCC provided a great opportunity for us to talk about their past experiences with NOHVCC and discuss their future goals. It enabled me to see firsthand what NOHVCC does in the field. While the weather did not cooperate over the weekend we were still able to talk with many members of the different federal agencies from the area. They were all surprisingly excited about OHV recreation and were a pleasure to talk with. It was a comforting change of pace from the normal anti OHV atmosphere that resonates from many agency employees in other areas. I was excited to see agency employees who ride dirt bikes themselves, even if I ended up working on their bikes for two days. Meeting so many federal agency employees with great attitudes and a positive outlook toward OHV recreation made for a great experience and one that established relationships that I hope will aid in Utah's development of further OHV programs and trail systems.

Further development of trail systems in the areas is needed and would allow for greater utilization of the area by the public and aid in advancement of OHV related recreation in the area. Coming from an area in Montana where the trail systems are some of the best in the world I was slightly concerned with the lack of established trail systems in the area, however, I could see great potential in the area and the people managing it. The local agencies have the intelligence, the resources, the people, and the drive to establish a great trail system in the area. I hope that NOHVCC can be of further help in the future with the development of trail systems in the area.



Landmark Victory on Lewis & Clark Travel Plan

by Paul Turcke, BRC Legal Team/Moore-Smith-Buxton-Turcke

The Gavel sounded, eliciting a familiar feeling of relief and apprehension. One look at co-counsel confirmed that I did not need to pinch myself. The hearing had gone well. Post-hearing conversation with opposing counsel was typically pleasant, but notably different, as even they agreed the Court “seemed to be leaning your way.”

Our way meant the unthinkable—that pro-access interests, no preservationists, might take on the land managing agency and win.

About a month later a decision was issued. Through that decision the BlueRibbon Legal Program achieved a new pinnacle defending recreational access. As plaintiffs challenging a Forest Service travel plan, BlueRibbon, the Motorcycle Industry Council, the Specialty Vehicle Institute of America and Montana user groups prevailed on the merits and obtained a ruling that the Lewis and Clark National Forest (LCNF) 2007 Travel Management Plan violated federal law. The agency’s plan failed to conform to the procedures required under the National Environmental Policy Act, as well as the substantive requirements of the Montana Wilderness Study Act (MWSA).

The central theme of the decision was that the Plan was more restrictive than any of the alternatives vetted during the public review process. The Court found that the Forest’s final decision “reduced total motorized routes by nearly thirty percent from the most restrictive Draft EIS alternative. It also closed several routes which were not identified for closure in any DEIS alternative.”

The Court also struck down the agency’s treatment of off-route travel for dispersed camping. The Draft Environmental Impact Study (DEIS) portrayed as an element common to every alternative a 300 foot wide allowance,

which was already in place in the Forest since 2001. In the Final EIS, and thus without the opportunity for further public input, this was altered to a “vehicle-plus-trailer-length” allowance in every alternative.

The Court further ruled the Plan violated the Montana Wilderness Study Act of 1977, finding that the Plan “eliminated roughly two-thirds of previously available motorized routes from the Middle Fork (Judith Wilderness Study Area).” The Forest incorrectly prioritized creation of wilderness that did not exist in 1977 and “the Forest’s attempt at enhancement or creation of wilderness character in the Middle Fork WSA by adoption of the 2007 Travel Plan exceeded its authority under MWSA.”

At the time of publication the district court proceedings have not concluded. The Court’s ruling resolves the merits or “liability” phase of the case. The Court’s determination that some aspects of the Plan violated the law necessitates a “remedy” phase to determine the legal and practical effect of the ruling on the merits. The Court has ordered the parties to submit written statements on remedy. The pro-access plaintiffs and the Forest Service are submitting a joint proposal, which will ask the Court to generally direct the Forest to conduct further planning and to leave the bulk of the 2007 Plan in place, but with specified “interim” changes to management of individual routes. Intervenor Montana Wilderness Association (MWA) does not join in this proposal, and has submitted its own statement asking only that the 2007 Plan remain in place. A hearing is

scheduled for June 28, 2010 in Great Falls, MT.

While prevailing on the merits is significant, equally important here is the on-the-ground outcome. It is critical that pro-access interests pick their battles wisely, as there is not only the risk of losing and creating bad precedent, but of winning the battle but losing the war in a manner that threatens even

further long-term restrictions. The pro-access plaintiffs here have made careful efforts to pursue a narrow remedy that is faithful to the Court’s order, that appropriately defers to agency discretion, but which meaningfully improves access to the Forest. The details have not been approved by the Court, but the joint proposal on remedy would “reopen” nearly 40 miles of roads or motorized trails in the WSA, “reopen”

roughly 40 miles of non-WSA routes to at least some form of motorized access, and broaden seasons of use on over 50 miles of other routes.

It is important to reflect on the unique combination of ingredients contributing to success here. The first round of thanks must go to all the Plaintiff organizations and their points of contact, including Mona and Russ Ehnes, John Borggreen, Jim McCollum, Charles Hedrick, Jeff Kinnick and Craig Osterman. This was the first full-fledged litigation effort through cooperation between BlueRibbon, The Motorcycle Industry Council, and Specialty Vehicle Institute of America, utilizing Paul Turcke of the BlueRibbon Legal Team/Moore Smith Buxton Turcke (Boise), Bill Horn of Birch Horton Bitt-

ner & Cherot (Washington DC) and Rob Cameron of Gough Shanahan Johnson & Waterman (Helena) as legal counsel. No amount of brilliant lawyering can make up for lack of participation in planning and organization building. True credit lies with all the local champions who for years consulted with BlueRibbon staff and made the ingredients of success available through their diligent and impassioned efforts.

Hopefully this victory will allow access interests to feel a little better about the road ahead, both in Lewis & Clark and beyond. The Travel Management Rule has become a foundation for Forest Service recreation management, and pro-access interests have now demonstrated the inclination and ability to identify missteps erring on the side of closure. If our adversaries’ reaction means anything, MWA warned in its post-hearing briefing that a ruling for the LCNF plaintiffs “would represent a seismic shift in how USFS manages WSAs in Montana.” They understand the importance of this victory. They will appeal. And they will redouble their efforts in Montana and throughout the National Forest System to advance their view of access management through access elimination. Emboldened by this success, we must be equal to that challenge.

You may view a copy of the Court’s March 10, 2010 decision at: www.sharetrails.org/lcnf-dedision

You may view a copy of the BRC Legal Team’s Statement of Undisputed Facts at: www.sharetrails.org/statement-of-undisputed-facts

You may view a copy of BRC Legal Team’s final brief on the merits at: www.sharetrails.org/legal-team-final-brief

Further information on this case is available at: www.sharetrails.org/lcnf



Ravalli County Off Road User Association



Dan Thompson
Ravalli County Off Road
User Association

It's nice to win once in a while

In October of 2007, the Lewis & Clark Forest was among the first of Montana's Forests to issue its Travel Management decision.

On March 10, 2010, Federal District Judge Sam Haddon issued summary judgment upholding the MTVRA et. al. claims. (see Landmark Victory on Lewis & Clark)

Not only are we pleased that our friends at MTVRA and co-plaintiffs so clearly won their lawsuit, but Judge Haddon's decision may benefit us as well. Clearly the B-D Forest Plan is far more restrictive than any of the Alternatives presented in their DEIS. Judge Haddon's judgment may present an opportunity to challenge the outcome of that debacle.

Clearly, the Bitterroot National Forest's recommendation in the Travel Plan to close all summer motorized trails in the Sapphire WSA is a blatant attempt to create, extend, or improve the 1977 wilderness character of that area. Judge Haddon's judgment clearly determines that recommendation to be a violation of the 1977 MWSA Act.

Remember: "The world is run by the people who bother to show up."

WILDLIFE MANAGEMENT DISASTER

By Dan Thompson

In a recent press release, the Rocky Mountain Elk Foundation roundly criticized pro-Wolf groups, saying that the Defenders of Wildlife, Western Wildlife Conservancy and others may be partly responsible for "one of the worst wildlife management disasters since the destruction of bison herds in the 19th Century." (April 9 press release, www.rmef.org.)

The undesirable consequences of uncontrolled wolf management are unambiguous and quantifiable. Wolf predation of livestock is a serious problem for ranchers, and compensation (using our tax dollars) for their losses is inadequate. Nor can the impact of uncontrolled wolf populations on big game species such as elk, deer, goats, and mountain sheep be denied. We also need to acknowledge that wolves will kill anything they can catch – including Threatened, Endangered, or Sensitive species such as lynx and wolverines. There is no doubt that all of these undesirable problems will continue to escalate as the wolf population explodes geometrically.

On the other hand, pro-wolf arguments seem to be more philosophical than practical or quantifiable. Most people who resist efforts to control the wolf population do so on the basis of a desire to return the wildlife balance in our Forests to its "natural" state. This implies that the needs of the human population are "unnatural" and that human activities should be excluded altogether from public lands. I disagree: We humans evolved into the dominant species, capable of managing our environment, through entirely natural processes.

More alarming is the real possibility that wolf populations may not be manageable even if we want to do so. During the 2009 Idaho hunting season, wolf quotas were not filled. Not due to a lack of hunters or wolves in Idaho, but because wolves are exceptionally difficult to find and kill. The last time we eliminated the wolf, it was done through the use of poisoned bait – an indiscriminate method of predator control that few of us would advocate in today's world. If wolf populations turn out to be in fact uncontrollable, RMEF's prediction of the "worst wildlife management disaster" could easily become reality.

Since the disadvantages of wolf reintroduction are clear, present, and quantifiable and the advantages appear to be questionable, it is reasonable to ask "Why did we reintroduce them in the first place?" This is a question we should be asking our elected officials!



IT'S BEEN A TOUGH YEAR...

By Dan Thompson

Like all of MTVRA's member Clubs, the Ravalli County Off Road User Association (RCORUA) has been battered and worn down by a constant barrage of Forest Planning, Travel Planning, ugly Wilderness Bills, and now the challenge of a new Planning Rule. Unlike our well-heeled conservation opponents, none of us have the advantage of full-time paid professional people to write our comments, attend meetings, and advocate our position. Somehow, we managed to do a credible job utilizing volunteers who give so generously of their time and energy to try to preserve public access to public lands. In spite of being bruised and tired by these seemingly endless challenges, we did manage to have some fun and promote our position.

In 2009, RCORUA had a very successful and enjoyable Fun Run – complete with a geocache challenge -- and managed several successful group rides, including a multi-day trip over the MacGruder corridor to Elk City. Many of us joined the Mining City Trail Riders for their spring Fun Run at Pipestone and also attended the MTVRA State Ride. All great opportunities to renew acquaintances, meet new people, and see some parts of the state that we don't normally get to see. Our annual Fun Run this year will be hosted by the Rye Creek Lodge on June 26 – check for announcements and updates on our web site www.rcorua.org.

Surprisingly, RCORUA also somehow managed to maintain an active volunteer program last year. Altogether, we reported 1,209 hours of volunteer time for our Forest Service Cost Share Agreement. Volunteer activities included trail maintenance, Forest trash removal, education program and Darby Lumber Lands road inventory.

One of our major accomplishments last year was a successful attempt by our Membership Committee to maintain our membership numbers. With our members and business sponsors feeling the pinch of a tough economy, keeping a healthy, active membership is a challenge indeed.

We especially want to thank the staff of MTVRA, NOHVCC, and the Blue Ribbon Coalition for their help and encouragement as we tried to find our way through NEPA and other unfamiliar Federal regulations.

New Intern on Staff at NOHVCC



Effective Monday, May 17, 2010, Tom Covert joined the NOHVCC staff in Great Falls as a summer intern.

Tom has a degree in Ecology and Evolution with a Minor in Political Sciences from Montana State University. Tom is currently taking classes required to apply to Graduate School where he will work toward a Masters Degree in Natural Resource Conservation.

Tom served one tour of duty in Iraq and one tour in Afghanistan with the First Marine Division prior to starting his education at MSU. His combat experience will serve him well in dealing with the Forest Service bureaucracy.

Tom has an extensive background in OHV riding and advocacy. His parents, Dave and Cathy Covert, have been involved in Montana OHV advocacy since the mid 1980's. Tom began helping with trail projects as a young boy and has been involved in projects and commenting on travel plans since he was a teenager. Tom served as a seasonal Trail Ranger for the Great Falls Trail Bike Riders Association clearing trail and maintenance through the summer of 2009.

Tom will be working with the NOHVCC staff to update and organize the OHV information library and will assist on various projects. Tom will attend events with NOHVCC staff and will assist in conference planning and implementation.

From the Board

Highlights of the March 10th BOD in Helena:

Set dates for the State Ride 2010.

Brenda Koch, CTVA volunteered to be the recording secretary.

Email network update, establish a scheduled newsletter and have MTVRA clubs submit a newsletter, either by bid or volunteer for month.

Schedule monthly conference calls for Board. If you are interested in taking part of the calls, contact Mona at 406-454-9190 for time and dates.

STATE Ride 2010

July 23-25, 2010

*Jellison Place
North of Harlowton*



- **ATV and Motorcycle Trail Riding all days**
- **Guided rides Saturday and Sunday**
- **Potluck barbecue Saturday night**
- **Door Prizes, 50/50 Raffle**
- **Sound testing**

DIRECTIONS

West end of Harlowton, take road #102 north, Sign says "Airport". Follow forest access road signs. Approximately 23 miles to Jellison Place. Watch for signs. Alternate routes: Judith Gap west to Jellison Place: 30 miles

Questions? For more information call

(406) 454-9190 or (406) 899-0898

YOUR MTVRA DUES MUST BE PAID TO ATTEND THE STATE RIDE.

INSURANCE REQUIREMENT:

If you have a minor, not your child, who will be riding at this event, they must have a valid waiver:

- **ONLY** parents or **LEGAL** guardians may sign the waivers, not friends, relatives, etc
- Minor waiver forms may be given out to be executed by the parents/legal guardians away from the event, however they must be notarized.
- The release must be the original form with two color printing, not photocopies. Forms are available upon request: call 454-9190 or email: monaehnes@bresnan.net to receive the required form.

Schedule of Events: State Ride 2010

Friday	
9:00 AM	Registration begins (Bring your AMA/ATVA membership card for quick & easy registration.)
11:00AM	Agency ride
Saturday	
9:00 AM	Riders meeting
9:30 AM	Guided rides assemble and depart
6:00 PM	Potluck Barbecue: grills, charcoal provided. Bring something to share, salad, dessert, etc
7:30 PM	Door Prizes, 50/50 Raffle, Entertainment
Sunday	
9:00 AM	Riders meeting
9:30 AM	Guided Rides Depart

Volunteers will guide ATV, motorcycle, and combined rides. We'll try to offer rides of varying difficulty and length.

Maps of the area will be available at the event.

Requirements:

- All participants must be paid members of MTVRA (sorry, complimentary memberships aren't adequate for our insurance)
- Minor participants must have waiver signed by parents or legal guardian.
- All OHVs must have valid OHV decals and USFS approved spark arrestors
- Street legal OHVs with license plates and licensed operators may use forest roads. Unlicensed vehicles and/or riders can ride trails with a valid OHV decal.
- All OHVs **MUST** meet 96dba stationary sound limit (this is state law effective Oct 2007.. Don't worry, if your bike is stock it will pass easily. If you have an aftermarket pipe and it's loud, don't bring it!
- **HELMETS ARE REQUIRED** for all riders.

Rules:

Remember, we're guests of the Billings and Great Falls clubs and our actions could affect their opportunities in the future. We will be on our best behavior here and wherever we ride!

- Ride only on legal trails. Off-trail use is illegal and will not be tolerated.
- No riding will be allowed in or around the camp or the area. Pit Squids will be shot, hanged, and buried!

Disorderly behavior will not be tolerated. Loud music or parties aren't allowed.



Capital Trail Vehicle Association

Capital Trail Vehicle Association has gotten off to a great start in 2010 with some great new members joining the club. We are hoping that new blood will be a great asset for the club as we have lots on our plate for the coming year.

We are planning a CTVA fund raising ride in the Big Belts in August to raise money for club functions and legal funds. This will be a weekend event with camping available on a Friday night, with the ride to take place on Saturday with drawings held in the late afternoon. Sunday we will ride trails and have a cleanup party for those that can attend. Should be a fun time and will put out more details later.

Some of the members are taking a trip through Idaho in July and will spend several days camping out, fishing and site seeing. Hope the weather is good and no fires.

We have been doing a lot of trail cleanup this spring as the winter weather and wind

took down a lot of old trees. We will have this tree problem for several more years. The club applied for and received a grant to spray weeds in the Big Belts this summer and will help the USFS on some other spraying projects along with some other trail work.

We got a report earlier that someone spread roofing nails on the trails at Sweeney Creek riding area. After checking out this rumor it was found to be true so some of the club members along with magnets and a helper furnished by the USFS we got most of them cleaned up. It appears a local home owner or greenie would like

to keep motorized out of the area. This is an area that is close to Helena that a lot of young people use and maybe abuse but we need places where people can go for a short ride without traveling great distances. It's a shame some people move out next to the federal land then want to manage it as if they own it. We would like to thank Dave Coplin, John Geier,

Shannon Partin, George Wirt, Gary Petersen and the USFS for getting this problem taken care of.

This is about all that has happened so far this year with CTVA, but hope lots more great things transpire the rest of the riding season. HAPPY ATVing.



Lunch at Kurt's

May 23rd - Riders from the Missoula and Seeley Lake area's were treated to lunch courtesy of Kurt's Polaris. Curt let everyone know when and where lunch was to be served and folks were free to ride in by any route they wanted. The site was close to Elevation Mountain by Garnet ghost town. In all approximately 75 riders were feed a great lunch and shared some exceptional company. Many thanks to Kurt's Polaris for the ongoing support of the OHV community.



Great Falls Trail Bike Riders Association

WWW.GFTBRA.tripod.com

Summer 2009 found our volunteers out clearing trails and working with the GFTBRA trail crew that was funded by OHV and RTP grants. Codey McDonald, Tom Covert and Cory Ehnes spent July, August and some of September clearing trails, cleaning water bars, brushing and repairing trails in the Jefferson Division of the Lewis & Clark National Forest. This was the final year of the Maintenance/Safety grant. GFTBRA will be applying for a similar grant for the 2011 summer season.

The annual membership mixer was held at the Black Eagle Community Center with GFTBRA buying chicken and everyone bringing potluck. Lots of good food and excellent conversations made the evening a great success. As in past years, new equipment was on display from our dealers and silent auction items were donated. We appreciate the support from the dealers; Steve's Sport Center, Sports City Cyclery, Mr. Salvage, and Arctic Cat Mountain Sports.

GFTBRA applied for and received a Yamaha OHV Access initiative Grant to purchase 5 new chainsaws, 4 to replace the older saws that are beyond repair and one larger saw. This is the second grant that Yamaha has awarded GFTBRA, the first was for the purchase of an enclosed trailer. With the Montana grant guidelines excluding purchase of equipment, the Yamaha grants have been a great help with continuing our trail projects.

Our trail maintenance day in the Highwood Mountains was canceled due to snow and will be rescheduled later in June. With the heavy snow received in May, 4 feet in the Kings Hill area, we are expecting many down trees and volunteers will be packing saws most of the summer.

GFTBRA will be co-hosting the State Ride at Jellison Park in July. Since the location is some miles from any club location several clubs will be helping with the event.

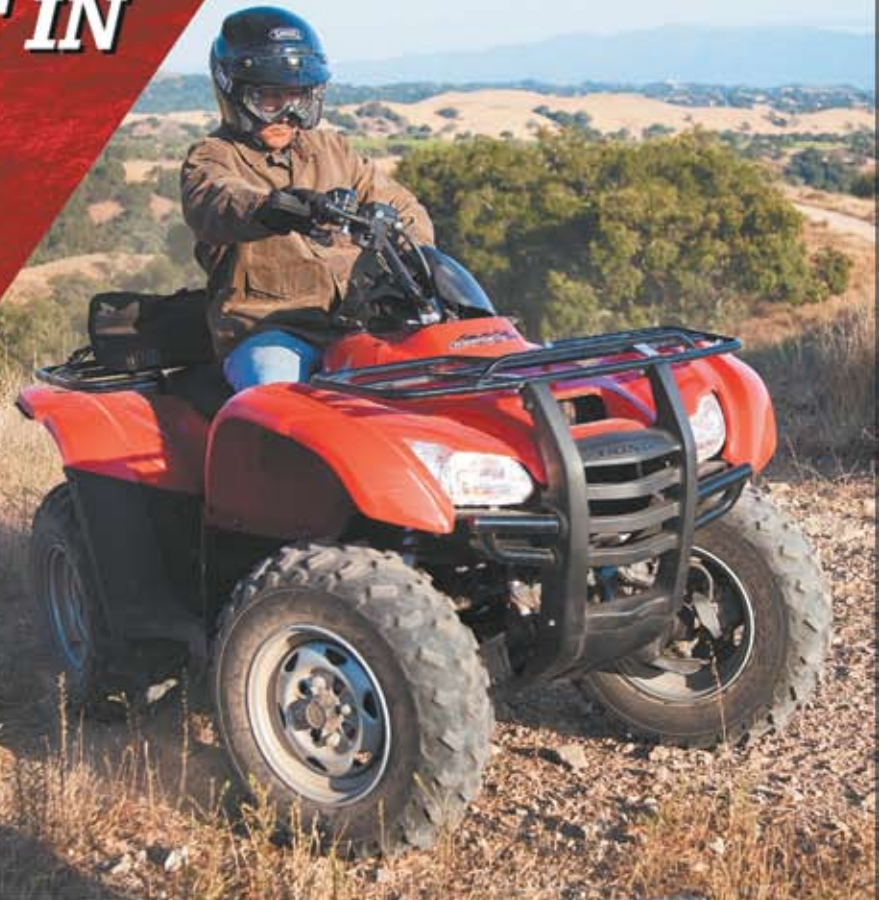


Downed trees and trail repair on the Mizpah ATV trail, Sept. 2009



**IT'S A RADICAL SHIFT IN
AUTOMATIC
TRANSMISSION
AND A MAJOR TURN IN
POWER
STEERING.**

**THE FOURTRAX® RANCHER® AT
WITH POWER STEERING.**



**The Fourtrax®
Foreman Rubicon
with Electric
Power Steering**



**Montana
Honda & Marine**

www.montanahondaandmarine.com
2124 Goodman Rd • Billings, MT
South of I90 at the Zoo Drive exit
406-248-8261

Big Red



honda.com UTILITY ATVs ARE RECOMMENDED ONLY FOR RIDERS 16 YEARS OF AGE & OLDER. ATVs CAN BE HAZARDOUS TO OPERATE. FOR YOUR SAFETY, BE RESPONSIBLE. READ THE OWNER'S MANUAL. ALWAYS WEAR A HELMET, EYE PROTECTION & PROTECTIVE CLOTHING. BE CAREFUL ON DIFFICULT TERRAIN. ALL ATV RIDERS SHOULD TAKE A TRAINING COURSE (FREE FOR NEW BUYERS, ASK YOUR DEALER OR CALL ASI AT 800-887-2887). NEVER RIDE: UNDER THE INFLUENCE OF DRUGS OR ALCOHOL, ON PAVED SURFACES, ON PUBLIC ROADS, WITH PASSENGERS, AT EXCESSIVE SPEEDS. NO STUNT RIDING. RESPECT THE ENVIRONMENT WHEN RIDING. FourTrax® and Rancher® are trademarks of Honda Motor Co., Ltd. ©2009 AHMC, Inc. (8/09) 09-0685

BigRed™ bigred.honda.com MULTI-PURPOSE UTILITY VEHICLES CAN BE HAZARDOUS TO OPERATE. FOR YOUR SAFETY, BE RESPONSIBLE. ALWAYS WEAR A HELMET, EYE PROTECTION AND APPROPRIATE CLOTHING. ALWAYS WEAR YOUR SEAT BELT, AND KEEP THE SIDE NETS AND DOORS CLOSED. AVOID EXCESSIVE SPEEDS, AND BE CAREFUL ON DIFFICULT TERRAIN. ALL MUV DRIVERS SHOULD WATCH THE SAFETY VIDEO "MULTI-PURPOSE UTILITY VEHICLES: A GUIDE TO SAFE OPERATION" AND READ THE OWNER'S MANUAL BEFORE OPERATING THE VEHICLE. NEVER DRIVE UNDER THE INFLUENCE OF DRUGS OR ALCOHOL, ON PUBLIC ROADS, OR WITH MORE THAN ONE PASSENGER. BIG RED IS ONLY FOR DRIVERS 16 YEARS AND OLDER. DRIVER AND PASSENGER MUST BE TALL ENOUGH FOR SEAT BELT TO FIT PROPERLY AND TO BRACE THEMSELVES WITH BOTH FEET FIRMLY ON THE FLOOR. PASSENGER MUST BE ABLE TO GRASP THE HAND HOLD WITH THE SEAT BELT ON AND BOTH FEET ON THE FLOOR. RESPECT THE ENVIRONMENT WHEN DRIVING. Big Red™ is a trademark of Honda Motor Co., Ltd. ©2008 American Honda Motor Co., Inc. (06/10)

MTVRA OHV Education & Ethics

MTVRA has received OHV grants to fund the On the Right Trail Education program for a number of years. Thru cooperation with the Montana Noxious Weed Awareness Program, PSAs were developed and aired on TV stations throughout Montana for several years. OHV and hunting PSAs were developed and aired, and will now be revised with current grant funds. The core of the program is the school presentations. If we get the message about responsible use out to the youth, they can share with their parents and carry the message with them.

The 2009-2010 school season started slower than previous years, but figures through the end of April show that 6,719 students were reached with the "On the Right Trail" message in Montana schools. Totals for '06-07: 5,279, '07-08: 7,610 and '08-09: 7,652.

Our contractor, Jim Dochnahl from Butte has done a great job working with the teachers and administrators to present the program. Response from the teachers and students are positive and we look forward to continuing the program into the future.

While not done in conjunction with the grant, members of the Ravalli County Off Road User Association and USFS did presentations in their schools on responsible OHV use reaching over 200 students.

Both of these programs use the NOHVCC Adventure Trail booklets and game on CD as well as give out 'Stupid Hurts' stickers. These materials are available for the cost of shipping. If there's a school in your area that would benefit from these programs, let us know and Jim can get in touch with you and the school.

Bitterroot Travel Plan pushed back

Hamilton: The travel plan expected to be released in April has been pushed back to late fall. "We don't have any problem with the delay," said Dan Thompson of RCORUA. "We always thought the time frame was kind of short anyway. We don't want them to force anything to meet an artificial Washington DC-imposed deadline."

The last travel plan update was in 1976. Scoping began in 2007 and the draft plan was released in the summer of 2009. The draft would cut motorcycle trails by about half from 408 to 187, and ATV users would lose about 54 miles of trail, mostly in the Sula District's Chain of Lakes area.

The agency is sifting through 3,400 comments it received on a draft of the plan released last summer. "We are working to respond to all of those comments," Chris Fox, ID team leader said. "That is many, many more comments than we would typically receive on other types of projects." While most

of the comments are mass-produced forms from different organizations, Fox said about 500 are individual comments that address specific trails or concerns.

Bitterroot National Forest Supervisor Julie King will make the final decision on the update.

NEPA Training Session, Missoula

September 12, 2009

NEPA, comments, and the Travel Planning process were presented at a seminar sponsored by American Motorcyclist Association and MTVRA. Training was conducted by Nora Hamilton of Pan-Pacific Services, Grand Junction, CO. and was held at the Hilton Garden Inn. Attending were Cathy Covert, Mona Ehnes, Charles Hedrick, & Jimmy Combs from Great Falls; Gary Peterson & George Wirt from Helena; Dirk Ibsen & Rick Deniger from Missoula. From the Lolo/Hamilton area; Dan Thompson, Mike & Kathy Jeffords, Ken Kronsperger, Mary Ann Goss, Marsha Waliser, Betty Frost, Susan Nickish, Brent & Billie Nelson and Larry Hamilton.

Information was well received and put into use on the Bitterroot Travel Management Plan DEIS that had just been released. Thanks go out to AMA and MTVRA for arranging the training.

MTVRA New Members

Welcome to the 68 new members! A big thanks to all members who send in their renewals and the many that include extra dollars for the legal defense fund. Without the continued support from you, the representation at the legislature and involvement in legal actions on access issues would not be possible. Thank you goes out to the many members who volunteer their riding time to work for the cause. It isn't easy.... But the effort is appreciated.

CPSIA Lead Ban Updates

Unfortunately, this issue is still around. A renewed effort is necessary to push the legislature to correct the law and remove the ban.

Stay up to date with the latest events regarding the ban on youth ATV, dirtbikes, and snowmobiles on the Motorcycle Industry Council's webpage created for you. <http://www.mic.org/news050409.cfm>



\$3,000 Pro Purse Announced for Klim Big Sky XC



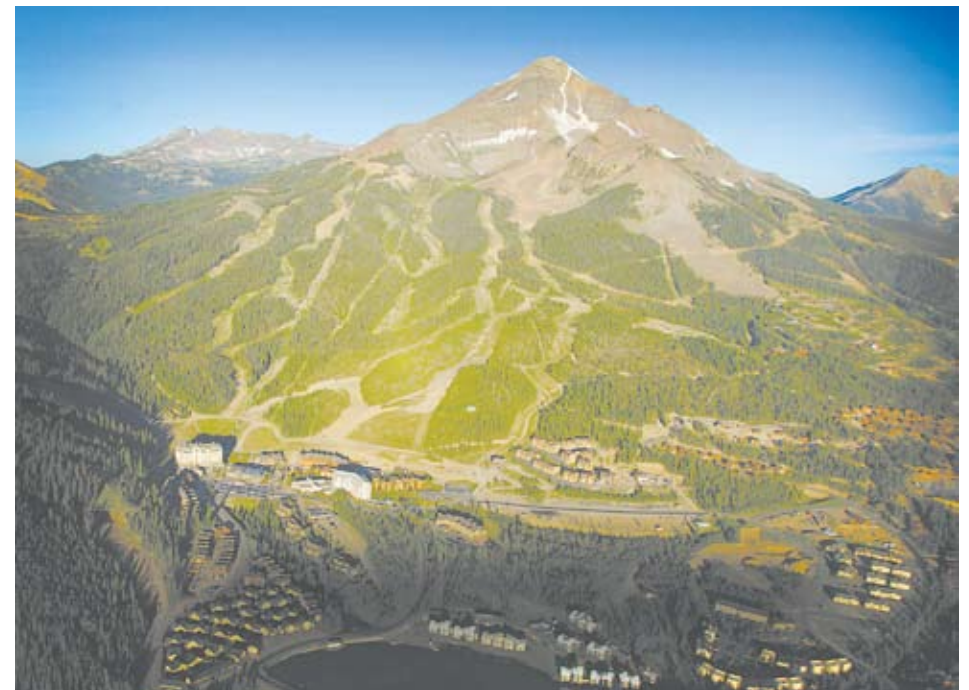
Big Sky Resort in southwestern Montana is proud to announce a \$3,000 Pro Purse for the Klim Big Sky XC on August 21-22. The 2010 edition is round 6 of the AMA West Hare Scrambles Championship Series, and falls on an off weekend for WORCS, AMA Hare and Hound, OMA and GNCC.

The facilities are excellent and the terrain is even better. World class lodging is located steps away from the race start. Pro riders will enjoy big mountain racing on the Black Diamond course that strikes a perfect balance between extremely technical and pure fun.

The weekend's racing also includes youth, novice and intermediate racing on the Green Square and Blue Diamond courses. There's also plenty to do for the non-racers in the family including golfing, fly fishing, zipline tours, day trips to Yellowstone National Park and much more.

Contact Joe Miller at 406-581-3491 or joe@bigskyxc.com for race information. Additional information and pre-registration forms can be found at: www.bigskyxc.com.

BIG SKY RESORT is located in Southwest Montana 18 miles from Yellowstone National Park, in the winter it features the Biggest Skiing in America with over 5,500 acres of skiable terrain with an interconnect with Moonlight Basin. In the summer, Big Sky features Montana's Best Mountain Meetings with over 55,000 square feet of meeting space and over 750 lodging units. www.bigskyresort.com



BLACKFOOT VALLEY OFF HIGHWAY VEHICLE ASSOCIATION

Lincoln, MT
by Cathy Covert

The Blackfoot Valley Off Highway Association is pleased to announce Damon Kegel has accepted the position as President. Damon lives and works in Lincoln. One of his first duties was attending a NEPA Comment Training seminar in Missoula sponsored by American Motorcyclist Association and MTVRA. Thank you Damon for accepting the position.

So regarding Summer Travel Planning; where are we now? As you may know MTVRA members Russ Ehnes, David Covert, Alan Elliot, Chuck Hedrick, and other volunteers completed many, many hours of work including map meetings in Lincoln, GPSing, and collaborative meetings with the Forest Service and other user groups. After all of the above, an impressive motorized map was submitted to the Forest Service.

After reviewing our information and other user groups information, the Forest Service will have the summer travel 'proposed action' (map) out in the near future to begin public comment. THIS IS WHERE YOU COME IN!!! This will be your opportunity to express your views on the upcoming summer travel plan proposed action. (map) The other side will be commenting as well, so it is important we make our voices heard. (Please refer to the article "The Process" explains the travel plan process.)

Please Note: If you are a single track motorcycle rider, or an All Terrain Vehicle Rider, the Lincoln area is for you, and if you live in Kalispell, Whitefish, Columbia Falls, Missoula, Great Falls, or Helena, you will definitely have an interest in this area.

This process is expensive, so please consider your membership renewal. Thank You.

Also, send your email to combserv@bresnan.net to receive Lincoln email information, or call the following people with any comments or questions.

David Covert 727-8712
combserv@bresnan.net
Russ Ehnes 899-0898
russ ehnes@bresnan.net
Alan Elliot 761-4532
mlazyf@msn.com
Damon Kegel 362-4088
dkegel@windturbinetools.com

8TH ANNUAL BURNT TIMBER CROSS COUNTRY

by Mike Covert

This year the 8th annual Burnt Timber cross country race was held May 15-16th at The Butcher ranch near Winifred Montana. The Butcher ranch is a vast expanse of land that shows riders and fans why Montana is known as "The Big Sky Country". The Butcher ranch is owned by Ed Butcher and his two sons-Ross and Travis. The Family has a long and outstanding track record for being politically active on off road issues.

The Butcher's, Jeff Evans of Lewistown Honda and numerous volunteers make the Burnt Timber weekend an annual family event. The fun starts on Saturday with the kids and women's events. It is evident this is a family oriented day with 3 sisters-Kaysie Lewis Guymon, Amy Lewis Smith, and Sara Lewis Mainwaring participating in the

women's event. (see pictures) Also Saturday boasts a relay race and a poker run that allows the riders to hone in their riding skills before the main race on Sunday.

The main race on Sunday consists of classes for every skill and endurance level. The course tends to be about 20 miles in length and can be run once for beginners or up to 5 times for A level riders. The terrain consists of everything from open deserts conditions to tight forests trails.

All of us at MTVRA would like to thank all of the participants for their memberships. Again, special thanks to the Butcher family, as well as Jeff Evans of Lewistown Honda and all the volunteers for their hard work and dedication the past 8 years to make this event possible. Hope to see you next year at this fantastic event.

SEE THE WORLD. ONE TRAIL AT A TIME.



09 YAMAHA XT250

- Powerful new 249cc engine with 9.5:1 compression produces max torque at 6500 rpm and max power at 7500—great for exploring and cruising.
- New semi-double cradle frame improves mass concentration and rigidity for great handling.
- Sophisticated new suspension offers 8.9 inches front and 7.1 inches rear wheel travel under a seat only 31.9 inches from the ground.
- Super tight turning radius for great maneuverability.
- Electric start makes firing up the counterbalanced four-stroke effortless.
- Disc brakes front and rear for sure stops.
- Lightweight design halogen headlight and LCD digital instruments lighten the front end and provide complete running information.
- Big new tank holds 2.6 (2.4 CAI) gallons of fuel.

Steve's Sports Center
4700 9th Ave. S
Great Falls, MT 59405-5570
Ph. (406) 727-8606 • Fax (406) 727-2179
StevesSportsCenter.com

Tue-Fri 9:00 a.m. - 6:00 p.m.
Sat. 9:00 a.m. - 5:00 p.m.




Kaysie Lewis Guymon, Amy Lewis Smith, and Sara Lewis Mainwaring

Mining City Trail Riders

By Rick Deniger

Pipestone riding area was the site of the Mining City Trail Riders annual fun run on the 6th of May 2010. The weather was incredibly warm with lots of sun. The MCTR's are out of Butte MT and have a membership of 150 enthusiasts. The fun run was attended by 429 riders covering a 51 mile course according to Stella Nygart, treasurer for the club. CanAm had their demo truck with several quads available for test rides on site. Several local dealers had displays set up including Benny's Power Toys, Redline Honda, Liepheimer's, and Staacks among others. At the end of the day raffle prizes and door prizes were handed out in abundance. All in all it was a fantastic opportunity to help support the MCTR and go for a great ride. I will definitely be there again next year.



A big MTVRA thank you to these BUSINESS MEMBERS

BELGRADE

Pinnacle Motor Sports
Hayden Truck Repair, Inc

BILLINGS

Eaton Electric
Hi-Tech Motor Sports
Montana Cycle & Marine Sales

BLACK EAGLE

Castle Mountain Sports

BOZEMAN

Windy Ridge LLC
Straightaway Motors
Summit Motor Sports
Zig's Building Materials
SCS Racing
Power Play Motor Sports
Silent Knight Muffler
Montana Trails Gallery
Bike Shack

BUTTE

Redline Sports
Bennys Power Toys, LLC

CONRAD

KF Design & Performance
Pure Bliss Cycle Inc

DILLON

Adventure Cycle & Sled
Dillon Implement/Kawasaki

ELLISTON

Stoner Concrete Forming

FISHTAIL

Benbow ATV Rentals LLP

GREAT FALLS

Sports City Cyclery
Truss Works
Western Fabrication Specialties

Dave Bell Fields Inc

Procraft Carstar

Gusto Distributing

Taylor Brothers Inc

Cripple Creek Casino

Brennan Heating & Cooling

Steve's Sports Center

Combustion Service

Mr. Salvage Motorcycle

HAMILTON

JC & Associates
Hamilton Polaris/KTM

HELENA

Helena Cycle Center
Nickels Gaming Parlor

Lantek Inc

Outdoor Motor Sports

KALISPELL

Glacier Precast Concrete, Inc.

LEWISTOWN

Swan & Sons
Darrell Tuss
Birdwell Builders
RB Diversified
Lewistown Honda

LIBBY

Montana Jack's ATV Outpost

LIVINGSTON

Alpine Yamaha Inc.
Raven Tree Service

MARYSVILLE

Custom Tin Inc.

MISSOULA

Big Sky Motorsports
Powder Coating of Montana
Shelton's Clock Repair
Five Valley Honda/Yamaha

SEELEY LAKE

Kurt's Polaris, Inc

SIDNEY

Theil Bros Roofing, Inc.

VICTOR

Bombardier Recreation Products

WHITE SULPHUR SPRINGS

Menard Construction, Inc.

WHITEHALL

Shooting Stars Technical Service

BEECHER, IL

Ferdette Racing Products

THE PROCESS— Travel Management Rule

by Mona Ehnes

In 2005 the USFS put in place the new Travel Management Rule. To participate in this process and be effective one must understand the process.

Here's the brief overview:

You must be patient as well as committed since the process will take several years. The first scoping comment on the Little Belts Travel Plan was in 2000.

Notice of Intent (NOI): The District announcement of a project and requests scoping comments. Watch what is stated, and if too 'narrow', comment....

Scoping: District requests your input about the current riding opportunities, i.e. where you ride, changes you think are needed and why. The scoping process is used for "early identification of what are and what are not the real issues". (CEQ sec.1501.7) District may also hold some meetings with groups to see where there is agreement. (Lincoln 2008-2009.) Scoping should be a BIG NOISE with lots of comments.....

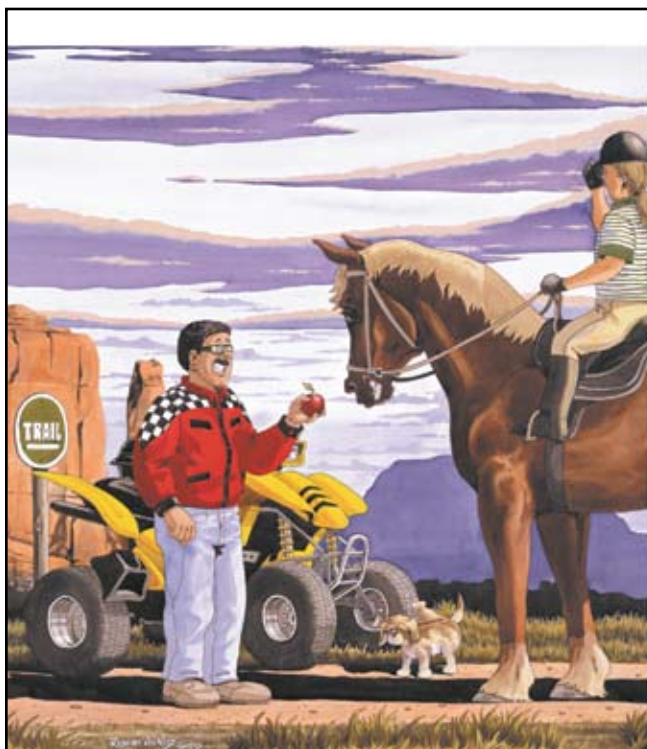
Proposed Plan or Action: District (ranger, planner, team) looks at scoping and develops a proposed plan. (Lincoln's proposed plan will be on the street soon.) You must comment on

the proposed plan. This is your best chance to have your ideas addressed. Be specific, factual and on time; you usually have 45 days to comment, comment, comment...

Draft Environmental Impact Statement: (DEIS) is developed by the District with a range of possible alternatives. From no change (required alternative) to the far end with only HWY 200 and county roads open. The preferred alternative will be identified, which is the plan the district would like to see implemented. This could be the proposed action modified by comments on the proposed action. You will usually have 90 days to comment. This is IMPORTANT.... Comment AGAIN....

Final Environmental Impact Statement: (FEIS) is the just what it says; final plan, taking into consideration the input and public comments made about the DEIS. (There can be a 30 day comment period, recent plans haven't.)

Record of Decision: (ROD) is the final management decision stating what the Forest will do. Now comes' the Appeal Process.... You must have commented on the Draft EIS to (have 'standing') be eligible to file an appeal.



When you meet others on the trail pull over, stop your engine and take off your helmet. Let hikers, horseback riders and bicyclists pass safely.



Visit www.nohvcc.org to view all of the services offered by National Off-Highway Vehicle Conservation Council



COMBUSTION SERVICE COMPANY, INC.

• SALES • SERVICE • PARTS • REPAIR

24-Hour Statewide Service
Montana Owned & Operated

• BOILERS • CONTROLS
• BURNERS • PUMPS

CALL

(406) 453-8372

Dave Covert - Owner

cell: (406) 788-8372

2218 9th Avenue North • Great Falls, MT 59401

E-mail: combserv@bresnan.net

Membership

this happen by paying your dues and donating some extra to the legal fund.

Corner

(by Cathy Covert)

The good news is----during the past few years, the MTVRA, membership has grown by 2,260 members. (this # includes complimentary memberships) Yes, you read it right--- TWO THOUSAND TWO HUNDRED SIXTY!! Some are clubs counted as one, and you figure most memberships have spouses and children, so you can do the math. A huge thank you to all the folks who made

When I'm out and about, people often say to me, "The other side has so much money". I've always maintained, money is not our number #1 problem, it is our complacency. In our sport, we are aggressive and competitive, but when we step off the machine, our whole disposition changes.

The truth is- the other side understands the importance of belonging to a club and paying membership dues. So please do not be complacent--FIGHT BACK - KEEP YOUR MEMBERSHIP RENEWAL CURRENT!!!



NOXIOUS WEEKS**Houndstongue - *Cynoglossum Officinale***

BORAGINACEAE (Borage family)
Category 1 noxious weed-widespread

IDENTIFYING CHARACTERISTICS

- Broad basal leaves in the shape of a dog's tongue
- Soft white hairs over the entire plant
- Reddish-purple cup-shaped velvety flowers
- Biennial forb that reproduces by seeds (burr-like seeds) mature plants can produce up to 2,000 seeds. Seeds remaining on the parent plant may remain viable for 2-3 years. Buried seed rarely survive more than one year. Seeds stick to clothing and animals and have the ability to be spread great distances.
- Houndstongue has a thick, black, woody taproot.

Houndstongue is a biennial and normally completes its lifecycle in two years. The first year, seedlings produce rosette plants which bolt and produce seed the second season. The stem is erect, stout, heavy, 1-1/2 to 3 feet high, usually branched above. The leaves are alternate, the basal and lower ones are broad, and are oblong to lance-shaped (like a dog's tongue). The upper leaves are narrower and pointed, almost clasping. The flowers are terminal and reddish-purple in color. The fruit consists of four nutlets (seeds), each about 1/3 inch long, with the outer surface covered with short, barbed prickles (Velcro). Nutlets break apart at maturity and are rapidly scattered by animals.



Houndstongue rosette

In addition to being very invasive this plant contains alkaloids that are toxic to horse and cattle. Houndstongue displaces native vegetation in rangeland and croplands by capturing soil resources with its well developed taproot. Houndstongue is poor competitor with native perennials and requires disturbed or bare areas to establish. Once established, houndstongue quickly forms dense monocultures. Treat first year plants with herbicides. Mow bolted plants



Houndstongue flowers



to eliminate seed production. Repeat this process for several years to exhaust the seed bank. It is imperative to establish a healthy population of native perennials on treated areas to prevent the re-establishment of houndstongue or other noxious weeds.

Recommended herbicides: Escort (metsulfuron), Plateau (Imazapic), 2,4-D (4 or 6EC) Banvel (dicamba), Tordon (picloram). There is no effective biological control at this time.

Houndstongue, second season

BlueRibbon Coalition

Have you heard about the associate membership program? If you are a member of MTVRA, a current member of BlueRibbon Coalition, you are being offered a special associate membership. An Associate membership costs \$15 for one year, in the USA and \$25 in Canada.

You will receive a copy of the BlueRibbon Magazine delivered direct, voting rights and a membership card. However this is an introductory offer and is good for only one year. At the end of the year, you will be offered the option of continuing as a full member at the regular \$29 dues. If you aren't a member, MTVRA urges you to support BRC by becoming an associate member.

Yes, I would like an Associate Membership (\$15) in the BlueRibbon Coalition.

Name: _____ Parent Organization: **MTVRA** Montana Trail Vehicle Riders Association

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Payment Method: Check Visa MasterCard Discovery American Express

Card #: _____ Expiration Date: _____ Signature: _____

Mail to: **BlueRibbon Coalition, 4555 Burley Drive, Ste A, Pocatello, ID, 83202-1921**

A Visit to RCORUA

Russ Ehnes, Executive Director, National Off Highway Vehicle Conservation Council and Rick Deniger, President, Montana Trail Vehicle Riders Association attended the May meeting of The Ravalli County Off Road Users Association.

This visit is part of an outreach program initiated at the last MTVRA board meeting to keep local clubs more informed of the actions being taken to represent OHV use at the state and national levels. Russ, Rick, along with Cathy Covert and others will be available to visit clubs through the state upon request and/or invitation.

Mike Jeffries, Vice President, RCORUA presided over the gathering of 30+ members. Russ spoke of how the chain of involvement works from the local level, to the state level and then on to the national scene. Russ reminded the Hamilton group that nothing is possible without the local clubs initiative and how truly vital the role they play is.

The Hamilton group was very receptive and we appreciate the invitation to speak at their meeting.



Russ Ehnes



Who IS the NEXT one out??

A local environmental group is opposing a planned 100-mile footrace along the crest of the Swan Mountain range scheduled for the end of July, saying the event could harm grizzly bears. Last week, Keith Hammer, chairman of the Swan View Coalition, urged the U.S. Forest Service to relocate the run somewhere less fragile and filed a notice of intent to sue the Forest Service under the Endangered Species Act should the race proceed as planned.

"In the present location and the date that is planned for, we intend to litigate if we have to, but we would rather see it moved," Hammer said. "That's a last resort."

Organizers of the Swan Crest 100-Mile Run, meanwhile, are incredulous that a footrace with 50 participants on Forest Service land, estimated to last about 36 hours total, is considered an unacceptable use by the Swan View Coalition. The course begins in Swan Lake and heads north, mostly along Alpine Trail No. 7 following the crest of the Swan Range, finishing in Columbia Falls.

"If this doesn't happen, then pretty soon you need to get a permit to go have a picnic on Strawberry Lake," Andrew Matulionis, one of the race organizers, said. "Where does it end?"

Disagreements between environmentalists and other user groups or agencies over protecting public land are nothing new in the Flathead or elsewhere in Montana. And typically those conflicts involve motorized use, logging or new road construction. The controversy over the Swan Crest Run, however, appears to pit two groups against each other that usually see-eye-to-eye on broad conservation issues, indeed people that are often one and the same: environmentalists and outdoor sports enthusiasts.

"In the past, we've said the event would have no effect and they were granted the special use permit based on a categorical exclusion that allows for short-term special uses of the national forest," Brandan Schulze, a spokesman for the Flathead National Forest, said. "This isn't going to be the exact same as the events that came previously."

"While folks certainly have the right to run on Forest Service trails if they wish, group

events that encourage such ill-advised activity in the habitat of forest carnivores like grizzly bears and mountain lions are another matter," Hammer wrote in the letter. "The Swan Crest 100 Run sends the wrong message to the public about safe and ethical behavior in the backcountry."

Given the extreme distance of the run, participants will be traveling at around 3 miles per hour, and roughly half of the racers will finish. All of which causes Matulionis to question how that impact is significantly different than the Swan Rangers group Hammer often joins for weekly hikes along the same trails throughout the year. "It's no different," Matulionis said. "It's just because it's a different group of people, perhaps."

Hammer answers that hiking clubs like the Swan Rangers travel in single parties, so they cause less disruption to grizzlies and since no money changes hands, such hiking clubs don't require special use permits. Hammer is also concerned this race could set a precedent for larger races with mountain bikes, motorcycles and skiing on the Swan.

"We don't want to see the Swan Range become one more mountain range that is overrun by people and by extreme sports," Hammer said. "The public should be involved in making the decision about whether that is appropriate here on the Swan Crest." Lamson replies that the notion of the Swan Crest run getting bigger than 50 people in the future, much less turning the Swan Range itself into a haven for outdoor sports competitions is "far-fetched." He and other organizers, at this point, plan to continue preparing for the race to occur on its scheduled dates, though he regrets that the event, intended to be a celebration of the Swan, has become such a charged issue.

"It stands for a lot more than just the run," Lamson said. "It stands for the national forest: It's yours, it's mine."



PO Box 2884, GREAT FALLS, MT 59403

Presort Standard
 US Postage Paid
 Great Fall MT
 Permit #237

OUR MISSION

"TO CREATE A POSITIVE FUTURE FOR MONTANA OFF-HIGHWAY VEHICLE RECREATION BY CREATING AN ONGOING COMMUNICATIONS FORUM THROUGH WHICH OHV ENTHUSIASTS AND ORGANIZATIONS CAN SHARE INFORMATION AND EXPERIENCES; PARTICIPATE IN EDUCATIONAL OPPORTUNITIES; BUILD PARTNERSHIPS WITH LAND MANAGERS, LAND OWNERS, AND SUPPORTERS; AND BECOME PARTNERS IN PROTECTING, PROMOTING AND CREATING A POSITIVE IMAGE OF OHV RECREATION."

JOIN THE TODAY!

Application for membership in the **Montana Trail Vehicle Riders Association**

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ AMA# _____

E-mail _____

Date _____

Member Type:

Individual _____ \$22.00

Family _____ 36.00

Business _____ 55.00

Organization _____ 100.00

(Includes \$4 individual, \$8 family, \$15 business for the legal defense fund)

Make checks payable to

MTVRA

P.O. Box 2884

Great Falls, MT 59403

Additional money included for donations to the legal defense fund are greatly appreciated!