



May 6, 2019 Meeting Minutes
Sportsman’s Cycle

Called to Order by: President – Roy Ulrich @ 6:37 pm

Roll call

MRAN Voting Members Present					
Bushwackers	1	Gamblers	2	SSTB	0
Camp Valley Cowboys	0	Groundshakers	2	Western Raceway	0
Coyotes	1	Jackrabbits	1	Wild Bunch	2
Darkside	2	SNDR	2	Yucca Chuckers	0

Approve Minutes – April minutes will be reviewed and approved prior to posting to website.

Officer Reports

- **President – Roy Ulrich:**
 - Groundshakers race went pretty well. Everyone stayed on course and went the right direction.
 - One concern, need to be consistent about the way we do finishes. Need to make a decision and stick with it. GP style or an hour, especially with Mini’s races. When there’s discrepancies about the finish, you set yourself with problems. Groundshakers suggested to do it as a GP, in the rider’s meeting they said it was a GP finish. Then it was changed during Race 1 (Mini’s) and they determined to make it one hour. It was a poor decision, didn’t change it with his girls keeping track at scoring, and so they threw the white flag. It caused a big issue. We need to make sure whatever we do, is solid set in stone. Whatever is told in the rider’s meeting, is what you need to stick to. Groundshakers will do an hour format. The only concern is with the youth races, since those are the only ones that are timed. It’s a set time, if you set a 45-minute race, then someone needs to make the judgement call when you throw the white flag. That is the club’s discretion. In an hour race, you get a checkered flag at an hour. White flag on a 45-minute race, up to club’s discretion. I recommend going to the hour format. Be consistent.
 - Another concern was no helmets. When you are at the races, as Officers and as Club members, be sure to stop anyone you see not wearing a helmet and tell them. It’s on the BLM permit, everyone is required to wear a helmet.



- Vice President – Joe Amey:
 - First topic is the Jean Night Race. It's June 22, I will have a breakdown of the race set up by next month's meeting. We need people out there Thursday and Friday to help set up. We will have the permit tomorrow, just waiting to submit medical plan. I have a map, there are 8 checkpoints, we can add a few more.
 - R. Ulrich - Asked for the checklist sheet so he can start emailing pushing for to get the open slots filled
 - J. Amey - Will send a list to Roy of what is needed for the night race by the end of this week since he will not be attending the June meeting. Just a reminder, I will be around and out there setting up. Randy Lindamood (Gambler's) will assist with setup as well. Any questions, or anyone willing to help out, call Joe.
 - Second thing, in this room, we take votes, sometimes we don't vote the way of the crowd, it's my obligation to uphold it even when I get voted against. That means when I go to a race, I don't bad mouth the voted upon decision. I own it and sell it as a MRAN decision; it was based on the majority, even if I didn't vote in favor, the organization has. If you have a suggestion to make to do things better, do it during the meetings. Don't bad mouth decisions that are not to your liking and uphold those decisions that were agreed upon, regardless of your stance. We have to do it the same way for everyone and represent the organization and stand behind those decisions. Push it like you voted for it. If you don't have the information on a decision, be cautious before putting it out there for others to hear, especially those not present in the meetings. Be sure we have a unified front.
 - B. Adams – Good way to put that, when you're out there. Make sure that you are speaking for MRAN and not speaking for yourself.
- Treasurer – Michael Collins:
 - Not present
- Desert Referee – Dal Shemp
 - SNDR: 4 Big Bikes @ \$160, 4 Mini Bikes @ \$120, 3 Day Cards @ \$60, 13 Pie Plates @ \$65, for a total of \$340 for cards, and grand total of \$405.
 - Groundshakers: 8 Big Bikes @ \$320, 5 Day Cards @ \$100, 10 Pie Plates @ \$50, total of 13 cards at \$420, for a grand total of \$470.
 - In reference to J. Amey's statement and the previous concern about racers being required to do all the laps to finish. All we were doing was enforcing the rulebook, and it's not up to the club. I disagree with the rule, but I had to enforce it that way, because that is the way it was written. I would like to see it change by the end of the year. R. Ulrich advised to submit a rule change for vote at the end of the year. D. Shemp said we cannot allow rules to be



bent, everybody has to play by that rulebook, so Jarrod Wheeler and I have to enforce the rules the way they are written, until there is a change a made.

- R. Ulrich recommended that any rule change submissions must be in by August.

- **Asst. Referee – Jarrod Wheeler:**

- Nothing to add.

- R. Ulrich – Did you happen to look at the couple riders at the last race, 33y-Braxton Walch (65 novice, bump to amateur) and 188-Breyland Hellebrand (open novice, bumped to open amateur), make sure you keep up on them.
- D. Shemp – Yep, we will be moving them both up.

- **Public Relations – Gary Smith:**

- Bringing on Motion Pro this year. Growing product for the banquet and possibly doing goody bags. Working on that and other items that aren't finalized. Trying to get everything set up with them first.

- **Legislative Officer – Bob Adams:**

Refer to:

- *Legislative Report – Item 1a*

- *Draft Letter to OHV Advisory Committee – Item 1b*

- There are two issues with the Clark County (CC) Lands Bill –

- Government bodies have to be run by OML (open meeting law), so people feel like they can take part in their government. CC has been playing loose by the rules, and this last meeting they didn't follow the rules, it was brought to their attention and the response was if we don't give anyone information we don't have to provide any information. The OML exists so deliberation can take place in scheduled public forums, with public attendance and those attending knowing what will be discussed and be allowed full access to the complete information on that item. No supporting documents have been provided as outlined:

- NRS 241.020. requires, so citizens can take part in their government that clear and complete statement of topics be provided in agendas, and clarifications and details be available upon request.
- NRS 241.020.(2)(d)(1). states that incomplete agendas deprive citizens of their right to take part in government.
- NRS 241.020(5) requires drafts of minutes of previous meeting to be approved must be provided upon request. OMLO 98-06 (October 19, 1998); AG File No. 10-047 (November 8, 2010).



- Draft minutes for the March 27th meeting being considered in agenda item 3 and maps files for maps to be discussed in agenda item 5i were not published as supporting materials for the April 24th meeting.
- I requested the supporting material for both items. My request was denied based on County policy that if supporting material isn't provided to body members, it doesn't have to be provided to anyone.
- When it comes time to provide draft agenda from the Committee, it should be posted at least three business days before meeting, and so the public can review and prepare. The representatives, the committee members cannot get together and discuss the agenda, but the public can speak to them to discuss it. I want to take it to the office of the Attorney General, my reason is because the CC Federal Land Bill, cannot be implemented until it becomes federal law.
 - Sean Argentino (SNORE Rep) – The CC Lands bill isn't as nefarious as it seems.
- B. Adams – CC committed to it without public input.
- S. Paxton – We are not getting support from local council, they get up and walk out of meetings.
- B. Adams – Will file the OML violation with Attorney General. I've drafted a MRAN open letter to the CC OHV Advisory Committee, setting the stage. Recreation is not in the title or body of the "CC Board of Commissioners Resolution Urging the Nevada Delegation to Advance Federal Legislation that Would Expand Conservation of Public Lands and Economic Development Opportunities in Clark County." Don't let them sidetrack you, following studies and more mapping compilations. Existing trail mapping...etc. PBO route, can go on BLM site/USFWS site of the PBO trails.
- R. Ulrich – To verify, the 2014 RMP was never approved to date?
- B. Adams – Correct, what we are asking, CC OHV Advisory Committee Members, is to defend where we can race/ride, stop letting them direct us to places we never rode, when we could ride wherever we wanted to. The big issue with this is the travel management plan that will determine where we can play ride. If they use the same parameters to write the RMP, there are 2 RMP parameters that were only a 1-2 mile radius. Where do our trails go to, water, washes, old cabins, springs, etc. Want to set buffers around these spots that we won't be able to ride into.



- R. Ulrich – Want to recommend to officers, that when we write to the federal level that we do what works for us and not what they want us to do. They want to figure out the RMP over the 2 years after it is passed. What we have to do right now is set the parameters for the RMP, we may end up with nothing.
 - R. Ulrich – The OHV committee is not going to do that?
 - B. Adams – If they make these boundaries to exclude us, to restrict us, we won't have any place to ride to. They use ACECs to push us out. They call restrictive RMPs they call it a dust containment caravan, where everyone takes the same trails (jeep trails). Marci Henson keeps bringing up the airport noise buffers. The noise guidelines existing under the flight path, they are far more lenient than what will be applied to Ivanpah. The RMP, we need to bring it up, it's the elephant in the room, should be BLMs preferred alternative. Gives us 8 areas, CC gives us 3 areas, works out to be 4% of managed land in CC. Recreation is 20-30% of population, 4% isn't sufficient. Trump administration made modifications to make the RMP more appealing. We want our fair share, 4% has been reduced by 7%, since we requested boundaries to our race areas. Took 6,000 acres away from Nelson and acreage from Nelson. Can't be implemented without it going to Washington, DC. We need to lay the groundwork to make the fight into DC, we don't want to tie into small compromises and a bad plan, we don't want to compromise.
- **OHV Committee – Steve Paxton:**
 - Well it all sucks. (Maps)
 - Formed committee to placate us, badgered for our stance.
 - The borders provided on the maps, are borders not a fence, work out over 2 years, they lead us to believe that they are a fence, can be easily be misconstrued. We will have arguments with the 'ists'. Colored maps, proposed negotiations from SCORE and BITD coming forth with some good ideas.
 - Made aware of the income from recreational riders.
 - Bob – We've tried to work in good faith.
 - S. Paxton – asked for update on the trail that is being worked on, completely around the valley, there has been a lot of progress. Getting connections, maybe some funding for an underpass over by the wetlands, BLM is buying into it. Maybe in the near future, the trail may become complete, and you get to ride it, that's in the works.
 - B. Adams – Is sending that document to the OHV Advisory Committee.
 - R. Ulrich – Concerns will have the opposite effect. Make our point known, agree under duress, and put on record you are willing to work further. Leave lines of communication open, address at the federal level and not to the OHV Advisory Committee. Submit for revisions to Kat prior to



submitting and ensure that we all agree. Just be sure to put in there that we are agreeing under duress.

- K. Ashley – Item 1 does not seem to be an item may want to reword that before I review it.
 - B. Adams – Back to the position that the RMP of 2014, may seem appealing.
 - J. Amey – It’s about money, OHVers are bringing in this much revenue, OHV stickers, etc. How much money is that?
 - B. Adams – That’s not about preservation though.
 - R. Ulrich – Let’s vote on his Bob’s proposal to send it to the OHV Committee members, 10 in favor, it passes.
 - R. Ulrich – Bob be sure that it is reviewed for grammar prior to submission, Kat will provide the revisions. Also, moving forward, bring up the fact of duress, only because you are not willing to give us all of this.
 - B. Adams to K. Ashley – Review the attachment sent by email at 1:57 pm.
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- **Scoring – Tori Collins:**
 - Not present
 - **Website – Heidi Ulrich:**
 - Past minutes tomorrow once approved due to late submission.

Special Reports

- **SNDR Post Race Report** – Dave Heath (SNDR President) – Not sure how many racers total, requested it from Scoring, however, they are not present. Have not paid BLM to date need print outs (Roy to get with M. Collins to obtain requested information to D. Heath by tomorrow afternoon). Race went pretty smooth, had 3 injuries, 2 minors, one was a 7-year-old boy and 14-year-old also injured, both were released to their parents. Everything went well. Paid the EMTs on site. Clean up was quick since we were under the gun to get things cleaned up for Nevada 200.
- **Groundshakers Post Race Report** – *Written report provided by Dave Martin (Groundshakers President) as read by R. Ulrich:* Great race, no reports from BLM as of yet. Sweeper was injured, Jeremy Nurkin, he is doing well now. There were 88 big bikes, 28 minis, 14 pee wees, 13 50cc novices, for a total 143 riders. Left the pit area clean. Trophies will be ordered as soon as the results are finalized. See you next year for the 55th year celebration race.
- **Coyotes Pre-Race Report**



- Race 1 – Mini's/Jr. Women, 1 hour at 7:30 am, 8-mile course
- Race 2 – 50cc Novice, 45 minutes at 9:00 am, ½ to ¾ of a mile course, trying to stretch it out
- Race 3 – Pee Wees, 1 hour at 10:00 am, same course as Race 2
- Race 4 – Big Bikes, start at 11:30 am, Expert/Amateurs 2 loops to finish, Novices 1 loop to finish, total of 34 miles per loop. We have only run this course once in 2016, it's pretty good, no silt.
 - Alt. gas, is 23 miles in, remote access, Coyotes guy taking gas cans out.
 - Memorial race for one of the guys who started the Coyotes, used to be Steve Rowley memorial race, name is being brought back. It's a Hare & Hound, the first overall racer to catch him will get a prize, and first overall amateur to catch him will get a prize, no cash, gift cards will be awarded.
 - Starts – working on that, looking at a mass start, AA, Expert, Amateur, Novices.
 - Camping ½ mile across the road from the pits, there will be a little bit of room in the pits., ½ mile from pits.
 - Elevation 6,400-6,800 ft

Unfinished Business

- N/A

New Business

- **Girls at Night Race** - R. Ulrich – Received a call from Krista Conway and Ashley Ross discussing the night series. Wanting to know, because Krista is an expert, and Ashley is amateur, can they race amateur.
 - Vote to allow Ashley and Krista to race amateur class for night race series only, 10 votes in favor, it passes.

Open Discussions

- Scott Weisheim (Darkside) – For your awareness, if you have a 5-year permit with BLM, the permit is good for only a specific window of time. For example, we can't move the Laughlin race from
- Greg Ashley (Gamblers) – Needs to be a minimum amount of porta potties at a race. Groundshakers only had 2 for almost 500 people. MRAN, as a whole, needs to agree upon a minimum number.



- K. Ashley – Suggested to add the minimum number of porta potties to the race check list (6 should be minimum), which can be calculated for special events. Kat to send link to Roy with information on minimum number so he can distribute to club presidents.
- Dustin Vasquez (Wild Bunch) – Was curious about the fireflies for the night race, is it kept the same color.
 - R. Ulrich - No color change. Red on dangers and white for regular, 2x2.
 - Greg Ashley – Can come up with scrap reflective tape for NDOT signs which work really well for the white fireflies.

Adjournments

Motion to adjourn by Kat Ashley 8:38 pm, seconded by Scott Weisheim.

Next MRAN meeting will be held on Monday June 3, 2019, 6:30 pm at Sportsman Cycle on Boulder HWY. Subject to change.

AMA D-35/MRAN Legislative Report for April 1, 2019 by Legislative Officer Robert Adams

March 27 Clark County OHV Advisory Committee (CCOHVAC) voted to endorse Clark County's recreation plan that gives OHV riders/drivers 3 areas (current total just over 100k acres) for racing OHVs.

MRAN's position by unanimous vote of the Competition Committee is we endorse BLM 2014 RMP alt 3 recreation plan (with edits noted in MRAN comments on public record submitted Dec. 17, 2014) with 8 areas for racing (total approx.400k acres) on federal public land in Clark County.

I believe CCOHVAC members made a bad decision based on misinformation leading them to believe they had to accept what Clark County offered or get nothing. MRAN's position being out of step with CCOHVAC's position, I recommend at our April 1 Competition Committee meeting we reassess our position to change it or affirm it.

CCOHVAC at their next meeting will be asked to approve (or not) congressionally designated trails. Congressional trails are excellent for point to point adventure routes. But applying it to racing could be a disaster if the same minimalization applied to race areas is applied to race routes. Devil's in the details. We have no say working out the details beyond asking and advising. What soured me trying to work out details is Clark County decision makers listen to what preservationist want while telling us what they'll give us, we're lucky to have it, and they can take it away. We're not partners in this process. We won't be until we show we'll stand our ground.

There is precedent for congressionally designated RMAs (Recreation Management Areas) for racing. Having congressionally designated RMAs, what's the point of congressionally designated trails beyond for connecting RMA? Connecting RMAs for racing is better addressed by corridors than specific trails. For your review here's link to MOUs for congressionally designated trails:

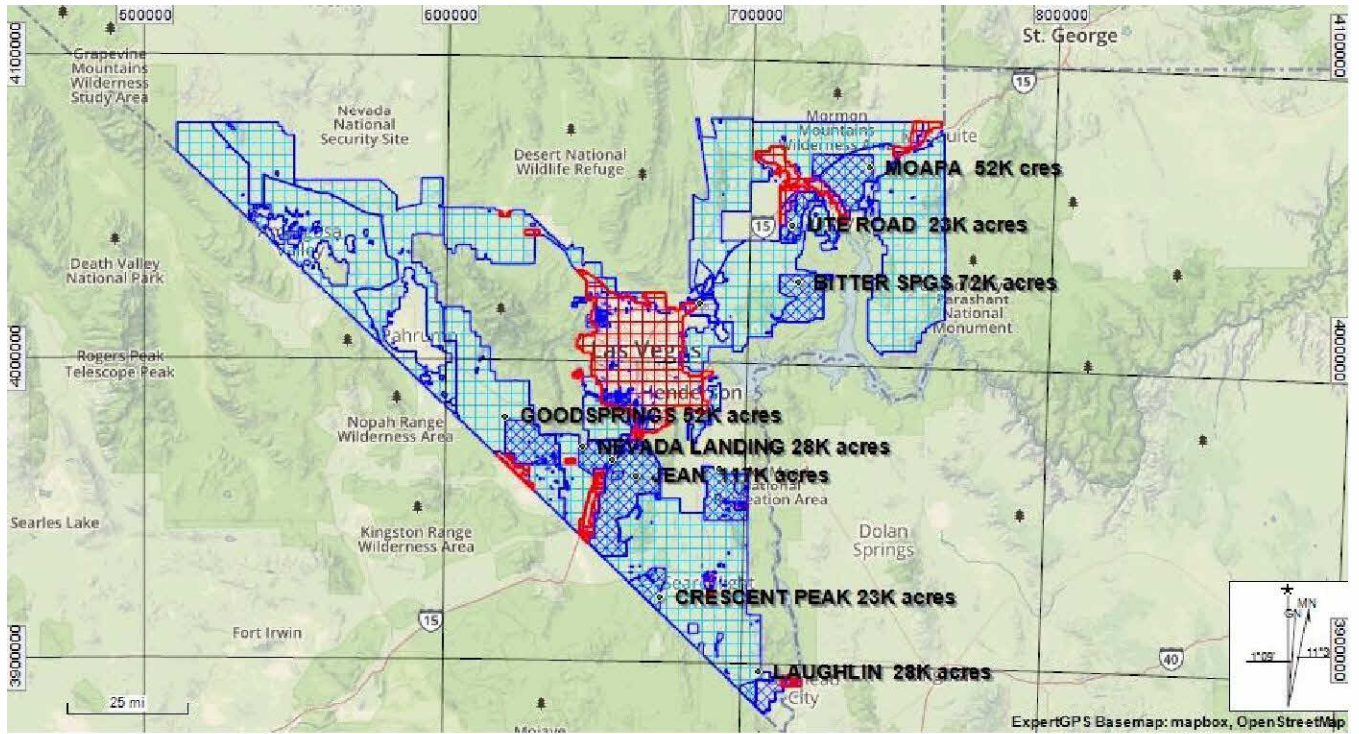
https://www.nps.gov/subjects/nationaltrailssystem/upload/National_Trails_System_MOU_2017-2027.pdf

MRAN should have a position on congressionally designated trails. MRAN members should persuade CCOHVAC members to support MRAN's positions.

In closing, advisory committees don't make policy decisions. They only advise decision makers who do. Sometimes decisions makers work with advisory committee as stakeholders and partners. Sometimes advisory committees are just optics of public participation. Should the latter occur, committee members should not let decision makers exhort them into making bad decisions to keep their committee.

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AMA D-35/MRAN Legislative Report for April 1, 2019 by Legislative Officer Robert Adams



BLM 2014 RMP alt 3 map

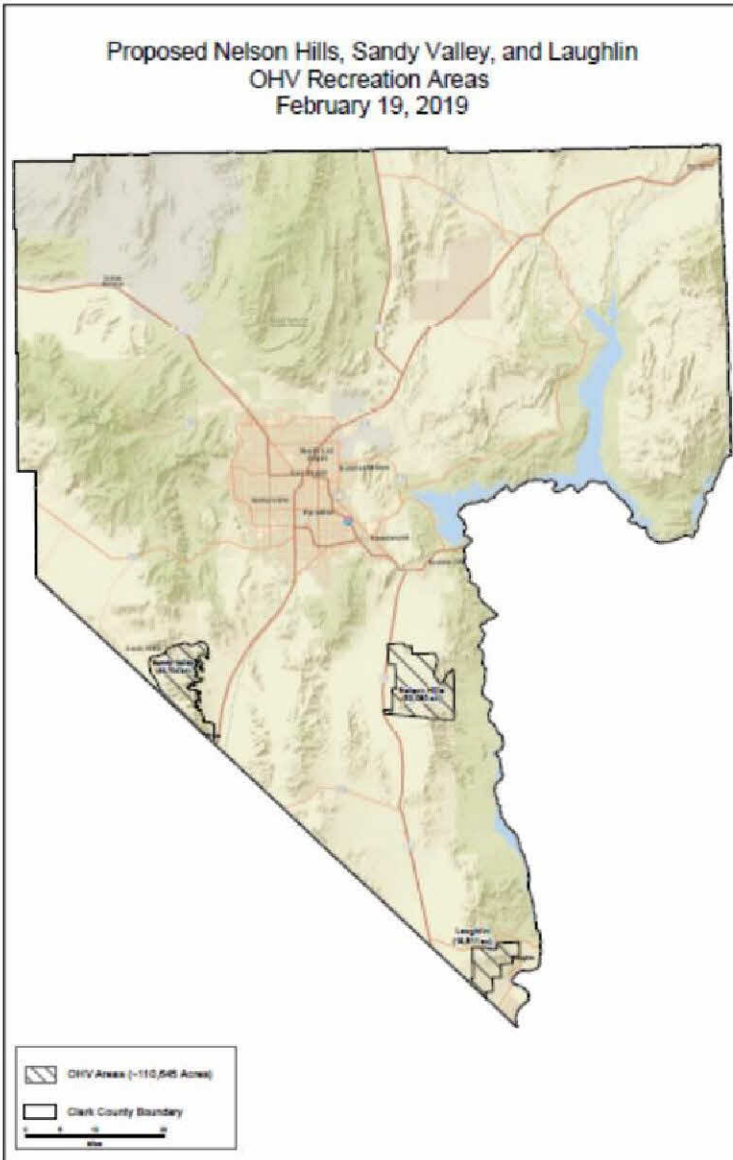
RED is disposal areas

LIGHT BLUE SQ. HATCH casual use riding areas

DARK BLUE X-HATCH are RMAs for organized competition

11K acre Apex is there, but too small to appear at this scale

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Clark County's map of 3 areas for people to race OHVs

END



**MOTORCYCLE RACING ASSOCIATION OF NEVADA (MRAN)
AMERICAN MOTORCYCLIST ASSOCIATION (AMA) District 35**

Nevada non-profit 25079-2004

8913 COLORFUL PINES AVE., LAS VEGAS, NV 89143

Reply to – 7770 Quarter Horse Ave. Pahrump, NV 89061

May 6, 2019

CLARK COUNTY FEDERAL LAND BILL

Dear Clark County OHV Advisory Committee Members,

The Clark County OHV Committee (OHVAC) can work for us or against us. If you can't make it work for us, please don't let it be used to work against us.

The root issue is the division of the remaining 2.9 million acres of BLM managed public land in Clark County Nevada between being sold for Development, protected from the public for Preservation, or managed for recreation of the public.

Developers, preservationist, and politicians privately got together in 2017 and divided it up. They released their plan to the public May 24, 2018 as the CLARK COUNTY BOARD OF COMMISSIONERS RESOLUTION URGING THE NEVADA DELEGATION TO ADVANCE FEDERAL LEGISLATION THAT WOULD EXPAND CONSERVATION OF PUBLIC LANDS AND ECONOMIC DEVELOPMENT OPPORTUNITIES IN CLARK COUNTY. Recreation stakeholders weren't at the table. Recreation isn't in the title or the Resolution. Conservation is in the title, but the Resolution divides remaining federal public land between Disposal for Development and

Preservation to protect public land from the public over Conservation for sustainable use by the public.

June 19, 2018 Clark County's governing body (BCC (Board of County Commissioners)) passed the Resolution and directed Staff to write it into a Bill. The next agenda item BCC voted to form the OHV advisory committee (OHVAC) giving OHVers a seat at the table. OHVAC faced headwinds from the start trying to write OHVers into a Bill that all the important decisions had already been made. OHVers don't have a full seat at the table. That's becoming more apparent by other groups telling the County what they want and getting it while changes sought by OHVers are summarily denied as outside the parameters of the Resolution. A Resolution OHVers had no part in writing.

Committee Members Please:

1. Don't be side tracked by promises to work with you following more maps and more studies. Over the past decade the entire BLM Southern Nevada planning area was studied by an army of federal "ist" writing the 2014 RMP revision's thousands of pages of documents. Refer to completed federal studies over starting new ones. Existing trail mapping was completed 2008-2010 by BLM contracted ARS and user submitted tracks in RMP Scoping and public comment. We know where the sustainable race routes are from USFWS PBO (United States Fish & Wildlife Service Programmatic Biological Opinion) updated June 21, 2018. Defend where we can race and ride over looking in places we didn't when the whole desert was open to us.

2. The TMP (Travel Management Plan) will determine where we may play ride. Write the parameters for writing the TMP now, then write the TMP over 2 years per language in the Bill. A planning parameter concern is No-Travel buffers around water, old mines and cabins, place of interest, etc. Buffers degrade rider experiences by blocking access to where we want to go and dead end or fragment trails where there's no way around the buffer. Set reasonable buffer parameters. Mitigate dead-ending and fragmenting by establishing new routes before closing existing routes. And write into the Bill that existing routes stay open until the TMP is completed and routes marked. Another concern is if the same Minimalization parameters that determined race areas are used to write the TMP, we'll lose most existing trails and certainly the best. Make the OHVAC work for us by addressing what we need to be addressed in the Bill.

4. Challenge the aircraft noise buffers that close trails around an airport that may never be built. Ballparking the figures, McCarran noise parameters to protect existing homes, businesses, and drivers on roadways in the flight paths are more lenient than Ivanpah parameters to protect OHVers from noise. That makes no sense. Should the airport ever be built, insist roads be built around it as part of the initial construction.

5. Make the elephant in the room the BLM's 2014 RMP revision Preferred Alternative. The BLM gives OHVers 8 race areas (including Jean). Clark County offers 3 areas that are 4% of the BLM managed public land in Clark County. Concentration of use will degrade the resource and rider experiences. Mitigating concentration will require expensive remediation. Expensive remediation that wouldn't be needed if races were disbursed over more and bigger areas. Expensive remediation that will likely be paid for by OHVers. 4% isn't enough and 4% isn't a fair share for the 20 to 30% of southern Nevadans who will be using these areas. And our 4% of

the pie been was reduced 7% since the first race area maps were posted Jan. 28, 2019. A short piece of the short end of the stick getting shorter.

6. CCFLB can't be implemented without passing it into federal law. Presenting the Bill in Washington DC, OHVAC is Clark County's proof that OHVers were at the table and the Bill is a compromise worked out by all stakeholders. Don't grasp at straws to say you did something. Winning small compromises to a bad plan is still a bad plan.

Thank you for you do. Thank you for your consideration of our concerns and opinions.

The above was read and approved by the Motorcycle Racing Association of Nevada's governing body at the regular May 6, 2019 meeting, 7 pm, at 3475 Boulder Highway, Las Vegas, NV 89121