PRESIDENT’S MESSAGE

We are heading into the prime riding season with plenty of water (snow, even!) at every location, too much water in some locations, but what a wonderful conundrum after years of drought. Check the road and trail conditions before you go and be prepared for adverse conditions.

Quicksand, it’s not just in the movies.

There have been many reports lately of quicksand, and a few rescues of horses already, in areas that have not had quicksand in years. When crossing rivers and creeks, and when riding near lakes, ponds, and marshes, look for areas with rocks on the surface of the sand as a possible indication that the ground is firm and not quick sand. Sometimes the second or third rider across a sandy spot will be the one to finally break the surface tension of quicksand and fall in. Although having a lariat might be helpful in rescuing a horse and rider from quicksand, it is prudent and safest to avoid any questionable sandy areas.

Some friends and I were riding near “willow spring” next to the Dutch Cleanser Mine in Red Rock Canyon State Park a few years ago. I rode across a sandy spot, my friend’s daughter was behind me, but when my friend went across the seemingly dry sandy spot right behind us, her horse sunk down to its belly in quicksand! It was a frightening 15-20 minutes before we were able to extricate her horse with the help of passing off roaders. Her horse hit the bottom of the quicksand when it was up to its belly. I hate to think what would’ve happened if the quicksand were deeper.

Fire season is upon us

All the rains have brought copious plant growth. This is fabulous for the wildlife, but for the wildfire season, not so much. When a wildfire came through my neighborhood a few years ago, my horses were moved while I was at work in Los Angeles and in the chaos of the fire, I was not able to find out where my horses were for a day or two. One of my dogs was with another neighbor for four days before we were reunited. I had a tag on my dog, but I had my land line phone number on it, which was useless because the phone lines had burned. My horses do not wear halters in their turn outs, so they didn’t have tags that day. I learned many things from that fire: people are kindhearted and amazing and will do their best to save your animals; I have my cell phone number tagged on all of my animals now; all of your animals need to be trained to load easily into trailers or crates, or they might be left behind as the fire approaches (this happened to one of my neighbor’s horses); and make sure your homeowners’ insurance covers your barn as well as your house and that your insurance is for “replacement value” with “code upgrades” and let the insurance company decide the current replacement value every year if you want a full payment to rebuild your burned house.

I have had Equestrisafe.com fetlock bands, with my cell phone number stitched on them, on my horses 24/7 for about three years now. These bands are designed to break away if a horse gets it tangled up in something, and they are unobtrusive enough to trail ride with them on, which is peace of mind in case my horse and I become separated. Some riders have their significant other’s cell number on the fetlock band in case the rider becomes incapacitated.

Now is a good time to have your truck and trailer serviced. Your truck and trailer need to be in good condition, and hooked up at all times if possible. You can have a plan in place in case of fire, but I guarantee the plan will fall apart as the fire gets closer. Having trucks and trailers and crates easily accessible and readily available to transport all of your animals, and your animals trained to transport, is the best plan.

With lots of water comes lots of vectors

There have been more than the usual number of reports of equine illnesses going around. Follow your vet’s recommendations on vaccinating your horses and pets. Bring your own bucket to events whenever you can and don’t let your horse drink from a communal trough if at all possible. Do not allow your horse to sniff or touch noses with other horses. Avoid sharing grooming supplies and tack. Be a part of the solution, not the problem: Please do NOT bring your snotty nosed horse to a trail ride or other equestrian event. If you are unsure if your horse’s nasal discharge means your horse is sick or not, please stay home.

Poppy Ride

Eighteen riders showed up for my Poppy Ride at Fairmont Butte. It (Continued on page 3)
Calendar of Events

June 18, 2017—Sunday
Rustler’s Roost ride in Lake LA
Approximately 14301 E Avenue Q.
Between 145th St East and Big rock creek bed, a dirt parking lot
(on the north side)

July 4, 2017—Tuesday
Ride and BBQ – Members Only
Trail Boss: Kelly

July 19, 2017 – Unit Meeting

August, 2017 – Dates TBD—Pack Trip to Trout Meadow
A beginners’ pack trip: learn to pack from your own members!
2½ - 3 hour ride from the trailhead to the cabin.
Reservations required

September TBD, 2017 – Unit Ride
A pack and lunch ride

(Continued on page 3)

BCHC-AV Meetings
Leona Valley Improvement Association
8367 Elizabeth Lake Road
BCHC has a Facebook page! (Ctrl +) Click here

All meetings are held on the 3rd Wednesday
(January, March, May, July, September, and November)

The meetings start at 6:30 and include a pot luck dinner. Bring a dish to
share, bring your family, bring your friends.

Directions:
(14) AV freeway
West on Palmdale Blvd
Continue on Elizabeth Lake Rd. approx. 8½ miles
(If you come to a four-way stop, you have gone too far.)
The Community Center is on the right (north) side of the road.
Membership Report
as of Apr 7, 2017

New members: (5)
- Douglas and Monica Clark - Palmdale, CA
- Robin Davis - Lancaster, CA
- Diane and Wayne Pitzler - Phelan, CA

Expired in Mar: (2)
- Nevarez; Vatan

Expiring in Apr: (1)
- Stopper

Expiring in May/June: (5)
- Cotton; Nelson, G; Sage; Batholomew

As of April 1, 2017 we have 70 members.

Send all membership renewals to BCHC Membership,
1280 State Rte 208, Yerington, NV 89447.

Calendar of Events (continued)

September 20, 2017 – Unit Meeting
October 1, 2017 – Sunday
Lazy-T Ride in Leona Valley
November 11, 2017 – Saturday
Veteran’s Day Ride
November 15, 2017 – Unit Meeting
December 13, 2017 – Unit Christmas Party
Potluck and Raffle

RIDE INFORMATION
Please RSVP to all rides. There are some places where we will need to
double up in trailers, and we would like to know who is going.
Additionally, some rides require reservations and payment up front.

Be in the saddle at 10:00am, ready to ride,
unless otherwise noted.

If you would like to schedule a ride, please give June a call and we can
put it on the calendar.

If you would like volunteers for Trail Projects, please contact Paul.

Rides updated online at
http://www.bchc-avunit.org/calendar.html

(Continued from page 2)

was a lovely day right at the tail end of the poppy season but there were plenty of poppies left to provide wonderful backdrops for
our photos that day. It was so nice to see poppies after the many years of a sparse bloom. We rode the circuit around the butte,
passed a hay field, stopped by the quarry where material for the aqueduct was mined about 100 years ago, saw a Native American
bedrock mortar with over 60 holes, and had a photo op at a stock pond that has been empty for many years until this year. Thank
you to everyone who joined me that day. I enjoyed everyone’s company.

Upcoming rides:
June 18 — Rustler’s Roost near Lake Los Angeles—Open to everyone!
This is a fun ride to the top of a small butte with a great view of the area at the top. The footing is soft the entire way. There is a
hill climb up and down at the butte, but much of the ride is along Big Rock Wash, lined with cottonwood trees. Take your camera,
it is a beautiful ride.

July 4 — Kelly’s ride — Open to members only
The route takes riders up and down hills for spectacular views of the Antelope Valley. After the ride is a potluck and BBQ. We
can see all the fireworks in the valley with the 180 degree view from Kelly’s house.

Our Unit’s calendar of rides has been amended and updated on the Facebook page. All dates are subject to change, so check with
the trail boss before heading out for a ride.

The next general meeting is tentatively scheduled for July 19th. The date is tentative because sometimes we’re all out camping and riding.

Marcy Watton
President, Antelope Valley Unit
There is water in the stock pond for the first time in years.

Remnants of the quarry site for the Los Angeles aqueduct from 100 years ago.

Native American bedrock mortars
Past President Message Ramblings

The road to Jerky Trail Head is open so Memorial Day Weekend I’m off to Trout Meadow and (Bradley and Emily Miles’s) Cow Camp. The crew is currently forming. We will need to clear trees from 8 miles of trail. There are usually some trees down; after this last winter, I expect more than usual. Then we will set camp – and the season has begun!

The last few months I’ve been on some nice flat land rides: A wagon ride near Rosamond; Saddleback Butte Ride; Our Annual Poppy Ride; The annual Hogs and Horses Ride. As always, I talked about the backcountry. Telling stories and offering help for others to get in. I can tell lots of stories, almost 30 years of stories. I give more than just stories, though. I try to teach just how easy it can be to go into the Sierras.

Such as: Don’t just learn as you go (as I did).

I had to put down our (April’s) horse Ben last month. He was 36 years old. He had been retired for about 5 years. We will miss the old boy.

( Editor’s Note: Above is one of my favorite pictures of Ben (far right) at Cow Camp. Taken Sep 1st, 2010. It was my first trip back into the Sierras since I was a kid. He knew going in to Cow Camp better than I did, so I pretty much let him do his thing—and on the way back, I read a book! I was able to go in with him again in 2011, but he retired before the 2012 season. I will miss him! -April)

Part II

Opened Cow Camp with Bradley and Bud Mayfield. We used Jerky Trail Head, the only one open. There were at least 30 cars in the parking lot. We had just a little trouble parking our rigs. Took out 18 trees on the trail. But we expected that.

When we got to camp we found intruders! Plus their stock was in the meadow! Unauthorized use of Cow Camp! But, they apologized and promised to vacate immediately. (Which is proper.) But they hadn’t done anything bad and they were packers. If we had met them on the trail, we would have invited them to stay.

So, they made dinner with cobbler for dessert and shared their liquor. We all had a fun evening. Life in the backcountry. In the morning, they helped set up the big cabin tent and packed up for their ride out.

We stayed one more day and finished.

Cow Camp is open! -Paul
BCHC MEMBERSHIP APPLICATION

MAIL TO: Membership Backcountry Horsemen of California
1280 State Route 208, Yerington, NV 89447

PARENT Unit Affiliation: (Select and CIRCLE ONE Unit as your Primary Unit Affiliation)

<table>
<thead>
<tr>
<th>Antelope Valley</th>
<th>Kern Sierra</th>
<th>Mother Lode</th>
<th>San Diego</th>
<th>Shasta Trinity</th>
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<tr>
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<td>Lake-Mendo</td>
<td>North Bay</td>
<td>Sierra Freepackers</td>
<td>High Country</td>
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<td>Los Padres</td>
<td>San Joaquin Sierra</td>
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<td>Mid Valley</td>
<td>Redshank Riders</td>
<td>Santa Ana River</td>
<td>Sutter Buttes</td>
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<tr>
<td>Redwood</td>
<td>Sequoia</td>
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DCTR (your Membership Number, will be assigned): ______

MEMBER’S NAME—No Business Names; Print Clearly

SPouse / Co-MEMBER’S NAME—MUST SHARE SAME ADDRESS

Street Address / PO Box

City __________________________ State ______ Zip Code (full 9 digits, if known) ______ Area Code ______ Phone ______

Total Enclosed: $____ Check No.: ______ (please print legibly)

Parent Unit Membership Types: (CIRCLE ONE)

- Individual $50.00*
- Family $60.00*
- Benefactor $100.00
- Patron $250.00
- Mt Whitney $500.00

* = BCHC shares portion of dues with Backcountry Horsemen of America.

2 year Individual $90.00, 3 Year Individual $125.00: 2 Year Family $110.00, 3 Year Family $150.00

Associate Memberships: AN ADDITIONAL $15.00 PER UNIT is added to your Parent Unit Dues. ASSOCIATE MEMBERSHIP UNIT AFFILIATIONS MAY NOT be for the same unit as your Parent Unit.

Associate Membership for: ________________________________ $15.00/unit

Associate Membership for: ________________________________ $15.00/unit

Unit Name (from above list)

Please write additional choices on back.
URGENT: Wilderness areas are under attack by mountain bikers once again.

WHAT YOU CAN DO: Send a letter to your representative regarding H.R. 1349

Find your representative: https://www.govtrack.us/congress/members/

You may use the text of this letter as a guide for your letter. Form letters, no matter how many are sent, are counted as one letter, so please change the wording or the order of the paragraphs so that your letter does not appear to be a form letter. Add your own personal experience, if you like. Contact me if you need help drafting your letter.

Dear [your Member of Congress which is Rep. Steve Knight in the Antelope Valley],

I live in [city and state] and am writing to inform you that I am strongly opposed to HR 1349 and I would ask that you vote NO on H. R. 1349.

There are few places remaining where people have not changed the landscape. The Wilderness Act of 1964 protects our unique and irreplaceable wilderness areas.

Please allow our wilderness areas to remain untrammeled and free of mechanical devices as they have been throughout the ages.

Sincerely,
[Your name]

BACKGROUND

Imagine yourself hiking or riding on a trail in the Golden Trout Wilderness. You are deep in thought and enjoying the smell of the pines and the chirp of birds. You are dropping down that last tricky switchback before arriving at Jordan Hot Springs. It’s not a huge drop off, or particularly rocky, but there are tree roots to step over as the trail changes directions. The last thing you hear before being slammed into and launched over the side of the trail is, “On your right!” Or maybe you didn’t get a warning but instead heard the gnashing of metal parts and the slide of rubber tires on the rocky ground before being hit by a wheeled vehicle moving 20 mph and left gravely injured miles from the closest road and hundreds of miles from a hospital.

How does dodging bicycles on narrow mountain trails fit into the description of “untrammeled” wilderness? How does sharing trails with vehicles traveling up to 40 miles per hour enhance the solitude of a wilderness experience? How can bicycles equipped with the same type of suspension found on motorcycles that allow ever faster travel even be expected to share trails with foot traffic safely?

We need one last refuge from modern life and the speed at which it travels. We need places where we can exist in a natural environment without the distractions of gadgets and contrivances.

The mountain biking organizations have been pushing hard to gain access to this one last refuge of hikers and equestrians.

Equestrians have already been forced to abandon trails in the Angeles National Forest and the Santa Monica Mountains Conservancy because of the danger to them posed by speeding cyclists. An entire generation of disabled and senior citizens are effectively ruled off public lands because of their fears of encounters with fast moving cyclists on narrow mountain trails.

On March 2, 2017, Rep. Tom McClintock (R-CA 4th District) introduced House bill H.R. 1349 that proposes:

“To amend the Wilderness Act to ensure that the use of bicycles, wheelchairs, strollers, and game carts is not prohibited in Wilderness Areas, and for other purposes.”

The complete text of the bill can be found here: https://www.congress.gov/115/bills/hr1349/BILLS-115hr1349ih.xml

“Amends the Wilderness Act of 1964:

“Section 4(c) of the Wilderness Act (16 U.S.C. 1133(c)) is amended by adding at the end the following: “Nothing in this section shall prohibit the use of motorized wheelchairs, non-motorized wheelchairs, non-motorized bicycles, strollers, wheelbarrows, survey wheels, measuring wheels, or game carts within any wilderness area.”

The mountain biking organizations have raised hundreds of thousands of dollars to get this bill passed. Equestrians and hikers need to support their organizations in order to prevent this bill from being passed.

The Backcountry Horsemen of America has taken the position:
“In the continental U.S., less than 3% of the land is designated wilderness. That’s just 3% of the landscape to which horseman can escape and be assured of a relatively primitive recreational experience. Further, according to the U.S. Forest Service, 98 percent of all the trails on land it manages outside of designated wilderness are open to bicycles.”

“The rapid speeds at which mountain bikes are capable of traveling, combined with their often silent approach, would create significant safety hazards for horsemen on steep, narrow or winding trails.”

BCHA website:  https://www.bcha.org/blog/2017/05/06/voice-opp-to-hr1349/

Contrary to what Rep. McClintock wants you to believe, this bill is NOT about allowing wheelchairs or game carts or survey wheels, or any of the other wheeled devices listed in the description of the bill. This bill is being pushed through by mountain bikers who see wilderness as their final frontier.

Further attacks on the Wilderness Act of 1964 include Sen. Mike Lee’s plan to reintroduce to the Senate this summer his “Human-Powered Travel in Wilderness Areas Act.”

LETTERS SENT IN OPPOSITION

Sent on behalf of the BCHC Antelope Valley Unit and ETI:

The Honorable Rob Bishop, Chairman, House Committee on Natural Resources  
The Honorable Raul Grijalva, Ranking Member,  
House Committee on Natural Resources  
1324 Longworth House Office Building  
Washington, D.C.  20515

The Honorable Steve Knight, Representative 25th District, House of Representatives  
1023 Longworth House Office Building  
Washington, DC 20515

Dear Honorable Members of Congress:

I am writing on behalf of the Backcountry Horsemen of California (“BCHC”) and Equestrian Trails, Inc., two southern California equestrian groups that I have been elected by the membership to represent.

The equestrians in these organizations are united in their opposition to H.R. 1349. This bill proposes to amend Sections 2 (a) and 4 (c) of the Wilderness Act of 1964 (the “Wilderness Act”) to allow the use of wheeled vehicles and devices, and most disturbingly, mountain bikes, in designated wilderness areas.

The nationwide organization of Backcountry Horsemen of America, of which BCHC is a part of, states in their opposition:

““In the continental U.S., less than 3% of the land is designated wilderness. That’s just 3% of the landscape to which horseman can escape and be assured of a relatively primitive recreational experience. Further, according to the U.S. Forest Service, 98 percent of all the trails on land it manages outside of designated wilderness are open to bicycles.”

“The rapid speeds at which mountain bikes are capable of traveling, combined with their often silent approach, would create significant safety hazards for horsemen on steep, narrow or winding trails.”

Mountain bikes are built with sophisticated suspension systems and have more in common with motorcycles than with the bicycles of the 1980s. Advances in technology have allowed mountain bikers to travel ever faster over natural obstacles on single track trails.

Within our membership, there have been a number of equestrians who have had close calls or have been injured from collisions with fast moving mountain bikes, myself included. It is our position that fast moving vehicles are not compatible with foot traffic in wilderness areas, and because of the high rate of speed at which they travel, create a life threatening hazard to travelers on foot or horseback.

Attempts to limit speed or alternate days for various trail users on public lands have not been successful. The “poaching” of trails is its own sport, it appears, and allowing mountain bikes to use trails merely emboldens them to push harder for their exclusive use.

For example, in the “front range” of the Angeles National Forest near Lake View Terrace, where mountain bike travel is allowed, bikers construct illegal ramps and jumps, and other manmade obstacles, on top of single track trails making travel by horseback impossible until these obstacles are removed by trail maintenance volunteers. In Altadena, every trail is fraught with the peril of speeding mountain bikes. It was on the Sunset Trail that a mountain biker came around a blind corner and slid to a stop under my horse on a narrow ledge trail. Because they fear injury from collisions with mountain bikes, the disabled and older riders in my groups have abandoned riding the trails in Altadena, the Santa Monica Mountains Conservancy and other areas where mountain
biking has taken over the trails. An entire generation is being forced out of the backcountry because of mountain bikes. The wilderness areas are the last remaining refuge where the disabled and seniors can commune with nature without the fear of being run over by a mountain bike.

Please take note that the International Mountain Biking Association is not supporting this bill and instead proposes a “trail by trail” analysis to adjust proposed wilderness boundaries to allow mountain bikes around newly designated wilderness areas, and does not support any amendment to the Wilderness Act that would allow mountain bikes.

I would ask that you support the longstanding prohibition of bicycles in designated wilderness areas and step away from this ill- advised legislation. The wild places need to remain wild and free from mechanical vehicles and devices.

In the words of Edward Abbey, “The idea of wilderness needs no defense, it only needs defenders.” Please be a defender of the wilderness and vote “nay” on this bill.

Sincerely,

Marcy Watton
President, Antelope Valley Unit, Backcountry Horsemen of California
Vice President, Corral 138, Equestrian Trails, Inc.

cc: The Honorable Tom McClintock, Chair, House Subcommittee on Federal Lands
2312 Rayburn House Office Building
Washington, DC 20515

The Honorable Colleen Hanabusa, Ranking Member, House Subcommittee on Federal Lands
422 Cannon House Office Building
Washington, DC 20515

Michael Reynolds, Acting Director, National Park Service
National Park Service
1849 C Street NW
Washington, DC 20240

Letter in opposition sent by the Coalition to Protect National Parks:
http://protectnps.org/american-wilderness-should-remain-bicycle-free/

The Honorable Rob Bishop, Chairman; and
The Honorable Raul Grijalva, Ranking Member
House Committee on Natural Resources
1324 Longworth House Office Building
Washington, D.C. 20515

Dear Chairman Bishop and Ranking Member Grijalva:

I am writing to you on behalf of over 1,170 members of the Coalition to Protect America’s National Parks (Coalition). As a group, we collectively represent more than 30,000 years of national park management experience. We believe that our national parks and related public lands represent the very best of America, and advocate for their protection.

The Coalition strongly opposes H.R. 1349, a bill that would amend the Wilderness Act of 1964 (the Act) to authorize the use of non-motorized wheeled vehicles and devices, including bicycles, in designated wilderness areas. The legislation, as proposed, would reverse longstanding prohibitions on the use of bicycles in wilderness and is in direct conflict with the stated purpose and intent of the Act, as stated in Section 2(a) of the Act:

In order to assure that an increasing population, accompanied by expanding settlement and growing mechanization, does not occupy and modify all areas within the United States and its possessions, leaving no lands designated for preservation and protection in their natural condition, it is hereby declared to be the policy of the Congress to secure for the American people of present and future generations the benefits of an enduring resource of wilderness (emphasis added to underlined sections above).

The intent to limit “mechanization” was more specifically addressed in Section 4(c) of the Act, which states:
(c) Except as specifically provided for in this Act, and subject to existing private rights, there shall be no commercial enterprise and no permanent road within any wilderness area designated by this Act and except as necessary to meet minimum requirements for the administration of the area for the purpose of this Act (including measures required in emergencies involving the health and safety of persons within the area), there shall be no temporary road, no use of motor vehicles, motorized equipment or motorboats, no landing of aircraft, no other form of mechanical transport, and no structure or installation within any such area (emphasis added to underlined sections above).

The plain language of Section 4 (c) clearly distinguishes between “motors” and the broader category of “mechanization.” It specifically lists and prohibits five distinct categories of mechanical transportation and equipment, including “motorized” forms of transportation and “other forms” of mechanical transport. Despite this, mountain bike advocacy groups claim that wording in the Act is ambiguous with regard to bicycles and that the federal land management agencies with wilderness management responsibilities have misinterpreted and misapplied this section of the Act. The Coalition contends that such claims are not supported by the substantial administrative history of the issue.

While we are opposed to opening wilderness to bicycles, we support the well accepted exception allowing the use of wheelchairs to provide people with disabilities the opportunity to participate in wilderness experiences. Such use is consistent with the Americans with Disabilities Act of 1990 and National Park Service Management Policies 2006 Section 6.4.10.

The longstanding prohibition of bicycles in designated wilderness is not merely an agency’s interpretation (or misinterpretation) of the Act. Modern mountain bikes were not invented until many years after the passage of the Act and legislators could not have reasonably foreseen and therefore explicitly prohibited “mountain bikes” when the Act was passed in 1964. Despite this, the National Park Service, U.S. Fish and Wildlife Service, and Bureau of Land Management have consistently prohibited the use of bikes in wilderness since the late 1960’s. And, while the U.S. Forest Service initially interpreted Section 4(c) of the Act to allow the use of bicycles in National Forest wilderness, the Forest Service reconsidered its policy and revised its wilderness regulations in 1977 to expressly prohibit the use of bikes since then. Key to this decision by the four primary Federal land management agencies is that many thousands of miles of trails and an almost infinite variety of landscapes throughout the United States outside of designated wilderness are now available to mountain bike enthusiasts.

We urge attention to the contrast between bicycles in the 1960’s and the advanced technology that is characteristic of most mountain bikes of today. Through the use of strong lightweight space-age materials and advancements in bicycle technology, including special suspension systems and advanced gearing, mountain bikes now are highly efficient non-motorized vehicles. Mountain bikers today are fully capable, if allowed, of accessing and thus impacting even the most remote and rugged wilderness locations in America.

For over 50 years, the Section 4(c) provisions have guided decision-making that protected America’s wilderness areas from the harmful impacts, both ecological and social, of bicycles in places set aside for non-mechanized forms of travel. To reverse this longstanding protection now, when the popularity of backcountry mountain biking is at all-time high, would be a very harmful precedent that would pave the way for proposals for other exceptions to wilderness protections, each supported by their own special interest group(s). Such a precedent is not only in conflict with the intent of the Act, it would inevitably generate controversy and hostility among traditional wilderness users and result in tremendous pressure on wilderness management agencies to prepare costly and time-consuming revisions of existing wilderness management plans and regulations. Much worse, it would inevitably lead to the derogation of the wilderness character of these special places.

In closing, in 1964 the Wilderness Act endures as a unique and increasingly valuable decision by Congress to preserve the wildest and most treasured natural places in America. The Act, as written, has withstood the efforts of groups and individuals to compromise the integrity of these wild places for more than 50 years, and should continue to do so. We urge you to support the longstanding prohibition of bicycles in designated wilderness and step away from this ill-advised legislation.

Sincerely,

Maureen Finnerty, Chair
Coalition to Protect America’s National Parks

Email: maureen_finnerty@protectnps.org
Mail: P.O. Box 48092, Washington, DC 20002
Web: www.protectnps.org

cc: The Honorable Tom McClintock, Chair, House Subcommittee on Federal Lands
The Honorable Colleen Hanabusa, Ranking Member, House Subcommittee on Federal Lands
Michael Reynolds, Acting Director, National Park Service
Back Country Horsemen of California’s AV Unit was established in 1995, to promote the gentle use of California trails and backcountry.

We offer meetings, seminars, pack clinics, and speakers to groups to educate on access and care of wild lands by equestrians and stock users.

NO ON H.R. 1349
KEEP MOUNTAIN BIKES OUT OF WILDERNESS AREAS

Back Country Horsemen of California’s AV Unit was established in 1995, to promote the gentle use of California trails and backcountry.

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We’re on the web—
www.BCHC-avunit.org

Leave No Trace ... Gentle Use