

Blue Mountain Motorcycle Club

2024 October Monthly Newsletter

This will be the first Monthly Newsletter for the Blue Mountain Motorcycle Club. We hope you like it. We wanted to ensure that there was a flow of information about what's going on with the club to the riders.

2025 BMMC Memberships on sale now.

You can purchase your 2025 club membership from the store:

<https://bluemountainmotorcycleclub.com/store/> If you're not a 2024 member, if you purchase now, you'll get a membership for the remainder of 2024, plus all of 2025.

Your membership dollars go directly to shovels in the ground. While this is extremely important, we need volunteers to man those shovels. Less than 20% of riders purchase memberships. Further less than 2% of riders come out to volunteer. This leaves a huge burden on a small percentage of the ridership to advocate, attend meetings, organize events, manage the finances, maintain the website, and keep up the required trail work, install the signs, kiosks, etc.

Oct 27th trail maintenance day.

Next Trail Maintenance day is Oct 27th. One crew will be finishing up the Kokanee Crossing bridge on Joe Poke that was started on the Oct 6th trail day. Depending on turnout, we'll have other crews working on other projects. We always need volunteers for the trail maintenance days and highly encourage riders to come out and help. Trail days are typically the last Sunday of each month. We meet in the staging area around 9:30, organize into groups and then head out for around 10am. Everybody who shows up gets a free 'trail crew' t-shirt. We always try to have a giveaway – sometimes gift cards from local motorcycle shops, sometimes tires, tools etc. When possible, we try to have coffee and donuts for all the volunteers. We rarely ride in to do trail work – we typically drive and hike in. Many locations will require a truck to get to. If you don't have a 4x4/truck, you can always leave the car in staging and hop in with somebody else. Come prepared with proper clothing and footwear – the club will provide all the tools necessary.

Holy Grail logging.

We are pleased with the outcome of the logging on and around Holy Grail. The trail was untouched by machinery – which is one of the most destructive things that can happen to the trail, as the trail bed compaction is lost after machinery rides over the trail. Most of the trail had at least 5M setbacks. Some sections were 'high stumped' – mostly areas where wind would just blow down the trees anyway. This has been the most successful result we've seen ever with regards to preservation of the trail after logging operations.

Future logging.

We don't have a timeline, but the next cutblock is likely to be around the south of E.P. and east of Big Log. We've been working with the loggers to ensure that the trails are preserved to the same extent as Holy Grail was.

Repairs to trails from last year's logging.

We're working with RSTBC (Rec Sites and Trails BC) and the loggers to repair and re-open trails that were damaged or closed because of the extensive logging in 2023. We're continue to work with RSTBC and the loggers to get these repairs done, so those trails can be repaired and re-opened. Work to reopen shotgun is underway by woodlot staff, and we are anticipating a spring reopening for that trail. A budget has been developed for ground worn repairs to Ryan187 and has been put out to tender, with contract awarding anticipated in the next month. Repairs will likely take place early 2025. This is being funded by RSTBC as part of the complaint resolution process from aggressive harvesting.

Winter closures.

Some trails (Ridge, KCKK, EP, west Dr Dementos, Possum) will be closed for the winter. These are trails that have proven in the past to not handle the wet winter weather well if they are left open. It's unfortunate, but with the amount of volunteers coming to trail days, we can't keep up with all the maintenance, so some trails just need to be closed during the period when they would experience the most damage.

Kiosk installs.

We recently installed 3 trail-side kiosks (Ryan 187 at the picnic table, The Museum and Joe Poke where it meets With God). These kiosks will have information about the club, a map (with a 'you are here arrow') and other useful information to riders.

BCORMA.

The British Columbia Off Road Motorcycle Association (BCORMA) is our Provincial Off-Road Motorcycle advocacy group for Off Road Motorcycle (ORM) recreation in BC. Over 30 ORM clubs from all across BC make up the Federation. BCORMA's primary role is to advocate and work with our Provincial Government to make sure the BC ORM community continues to have access to world class trail networks and the ability to participate in the sport we all cherish.

In recent years, BCORMA had received a Sustaining Grant from the Motorcycle and Moped Industry Council (MMIC, now called Moto Canada) of \$35,000. This provided basic core operating funding for an Executive Director to work 2-3 days per week on behalf of the ORM community, supplemented by BCORMA Trail Supporter sales. In 2024, this grant was cut by 25%. For 2025, we understand this grant will be cut entirely, leaving BCORMA to only be supported through the BCORMA Trail Supporter sales.

BMMC asks that all riders purchase a club membership (\$50/year) to help support the club – the monies from the membership sales go directly towards trail work – to keep the trails in good condition. We also ask that you purchase a BCORMA Trail Supporter (\$45/year) with your membership to ensure that dirt bikers have representation with the government via BCORMA.

Without BCORMA, dirt bikers won't have a 'voice' with the government. We wouldn't have the ORV fund. We wouldn't have received National Trails Coalition (NTC) funds (over \$2 million across BC for ORM) in 2009-2010. BMMC specifically got our ~\$120,000 "Hydrology Report" funded that is used to this day to get more trail funding and guides our trail works. That was topped up with another \$100,000 for trail works over the years. All this due to BCORMA advocacy and hard work on behalf of the ORM community.

We have very broad spectrum of issues BCORMA currently advocates on that directly effect the ORM community in BC, including:

- First Nations co-management of lands Policy/Regulation/Legislation
- 30x30 Conservation Zones and where ORM fits
- Chapter 10 Regulations rewrite that will define all ORM trail design, skill ratings, construction and maintenance in BC for the next 20+ years
- Working with Government to fix across Province and sectors systemic problems with trail maintenance and construction authorizations not being approved in any sort of timely manner for our volunteer trail stewards
- Safety and education programming to reach new/re-entering riders
- Electric two wheel, aka higher powered class 2 & 3 E-bikes and E-ORM policy between the ORM & MTB sectors, plus within BC Provincial Government Regulations
- Interfacing with all of our other BC back-country recreation communities, particularly single-track recreation, either through the Outdoor Recreation Council of BC(ORCBC) or directly
- Continue working with Rec Sites and Trails BC (RSTBC) , ATVBC and the BC Snowmobile Federation to deliver the \$400,000 per year Off Road Vehicle (ORV) Trails Fund program out to trail stewards all across BC to make sure we all have great places to ride

- Building up rider and dealer supported sustainable funding for our trails, clubs, BCORMA and our National body Moto Canada . This is particularly important as Moto Canada has completely dissolved the former MMIC Sustaining Grant Program for all two wheeled motorized Provincial Federations across Canada for 2025. This program was funded by a levy on new bike sales, i.e. the riders.

BCORMA has a number of programs they are directly involved in for the betterment of dirt biking in BC. These include:

BCORMA was instrumental in the RSTBC managed BC ORV Trails Fund being created over eight years ago. Last year, \$400,000 was made available through the ORV fund to powersports (Dirt bike, ATV and Snowmobile) clubs in BC. For 2024 trail works Blue Mountain received \$24,900 in funds. BMMC has been a recipient of ORV Funds since it started. When you register an ORV a portion (~\$12) of that registration fee comes back to powersports clubs in BC.

BCORMA has offered the BCORMA Trail Supporter Insured program with Oasis Insurance to provide riders with rider-based liability insurance for a number of years. This liability insurance differs from what ICBC (and others) offer, where it covers the rider (no matter what you're riding) and not the bike. So, if you have multiple bikes, you only need to purchase liability insurance once. This will continue in 2025, with riders purchasing their Trail Supporter decal through clubs, and then getting the BCORMA discounted insurance. The discount and rider-based coverage are only available from Oasis with the decal purchase.

Thank you to our volunteers and paid members.

As we wind down the summer riding season and head into fall/winter, please have a read over the wet weather guide (Wet Weather riding guide on the main page of the website:

<https://bluemountainmotorcycleclub.com/>) and familiarize yourself with it. The choices made by riders during the wet season affect how many trails can reopen in the spring. Thank you to those that bought memberships or came out to volunteer in 2024. If you did both, know you were part of the solution! If you didn't, ask yourself why not? Come on out and help build the legacy that is Blue Mountain.