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October 15, 2015

Neil Kornze, Director  
Bureau of Land Management  
1849 C Street NW, Rm. 5665  
Washington DC 20240

Re: Bonneville Salt Flats

Dear Director Kornze:

I am writing on behalf of the racing community and as team owner and driver of Bonner's Bad Berkeley (the first sports car to be clocked exceeding 300 mph over the flying mile) and as a long time member and having served as technical advisor to Save The Salt.

We have seen significant degradation in the halite surface on the Bonneville Salt Flats over the last 25 years that I have been involved in racing there. In the early 1990s people were landing light aircraft on both sides of the access road between "land's end" and the "bend in the road" (the last several miles of paved road leading into the salt flats). This has been mudflats for the last 10 years. Areas suitable for racing have become increasingly difficult to find and prepare and the quality of the track has markedly deteriorated to the point that racing had to be canceled for Speed Week during the last two years.

The Bonneville Salt Flats is a historic monument and should be protected by the Bureau of Land Management. Unfortunately, this has not been the case. Over the years a series of mining companies have extracted very large quantities of brine containing principally sodium chloride but with lesser amounts of potassium chloride and magnesium chloride. The latter two minerals are the prime targets of the mining operations with a great deal of the sodium chloride not being utilized at all and today remains in holding ponds on the south side of the interstate. (The salt flats and race track are on the north side of the interstate.) During the last years, mining has continued first under Reilly Chemical Company followed by Intrepid Mining. These two companies have continued conducting large volume mining operations. Under the guidance of Save The Salt a token effort has been undertaken to return some of the unused sodium chloride to the salt flats. It is my understanding that a recent agreement with Intrepid Mining includes a 100% return from current mining operations, i.e., 1 ton of sodium chloride

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returned for every ton of salt mixture removed from the Flats. It is also my understanding that this minimum return target has not been met on a yearly basis.

Even a 1:1 return, if indeed achieved, would not restore the salt flats nor would it make allowances for all the material removed since mining began in the World War I era. If this situation is not remedied and the current trends continue, racing at the internationally famous speedway will cease to exist. It is clearly the responsibility of the Bureau of Land Management to protect such natural habits and resources as the Bonneville Salt Flats for future recreation and use by the citizens of the United States. It is of prime importance that the BLM take the lead in restoring the salt flats to their original pristine condition.

Sincerely,



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MBD/mkw

cc: Sally Jewel, Sectary of the Interior  
Kevin Oliver, West Desert District Manager  
Governor Gary Herbert  
Mike Crawford, Mayor of Wendover, Utah  
The Utah Alliance  
Save The Salt Foundation  
Save The Salt Coalition  
Utah Salt Flats Racers Association  
Southern California Timing Association  
Bonneville Motorcycle Speed Trials  
Cook's Land Speed Events.