

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

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OFF-ROADERS IN ACTION

OHVs: Judge Orders Closure of Off-Roading Trails in Mojave Desert

Daniel Cusick, E&E reporter

An administrative law judge has rescinded a Bureau of Land Management decision to open two off-highway vehicle (OHV) trails in the Mojave Desert, where environmental groups said the vehicles would damage or destroy desert tortoise habitat.

The decision from the Interior Department's Interior Board of Land Appeals upholds an appeal brought by the Center for Biological Diversity, which argued the plan to open two routes in the Rand Mountain Management Area of Kerns County, Calif., was flawed because it required little of off-roaders with respect to protecting the federally threatened tortoises.

Critics also argued that the off-roading trails were tied to the larger West Mojave Plan, which was struck down in federal court last September. The West Mojave Plan would have created approximately 5,000 miles of designated OHV routes in the desert.

Ileene Anderson, a California-based biologist with CBD, said the two trails were within a designated area of critical environmental concern and that they had been closed as recently as 2002 to protect the desert tortoise and its habitat. She said BLM based its 2008 decision to reopen the trails on a public education and permitting program that gave OHV riders little information and required only that vehicle users carry a map of the Rand Mountain Management Area.

Moreover, Anderson said, BLM's own monitoring shows that off-roaders have encroached on sensitive areas that should be off limits. "The number of illegal actions that have occurred since the education and permit program has been in place confirms the failure of the program," she said. "The judge agreed with us that the bureau needs to rethink the decision to open these routes."

David Briery, a spokesman in BLM's California Desert district, said his office had not yet seen the IBLA ruling and that Interior attorneys would determine the agency's next move in the coming weeks.

John Stewart of the California Association of 4-Wheel Drive Clubs said the ruling was unnecessary because BLM had installed barrier fencing along the routes to keep OHV riders from venturing off designated trails. "They were making sure there would be no off-route travel" into tortoise habitat, he said.

Brian Hawthorne, public lands director for the BlueRibbon Coalition, an OHV user group, said the decision is one more blow in a series of decisions that have increasingly restricted OHV use in the Mojave Desert.

"We'd like to know where we can go," Hawthorne said. "We have to be able to ride somewhere."



November 2008, Ed Waldheim in Rain signing permit to open up the Rand's. Ron Gartland in back, BLM Recreation Chief who made this possible by getting the EA done to open up the Corridor after 6 years closed.

"Dedicated to protecting our lands for the people, not from the people."



HELLO
my name is
MUD

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TREAD LIGHTLY! WORKS WITH CALIFORNIA STATE PARKS TO PROVIDE TRAINING COURSES THROUGHOUT THE STATE

Tread Lightly! through a grant provided by the California State Parks, Off-Highway Motor Vehicle Recreation (OHMVR) Division, has announced six, no cost training courses to be held in 2010 throughout the state. Since 2003, Tread Lightly!'s train-the-trainer program, Tread Trainer, has provided individuals from Puerto Rico to Alaska with instruction in innovative, practical methods of spreading outdoor ethics to the public with a curriculum specifically focused on motorized and mechanized recreation.

With the opportunity to train so many outdoor recreationists, land managers and instructors in California, Tread Lightly! hopes to more fully incorporate its message of responsible outdoor recreation in OHV education programs, employee and volunteer training, and throughout the state's many recreation areas.

"The Tread Lightly! ethic is a critical component to enjoying and protecting our beautiful state," said Daphne Greene, California State Parks OHV division deputy director. "By offering this educational opportunity to willing volunteers, we are investing in a better future for our children by teaching people to value and protect our trails, parks and recreation areas."

Individuals that complete the one-day Tread Trainer course become representatives of Tread Lightly!. Tread Trainers present the Tread Lightly! message of responsible recreation practices to other educators, clubs, government employees, outdoor enthusiasts or community members. Presentations often focus on guidelines for minimizing recreational impacts as well as motivating individuals to be ambassadors of their chosen activity. Since the program's launch, Tread Lightly! has increased its outreach ten fold and has made nearly a quarter of a million face-to-face impressions. In addition to the Tread Trainer courses, two Master Trainer courses will also be offered in the California schedule. The Master Trainer course is an intensive two-day workshop designed to create volunteers equipped to train trainers on behalf of Tread Lightly!.

Tread Trainer course schedule:

February 27, 2010 – Ontario, CA

March 20, 2010 – San Jose, CA

April 10, 2010 – Borrego Springs, CA

Master Trainer course schedule:

May 14 & 15, 2010 – Rancho Cordova, CA

June 11 & 12, 2010 – Ontario, CA

Individuals interested in the Tread Trainer program can go to www.treadlightly.org for more information or to register for a course. Each course is free, but a credit card is required to register.

WHAT IS CORVA?

The California Off Road Vehicle Association (CORVA) is a varied group of outdoor recreationalists who are extremely active in promoting the positive aspects of vehicular access on public lands and protecting that right.

The group is composed of the owners of "Green Sticker" vehicles such as ATV's, motorcycles, 3-wheelers, trail bikes, and dune buggies, as well as "street legal" 4x4 vehicles, dual sport motorcycles, baja and desert racers.

The main purpose of CORVA is to have fun! We also work with the land managers for responsible off-highway vehicular access and recreation opportunities. Secondly, we educate our membership on the constantly changing rules and regulations and promote conservation, clean-up and trail maintenance projects.

We participate in lobbying activities in both Sacramento and Washington DC. We work closely with the State Department of Parks and Recreation providing input to the Off-Highway Motor Vehicle Recreation (OHMVR) program from the users' standpoint. We provide a valuable resource to land managers in the form of dedicated OHV enthusiasts who believe in using our public lands responsibly.

We are active at all levels of the land management public process with both the BLM and USFS. We do this by commenting on many environmental documents on issues that affect us.

We coordinate with other multiple use organizations such as snowmobiles to horse enthusiasts to protect multiple use rights that we both share. Only together can we fight the extremists. We are,

"Dedicated to protecting our lands for the people, not from the people."

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PRESIDENT'S MESSAGE

By Jim Woods

How Do We Teach? Or Lead?

Welcome to another New Year. I hope you were able to go off roading to your favorite location. My family tradition is to get away every New Year and breaking from our usual trip to California City, we decided this year to go to the Johnson Valley OHV area. It was a little longer drive but since there is a distinct possibility that the Marines will be taking two-thirds or more of the area in the next few years, we have decided to "see it all while we can." We enjoyed over two days of exploring and our wonderful California weather did not let us down. We can't wait to return as we only visited less than one-quarter of the entire Johnson Valley OHV area. I can't even describe how vast and beautiful it is. I want to encourage you to make a trip to see it – all of it – while you still can.

But that is not what this article is about. While we were there, one our camping buddies asked me to accompany him on a visit to a more primitive area. He wanted my opinion on the possibility of a new campsite for our next trip. I love any excuse to go play with my new Honda Big Red UTV, so off we went to explore this small secluded portion of the valley. As we approached, we heard the sound of shotguns and skeet shooting. As a NRA member and one that enjoys target practice, I have no problem with this – in most cases. But when I saw the shooters leaning against a BLM restoration sign, it made me wonder what were they thinking? Now, of all times, when we are losing our Public land faster than ever before, how can people do something so ignorant and damaging to the OHV image?

How can we as Off Roaders make a difference to educate and assist in enforcing the rules? At every land use meeting I attend the same negative issues arise again and again. Some people are trespassing, riding off marked trails and vandalizing personal property. I was taught to respect authority, property belonging to others and that "no meant no." If an area was marked "Closed" I should stay out and if a sign is posted in a restoration area, then I should not go there and there certainly should not be any shooting. I could go on, but well, you get the point.

Now I understand that it isn't YOU that are breaking the rules. You are all members of CORVA and other pro OHV organizations and have spent your hard-earned resources to try to keep OHV areas open. You may have volunteered to help. The problem is usually someone who is not familiar with the issues or what is going on. So how do we teach this common sense to the rest of the OHV community? How do we teach basic manners and respect? That "No means No?" How can we lead them to making better choices?

At our Northern Jamboree, one CORVA member became very upset with some members of her own club. They were loud, stayed up a little too late and rode their pit-bikes late into night. The next morning she discussed these problems with the club and expressed her disappointment with their behavior. She told them the serious ramifications to our sport that their actions could have caused – for example the event could be canceled next year because of their actions. I never told her thank you for doing that, so "thank-you for sticking up for doing the right thing." Hopefully your club will enforce some basic rules next year – appoint a referee perhaps. It is not always easy to do the right thing but it can make huge difference - especially to the OHV community.

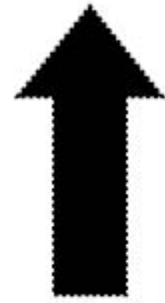
Some great events are coming your way in the months ahead. Mark your calendar for March 20th when CORVA will be hosting the FAMILY FUN RUN at the Hungry Valley SVRA in Gorman, CA. We are hosting this at a new venue - inside the main park. The family friendly Fun Run will be a great time for everyone with a super grand prize of a full set of BF Goodrich tires. Don't forget the Tri-Tip Dinner Saturday night. CORVA will also be having our Annual Meeting with elections in May again in Bakersfield. Watch for the date in our ORIA newsletter. I hope to see you there. Come learn about how you can help and make a difference. Also, be sure to read Bruce Whitcher's Land Use article on page 6. It will inform and keep you up to date on all the issues that face our sport.

See you on the trail or at a meeting about one.



Are you ready? Save the Date!

POKER



POKER

WHERE: HUNGRY VALLEY SVRA – GORMAN, CA

Overnight camping & day use fees apply & to be paid at entry gate.
(No additional registration fees.)

WHEN: SATURDAY MARCH 20, 2010

WHAT: CORVA FAMILY FUN (POKER) RUN (5 cards per hand) ~ games at several checkpoints.

- CORVA members: \$10.00 per hand
- Non-Members: \$20.00 per hand
- BBQ Tri-Tip Dinner: \$10.00
- Event T-shirts \$10.00
- Raffle & 50/50 raffle *Tickets available*

1ST PLACE
FIVE BFGOODRICH TIRES

HOW: BEST 5-CARD HAND WINS:

1st Place Grand Prize – FIVE BF GOODRICH TIRES (your choice up to 37")
Other prizes to be announced

WHY: SHOW YOUR SUPPORT OF CORVA!

Don't miss this "good time" fun event – great for the entire family!

WATCH FOR MORE DETAILS NEXT MONTH IN THE OFF ROADER IN ACTION NEWSLETTER – THE VOICE OF CORVA!

CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

• Carnegie SVRA update: park remains open pending court decision

State Parks has until January 11th to file a response to the plaintiff's brief with the Court of Appeal. The park remains open until the Court of Appeal renders its final decision sometime after January 11th.

The plaintiffs allege that Carnegie SVRA is in violation of the Porter-Cologne Water Quality Control Act by not submitting a Report of Water Discharge (ROWD) to the Central Valley Regional Water Quality Control Board.

State Parks argued that the OHMVR Division has been working with other resource and regulatory agencies to address water quality issues since 2001. Agencies who have been working with the park include the Regional Water Quality Control Board, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Game. In 2004, the OHMVR Division, working closely with the regulatory agencies, began a comprehensive watershed assessment to proactively assess and improve water quality throughout the SVRA. There was no indication at the time that a ROWD was necessary for the park. Had the Regional Water Quality Control Board indicated there was a need for a ROWD, State Parks would have submitted one.

• OHV Grant workshops:

There are upcoming Grant workshops for those that apply for grants from the OHV Trust Fund.

March 1, 2010: Preliminary applications are due.

March 2, 2010 - April 5, 2010: Public comment period.

• Clear Creek Draft Resource Management Plan Update

The BLM Hollister Field Office will host three public meetings to gather comments on the CCMA Draft RMP/EIS in January 2010. Each public meeting will begin with an open house where the public can gather information, talk with BLM specialists, and provide written comments on the draft RMP/EIS. Following the open house, the BLM will give a brief introduction followed by an opportunity for the public to provide oral comments on the draft RMP/EIS.

Although oral comments will be noted on flip charts, BLM will only respond to written public comments in the Proposed RMP and Final EIS. Comments must be postmarked or received by BLM no later than March 5, 2010. The public is encouraged to attend the public meetings to gather information and provide comments on the draft RMP/EIS.

Written public comments may be submitted to BLM at public meetings or by any of the following methods:

- **Mail: Bureau of Land Management**
Attn: CCMA RMP/EIS
20 Hamilton Court
Hollister, CA 95023
- **E-mail: cahormp@ca.blm.gov**
- **Fax: (831) 630-5055 Attn: CCMA RMP/EIS**

CORVA, Blue Ribbon Coalition, AMA District 36, and many other OHV organizations are gearing up strategy to address this controversial plan.

The future of Clear Creek is seen by all as a precedent setting national issue that will have repercussions for the future of OHV recreation for years to come. The document identifies the key issues as: recreation, public health and safety, and transportation. Of paramount importance is the consideration of potential human health risks from exposure to airborne asbestos fibers in CCMA.

Continued on next page

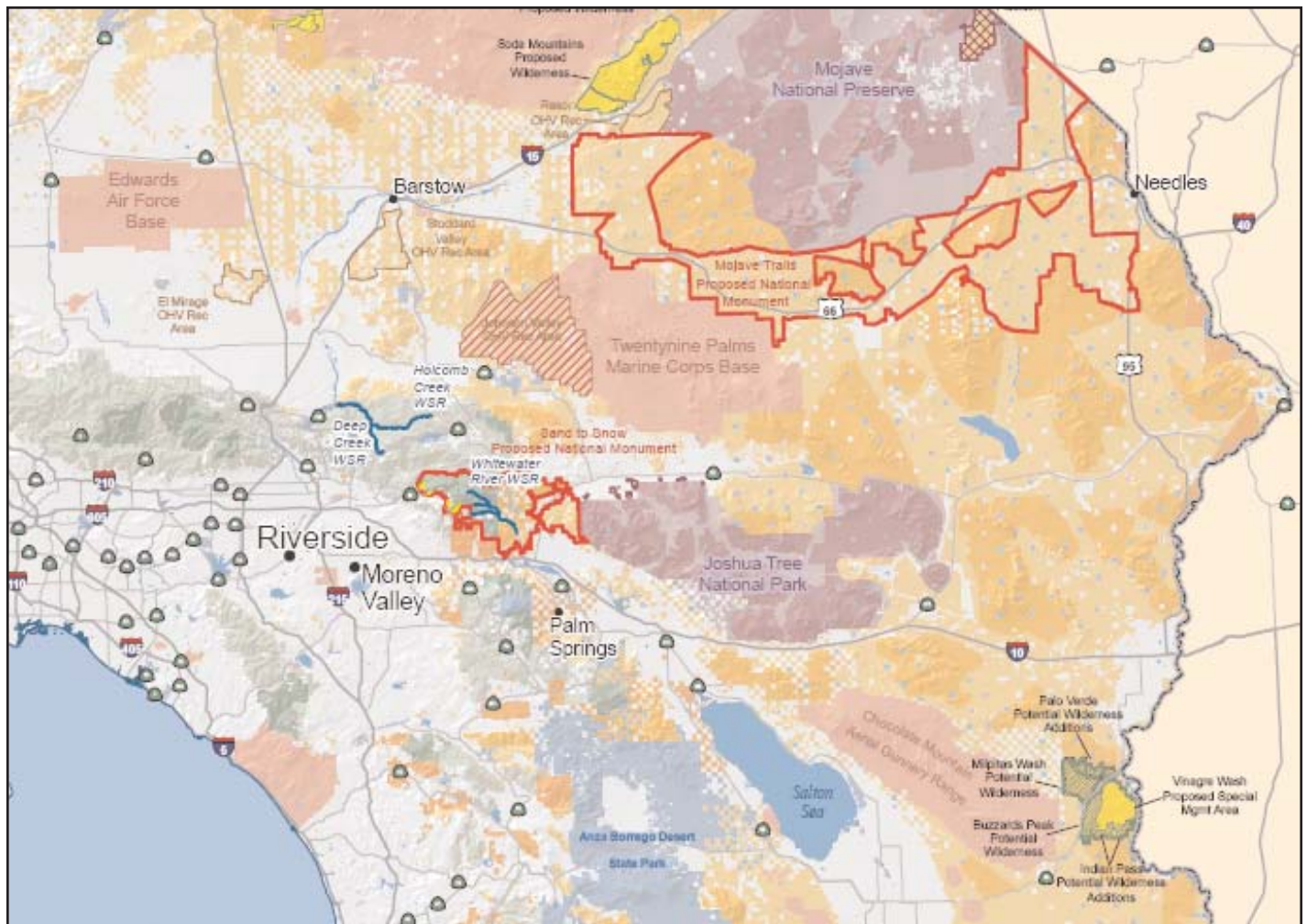
There are seven alternatives. The agency preferred alternative would completely exclude motorcycle use in Clear Creek and allow limited 4WD, UTV, and ATV touring on a “permit only” basis.

• [Senator Diane Feinstein Introduces new Desert Protection Act S 2921](#)

Washington, DC – U.S. Senator Dianne Feinstein (D-Calif.), the author of the 1994 California Desert Protection Act, today introduced a comprehensive bill to designate new lands in the Mojave Desert for conservation, enhance recreational opportunities, and streamline and improve the federal permitting process to advance large-scale wind and solar development on suitable lands. The carefully crafted legislation, titled the California Desert Protection Act of 2010, is the product of discussions with key stakeholders in Southern California.

“I strongly believe that conservation, renewable energy development and recreation can and must co-exist in the California Desert,” Senator Feinstein said. “This legislation strikes a careful balance between these sometimes competing concerns.”

Among provisions for over a million acres of National Monument, wilderness areas, and energy corridors, the bill also provides Congressional protection for five desert of the largest OHV open areas including Spangler Hills, Rasor, Stoddard Wells, El Mirage Dry Lake, and Johnson Valley, or at least what is left of it after the Marine Corps base expansion. The bill would also establish a “land bank” pilot program to provide special species habitat to offset habitat used for renewable energy projects. CORVA representatives are analyzing the bill and have not taken a position at this time.



Continued on next page

- **WEMO lawsuit - Remedy pending, negotiations continue**

The Center for Biological Diversity and several other environmental organizations filed a lawsuit challenging the WEMO (West Mojave) and other desert BLM route designation plans in 2006. The judge hearing the case recently rendered a decision and will issue a remedy.

The ruling, by the Hon. Susan Illston of the U.S. District Court for the Northern District of California impacts off-highway vehicle (OHV) routes established within the last 30 years, as well as the designation of future routes.

The court held that the BLM's extensive environmental review failed to consider an adequate range of alternatives and was insufficient in its consideration of impacts to soil, cultural resources, certain plant and riparian resources, sensitive animal species, and air quality. This ruling means that the BLM must reconsider environmental impacts of OHVs on public lands in the Western Mojave region. The extent of the additional planning that will be required will be issued as a remedy. Negotiations regarding the lawsuit have been attended by CORVA representatives

- **Forest Service Route Designation/Travel Management**

Travel Management actions that occurred during November and December were the announcement of the Record of Decision for Stanislaus National Forest and:

1. Stanislaus National Forest has completed their Final Environmental Impact Statement/Record of Decision (FEIS/ROD), and the due date for appeals is January 19, 2010.

2. Sequoia National Forest Record of Decision was released December 21, 2009, with a due date for appeals by February 11, 2010. Thanks to Chris Horgan of the Stewards of the Sequoia a comment set was submitted on the FEIS. Public meetings to discuss the ROD, go over maps, and plan next steps are scheduled as follows:

Issues related to the Sequoia ROD include a winter closure from Dec 1 to April 15, access to the Lake Isabella below the shoreline, closure of trails due to condor roosts that have not been occupied for several decades, and the loss of several prime trails due to resource concerns.

3. Sierra National Forest Record of Decision still pending.

4. Lassen National Forest has issued their FEIS separately from the Record of Decision and final comments are due by January 19, 2010.

5. Tahoe National Forest decision has been delayed and a supplemental draft EIS will be released, probably in late February 2010.

Joint Press Release for Clear Creek

With the release by the Bureau of Land Management (BLM) of the Clear Creek Management Area (CCMA) Draft Resource Management Plan and Draft Environmental Impact Statement (DEIS), OHV organizations including the BlueRibbon Coalition, California Off Road Vehicle Association, California Association of Four Wheel Drive Clubs, American Motorcyclist Association, American Motorcyclist Association District 36, Timekeepers Motorcycle Club and the Salinas Ramblers Motorcycle Club have joined together in a collaborative effort to respond to this document.

These groups will continue their ongoing efforts to analyze and respond to the DEIS by the March 5 deadline for public comments. It is important for the local recreationists and other stakeholders who have been arbitrarily locked out of Clear Creek by the BLM's temporary closure to attend the public meetings in January 2010.

MEETING SCHEDULE AND INFORMATION:

http://www.blm.gov/ca/st/en/info/newsroom/2009/december/CC1012_clearcreek_draftplan_meetings.html

The OHV organizations mentioned above will be providing analysis and suggested comments to their respective organizations and utilizing the Friends of the Clear Creek Management Area website: **<http://www.foccm.org/>** as a clearing house for DEIS related information.

CLIMATE: Enviro Groups Protest Use of Public Lands in Offset Plan

Noelle Straub, E&E reporter

Six prominent conservation groups today raised objections to including public lands in an offset program for U.S. greenhouse gas emissions that would be established under cap-and-trade legislation.

The groups outlined numerous concerns about the idea, saying it would interfere with management mandates for federal lands while undercutting the offset market on private lands.

"We believe it would be preferable to provide direct funding for protecting carbon storage and sequestration activities on the public lands through non-offset mechanisms," they wrote in a letter to Interior Secretary Ken Salazar and Agriculture Secretary Tom Vilsack.

The groups included the Natural Resources Defense Council, Wilderness Society, Sierra Club, Earthjustice, Defenders of Wildlife and the National Center for Conservation Science and Policy.

At a Senate subcommittee hearing in November, Sen. Ron Wyden (D-Ore.) said he will push to include national forests and other public lands in an offset program as a way to boost their funding. Obama administration officials stopped short of endorsing his idea of awarding valuable offset credits to public lands projects that achieve emission reductions but said they remain open to the possibility (E&E Daily, Nov. 19, 2009).

The environmental groups said that if offsets on public lands are allowed, they could become major sources of new revenue for public agencies but that it could also "entangle public land managers and agencies in potential liability associated with enforcement."

They also said offsets on public lands could become a substitute for offsets on private lands, potentially reducing the incentive to protect vulnerable private acres. Flooding the market with offsets on public lands would depress the price of offsets generally, leading to reduced funding for private land protection, they added.

Because public lands are already managed to maintain their health, offsets might not provide any additional projects that would not have been undertaken anyway, the groups said. They also cited concerns about a lack of permanence, impacts on appropriations and management flexibility, conflict with multiple-use objectives, legal questions and the use of contract revenue.

"Some of the highest levels of carbon stored per acre can be found on federal lands as a result of past management decisions unassisted by private carbon contracts," they wrote. "Non-offsets funding from the climate bill could and should be used to support the preservation of this type of carbon storage on public lands."

An Interior spokeswoman said the department is reviewing the letter.

CORVA NEEDS YOUR HELP!

I AM DONATING TO:

Here are the main projects that CORVA is involved with at this time. Please cut this form out and mail with your donation to:

- Forest Comments Projects \$ _____
- Route Designation Process \$ _____
- Reopening of Clear Creek Area \$ _____
- Funding the CA Desert Legal Bills \$ _____
- Funding work at: _____ \$ _____
- Other Area: _____ \$ _____
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1/4 Page (3 3/4" x 4 3/4")	\$165	\$300	\$540
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Court Eases Brake on Park Closure

by Alex Breitler

TRACY - They prayed for divine intervention, but a court order worked just as well. Less than three hours after a sometimes somber, often angry rally attended by hundreds of dirt bike riders on a drippy Monday afternoon, the state's 1st District Court of Appeal in San Francisco announced Carnegie State Vehicular Recreation Area can remain open - at least a few more weeks. Carnegie had been expected to close today under an earlier ruling by an Alameda County Superior Court judge, who outlawed off-highway vehicle use at the park until it gets a permit for sediment eroding into a seasonal creek. Such permits typically take six months or longer to write.

"It's great news," said Phil Jenkins, division chief for California State Parks. "Our hope is we'll be able to remain open while we go through all the processes we need to go through."

Off-roaders from across the Bay Area and the Central Valley converged at Carnegie on Monday, partly for one last ride on the soggy, scarred hillsides and partly to vent their frustrations in front of television cameras. This is a place they cherish. They've raised their kids here, made new friends and shared countless cold beverages and chili dogs. Some even remember, with a strange kind of fondness, the broken bones and bruised ribs they've accumulated over the decades. All that was in doubt until late Monday.

"It's very heartbreaking," 40-year-old Larry Loyola of Tracy said before the latest ruling. Loyola's uncle died in a scooter crash when he was 5, but instead of shunning two-wheel vehicles, his father took him to Carnegie to teach him how to ride safely. "Everyone's like a big family out here," Loyola said. "We try to help each other in any way we can."

During Monday's rally, four-decade Carnegie fixture Lefty Frueh of Lodi prayed for God's help to resolve the conflict. Other riders berated the environmentalists who filed the lawsuit and Alameda County Judge Frank Roesch, who ordered the park closed. Leaders of the off-highway vehicle community call this one of the biggest battles over access to public land since the early 1990s, and it's far from over. The park still could close temporarily if the appeals court finds it necessary to protect the environment. Written arguments must be submitted by Jan. 11, but it remains unclear when the court will rule.

Reporting waste discharge is a requirement under California law for anyone whose activities could harm water quality. These reports and subsequent permits can take years to complete for the large and complicated facilities, said Ken Landau, assistant executive officer of the Central Valley Regional Water Quality Control Board. "The mere fact that there's a minimum 30-day public notice period definitely means it's not a tomorrow kind of thing," Landau said.

Bill Jennings, who filed the lawsuit on behalf of the California Sportfishing Protection Alliance, said he's gotten dozens of calls from irate riders. "I tried to tell them this is not against off-road recreation. What it is trying to do is provide the safeguards so that you don't destroy what you love," he said.

Contact reporter Alex Breitler at (209) 546-8295 or abreitler@recordnet.com

Help Wanted: CORVA Treasurer

In May 2010, I will be stepping down as your CORVA Treasurer. As this position is not easily filled and requires some specific skills, I am beginning my search for a replacement now.

Requirements:

- Knowledge of Excel
- Knowledge of Quicken (or other computerized accounting software)
- Knowledge of Word (or other processing software)
- Experience in preparation of Financial Statements and Balance Sheets
- Experience in creation of Budgets
- Experience in preparation of tax returns (or familiar with corporate requirements)

As Treasurer, you will work directly and frequently with the Membership Chairperson, President and Vice President of Administration to reconcile all donations, membership and membership dues. You will be responsible for paying the association bills while keeping within the approved budgets. You will provide updates monthly and reconcile all accounting for monthly financial statements to be presented to the Board of Directors. You will sit on all special event committees and assist the coordination of incoming funds and the payment of all expenses. You will procure the associations insurance policies, assist with the filing of annual forms and provide the general ledger and financial statements to the association's CPA at year-end. You will keep detailed and organized records for review by the Board of Directors.

The Treasurer is voted in for a two-year term. Sorry, but there is no compensation for this position. For more information, you may email me directly at: roberta.woods@corva.org Thanks, Roberta

Northern California Jamboree 2009

A Great Success – Our Northern California Jamboree came through with flying colors. The park was full, weather was wonderful and the support we received from all the clubs made this Jamboree a great success.

People arrived at Frank Raines Park as early as the weekend before, as they know what large crowds gather for this event. By early Friday every campsite was taken and by Friday evening the parking lot was full. Thank goodness for the large overflow.

Friday morning found the Jamboree crews setting up for mapping out the events, putting up signs to direct people to the times and events, and talking to old friends.

Friday afternoon, of course, was the annual Horseshoe competition. We hope that it becomes a mainstay for this time slot; we had a lot of fun but need more participation. By next year, I'm sure we'll have more participants and great prizes.

Friday evening found people setting up camp, enjoying campfires, talking about the upcoming events, and wishing well to old friends as well as meeting new friends. At 7pm we had our great Bingo games, thanks to Charlie and his group. What a great way to spend the evening.

Saturday morning, everyone woke up early, eager to start their games. Registration opened at 9am. We had many different events and a great registration team. Without the hard work of all the people that setup the events and worked (some of them all day), our Jamboree would not have been such a success.

Our Event Directors were:

Escarbajo Buggy Club

Wiggle Worm

Quad/Motorcycle Challenge

Adult Costume Contest

Prepared Dinner :)

50/50 Bill Salmon

East Bay Hi Tailers

Friday Night Bingo (Charlie and helpers)

Pumpkin Carry

Merced Run Abouts

Egg Carry

Dining Hall Cleanup

Modesto Ridge Runners

Barrel Loop

Children's Crafts

Children's Costume Contest

Decorated Dining Hall

Horseshoes with Bill

Final Recreation Hall Cleanup



Registration was very busy, trying to sign everyone up as fast as we could and we would like to thank everyone for being so patient. Thank you registration volunteers; we had a few changes this year but all went well.

Everyone had a chance to play as much as they wanted and had numerous events from which to choose. People were even coming back for more tickets, just trying to outdo the person in the lead. This is where the fun began, as just when the leader thought he or she had the best time and no one could beat him or her, someone would come back and take over the lead. No one could ever be sure he or she was the winner unless he or she was the last person to run the event.

Observers didn't even need to play the games to have a great time, as they could just go to watch and laugh their heads off as determined drivers and passengers tried to pull the best times.

Saturday afternoon we had family and children events during the day. There were Arts and Crafts for the kids, but I think the moms had just as much fun. Thank you Pam for your helpers and great craft ideas. We also had a wonderful Children's Costume Contest. The judges had a very hard time but finally chose the winners. We want to thank all the parents, because without their help and support we couldn't have held this event.



After the driving games, the children then all came for trick-or-treating at the different campsites. The costumes were great and what a place for them to be, as parents need not worry of their children's safety, even on Halloween. Where else would parents feel that their children are that safe? Parents also didn't have to worry about checking goodies, as it was certainly a safe environment. This is what Halloween and CORVA are all about: families together having fun and enjoying our great outdoors.

At 5:30 pm people started pouring in for the wonderful Mexican dinner and all the fixings. Thank you Escarabajo for the great meal. We often wondered if the line was ever going to end.



There was, of course, a huge turnout for the raffle, as there were countless wonderful items to give away. We would like to thank the businesses, individuals and clubs for donating. Also, thank you to all who bought tickets for the raffle.

Once all the trophies were awarded, and the adult costume contest and raffles were completed, everyone did their own thing. Some stayed till nearly midnight and had a wonderful time dancing to the music provided by the D.J. Brandy, while others went back to camp to build campfires and tell tall stories. It was a long, fun day and everyone had a story or two to tell.

Sunday morning found a few of us attending the CORVA meeting in the dining hall, but some had to get their last ride in and other Jamboree participants started packing up early, cleaning camp and heading home.

We had a wonderful Jamboree, made money for CORVA, and had a good time doing it. We hope that everyone will think hard about becoming a member of CORVA, if they are not already. Let's try to make the 2010 Jamboree as big or bigger. We need lots of individuals to participate in the planning and execution of the Jamboree. Anyone in the North that has an idea or wants to help next year, just email Debi (d1982coe@aol.com) and we will get you involved.

There are so many people to thank and I am sure that if I tried to mention them all, I would forget someone. Rather than do that we would just like to **THANK YOU ONE AND ALL FOR ALL THE SUPPORT YOU GIVE TO CORVA – AND THE NORTHERN CALIFORNIA JAMBOREE.** I'm sure looking forward to another great Jamboree in 2010.

--Debi Campbell, Northern CORVA Secretary.



Vehicle Recreation and Access in the California Deserts

A Perspective by Richard Crowe

Submitted by Clayton Miller

Significant changes to the management and use of the California Deserts are looming just over the horizon. These changes will be guided by the proposed California Desert Protection Act of 2010 by Senator Dianne Feinstein, the proposed expansion of the Marine Corps Air Ground Training Center in Twenty-Nine Palms, numerous applications for solar and wind installations and the ongoing litigation over the Western Mojave Plan (WEMO) to name a few. How motorized recreation and access will ultimately fit into this puzzle remains uncertain at best.

The perspective of Richard Crowe, past BLM field manager in the Needles Office and staff manager for Operations for the California Desert provided below is informative and draws an important conclusion about vehicle use in the desert. Thank you to Dick Crowe for sharing his perspective and the Partnership for Johnson Valley (www.pjfv.org) for permission to reprint his article here.

A Perspective on Desert Vehicle Recreation and the Proposed Expansion of the Marine Corps Air Ground Combat Training Center

By Richard Crowe
November 7, 2008

The purpose for my writing this article is not to denigrate recreation vehicle use in the California Desert (Desert) nor promote it for its importance for many families, racing clubs, and the commercial recreation vehicle industry. I also do not cast judgment on the importance of the U.S. Marine Corps training facility (it is important) and the merits of the proposed expansion to recreation vehicle use on public lands. My purpose is to provide an overview of a very controversial, complicated, and long-time building situation - one that involves many interests, and one that I spent most of my career on (1978-2007) working for the Bureau of Land Management (BLM) in the Desert as a manager, staff manager, and finally as a species-habitats plan lead.

Recreation vehicle users (i.e., both people who drive dirt roads to get somewhere as well as motorcycle, ATV, and dune buggy riders who enjoy family fun and competitive racing in desert "open areas" like the Johnson Valley Open Area and the Imperial Sand Dunes) have seen an erosion of space and roads for their interests in the Desert since the 1930s. This is why they are so concerned with the proposed expansion of the Marine Corps Air Ground Combat Training Center into the Johnson Valley Open Area. In fact, vehicle use is at the very heart of a fight among competing interests and land uses on public lands that BLM has been dealing with for 40 years. Below is a chronological overview of milestone events that have affected Desert vehicle access and the situation at hand:

1. Until the 1930s one could take a vehicle just about anywhere a vehicle could go
2. 1930s: 2 national monuments are designated, Death Valley and Joshua Tree
3. 1940s: withdrawal of several large tracts of public lands for WWII and post-war military training, research and development, and testing

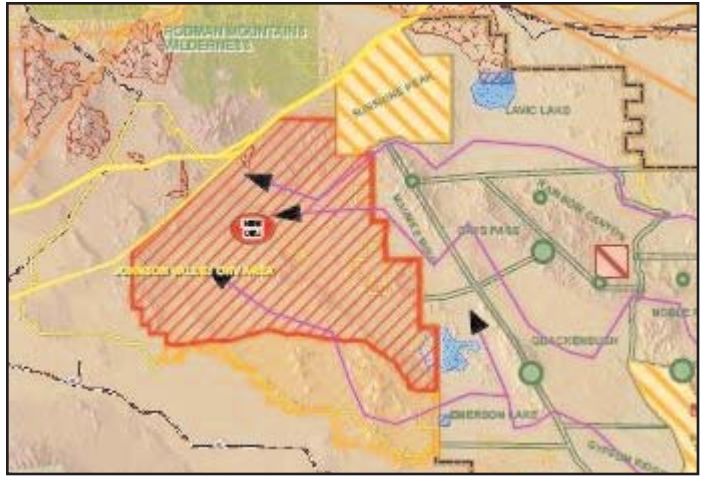
By 1945 approximately 25% of the Desert is off limit or severely restricted to recreation vehicles. The effect of recreation vehicle use is light at this point.

By the end of the 1960s there was considerable public concern over the growing use and effects of unmanaged vehicle use and it resulted in the 1976 Congressional designation of the 25 million acre California Desert Conservation Area (CDCA) and a mandate for BLM to address these conservation issues and develop, with considerable public and stakeholders involvement, a comprehensive land use plan for the area by 1980. The completed CDCA Plan in of itself did not close vast areas of the Desert to recreation vehicle use but did define the end for unbridled proliferation of vehicle roads and trails and did set a blue print for further planning and management for all Desert resources and uses. An array of multiple use management designations and commitments were set in place for a host of resources and uses: route designations (open or closed), areas open and closed to vehicle use, areas of critical environmental concern, grazing, wild horses and burros, mining, utility corridors, species and habitats conservation, and cultural resources protection. It also proposed a set of areas for wilderness designation by Congress.

The fight over land uses did not go away with the completion of the CDCA Plan. Species were increasingly being listed as threatened or endangered under the Federal Endangered Species Act (ESA), due to disease and human encroachment; and, not satisfied with the outcome of the CDCA Plan, environmental groups agitated for more wilderness than was recommended and expansion/creation of federal parklands. Vehicle users, mining companies, and ranchers were becoming increasingly worried...and some military units began to see the need for more land as technology and warfare changed.

4. In 1994 Congress addressed the wilderness and parkland proposals by BLM and environmental groups with the California Desert Protection Act (CDPA). While the 1980 CDCA Plan recommended 2.1 million acres for wilderness designation, Congress designated 3.8 million and transferred an additional 3.5 million of public (BLM) land to the National Park Service, most of which was designated wilderness, too.

The CDPA hit vehicle use and mining hard: the amount of Desert off limit or severely restricted to vehicle use jumped from 25% to 50%. Affected were many favorite roads and camping areas, 50% of the favorite rock hounding areas, the availability of 40 out of 49 kinds of minerals, and many options for expansion of utility corridors and military reservations. The impact of this number increases with 2 perspectives:



a. half of the other 50% of the Desert is private land: off-limit to public use.

b. most of the designated wilderness is high elevation – mountainous – and above the range of critical habitat for most species listed under the ESA (so the CDPA ignored resolution of serious species and habitats issues). Consequently, about half of the remaining 25% of the Desert that is not military, not wilderness, not parkland, and not private – i.e., not off limit for vehicle use - is affected by species and habitat issues and subject to further vehicle restrictions when those species are addressed (below).

5. In 1990 the desert tortoise was listed as a threatened species under the ESA. This listing, geographically having the most widespread effect in the Desert, and other listings (e.g., Pierson's milkvetch in the Imperial Sand Dunes and bighorn sheep in the Peninsular Range west of Palm Springs-La Quinta) required BLM to consult with the U.S. Fish & Wildlife Service (FWS) to address the adequacy of the CDCA Plan to resolve the species issues. (Other federal agencies with affected habitat had to revisit their land use plans, too.) It was decided that the CDCA Plan did need to be amended. In doing this BLM embarked upon six geographically separate plan amendments in the early 1990s. But in 2000, while the amendments were still in preparation, three environmental groups sued the BLM in federal district court in San Francisco to (in my mind) swing the decisions of the amendments to a more preservationist conclusion – i.e., to force more restrictions on vehicle use than might otherwise come out of the plan amendment processes. (Other uses, mainly sheep and cattle grazing, were targeted as well. The six plan amendments would now have to satisfy both the species recovery requirements of the ESA and resolve the lawsuit.

While the six plan amendments have since been completed to the satisfaction of the agencies involved – primarily the BLM and FWS, the 2000 lawsuit still rages: three environmental groups on one hand and the combined science and wisdom of a host of federal, state, and local agencies and a considerable array of stakeholders on the other. Through the combined six plan amendments, popular vehicle open areas remain open, but 3,671 miles (20%) of 17, 588 miles of inventoried roads in the Desert were closed (not counting the miles of roads closed with the passage of the CDPA in 1994).

The beat goes on. Not one but two military base expansions onto public lands are under consideration today: Ft Irwin, north of Barstow, and the Marine Corps Air Ground Combat Training Center, north of Twenty-Nine Palms. As with anywhere, there is only a finite amount of land. Vehicle users feel they are being painted into a corner and the corner continues to shrink. The public should now better understand why they are upset. This is not the only Desert resource management story, but it is one that hits home for vehicle users and should be an environmental consideration under “cumulative effects” in an environmental impact statement.

Richard Crowe worked for the Bureau of Land Management (BLM) for 37 years, 33 years of which were served in the California Desert. His job assignments included Field Manager in the BLM Needles office, staff manager for Operation for the entire California Desert, and lead for Northern & Eastern Colorado Desert Plan, a species and habitats plan amendment to the 1980 California Desert Conservation Plan. Dick retired from BLM in 2007 and lives in Beaumont, CA.

The Camel Has His Nose Under The Tent

By Larry E. Smith

Executive Director - Americans for Responsible Recreational Access

More regulation is coming down the pike and this time it is being brought to you under the auspices of the U.S. Environmental Protection Agency. It seems that EPA has an interest in combining land use planning with climate change issues. On the very last day of 2009, EPA announced a 30-day public comment period for the draft document called, "An Assessment of Decision-Making Processes: The Feasibility of Incorporating Climate Change Information into Land Protection Planning."

<http://www.arra-access.com/site/DocServer/FedReg-Vol74-No250-20091231-1.pdf?docID=143>

If you have a lot of time and want to read the actual 237 page report, go to www.epa.gov/ncea

The draft report takes a snapshot review of the land use planning decision-making process at all levels of government. The agency uses the term "Land Protection Planning." I think it will be just a matter of time before EPA takes the "official" position that local, county, and state as well as the federal government must consider climate change criteria when determining the use of public lands. If park planners think they have a difficult job now, wait until EPA gets finished with them. Even though the Congress hasn't sent climate change legislation to the President for his signature, the federal bureaucracy is rapidly issuing directives making climate change issues the "flavor" of the day, week, month and year and perhaps, the decade.

I guess the EPA is wishing us all a Happy New Year of more regulation and government control. This issue will continue to evolve, but it will eventually have a major impact on recreational access issues for public lands.

Americans for Responsible Recreational Access (ARRA) was formed to ensure that Americans are not arbitrarily denied the right to responsibly experience and enjoy the public lands that belong to the citizens of the United States. The members of ARRA, which include horseback riders, personal watercraft users, off-highway vehicle and snowmobile riders, and vacationing families, have joined together to provide input on decisions regarding land use designation, recreation opportunities, and preservation. Its members seek responsible consideration of competing activities, which are based on sound environmental principles. www.arra-access.com



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