

**CORVA**

CALIFORNIA OFF-ROAD  
VEHICLE ASSOCIATION

[www.corva.org](http://www.corva.org)

# ***OFF-ROADERS IN ACTION***

## *CORVA Comments Project Workshops*

### *Teaching the 'Ins and Outs' of Effective Letter Writing*

CORVA held two Comments Project Workshops focused on the proposed Twentynine Palms Marine Corps Base expansion in early May, teaching off-road enthusiasts and local residents alike how to write substantive comments and effective letters, with the goal of keeping the Johnson Valley OHV area open to recreation.



So what exactly does that mean, how does it work and why is this important? All land use decisions made by federal agencies must go through a process defined by the National Environmental Policy Act (NEPA). The NEPA process requires all federal agencies to consider and respond to substantive comments received during the land planning process. A substantive comment requires more than stating, "I love riding trail X, don't take it away." Although this might be true, it is not considered substantive under NEPA. The same point however can often be made in such a way that the BLM or Forest Service must provide a sound justification, explanation and reason as to why they want to close a trail or road. A substantive comment could even lead to the reconsideration of its removal altogether. This is what CORVA teaches in the Comments Project Workshops.

Writing an effective letter can have much more influence during the land planning process, increasing the chances for success. The Comments Project workshops:

- Are directly aimed at teaching off-road enthusiasts the basics of the NEPA process
- Teach how to get involved with the agencies as they develop land use plans
- Educate about the importance of writing substantive comments that can positively affect proposed plans
- Improve the chances that off-highway roads and trail will remain open
- Are an eye-opening experience for many off-road enthusiasts
- Give off-highway advocates the tools to work within the system to achieve positive goals

Our goals for the Comments Project have always been the same - educate local OHV enthusiasts to make a difference through education and participation in agency land use planning. No other California OHV advocacy organization has ever attempted educating enthusiasts, besides CORVA. Knowledge is power, and through this educational effort, CORVA trained 35 individuals in May and almost 200 off-road advocates to date. The positive impact goes beyond just the workshop attendees as they have then taken the education and brought it to their friends and club members.

The May workshops were sponsored by Partnership for Johnson Valley, and funded by grants from the CA4WDC Conservation and Education Foundation, Friends of Johnson Valley, and North American XJ Association. CORVA deeply appreciates their participation and support. Because of their assistance and the generous donations of others, all the CORVA comment workshops, including those held last year in northern California, have been cost neutral and free to attend.

CORVA would also like to thank Amy Granat, Bruce Whitcher, Clayton Miller, Randy Burleson and Steve Gardiner for their time and effort to teach and conduct the May workshops. CORVA hopes to hold additional workshops in the future, so stay tuned for more information as it becomes available.

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

## Shakedown at Superstition Mountain

by Ed Stovin

Last winter a friend of mine asked me about a problem he had while camping near the BLM's Superstition Mountain in Imperial on a big weekend. Law enforcement came into his camp and demanded to see registration for all the vehicles, as well as drivers licenses and insurance. There seemed to be no obvious probable cause and he wanted to know if it was legal and if that is something the BLM knows of and allows. While representing CORVA at the BLM's Desert Advisory Counsel meeting in San Diego, I brought this to the counsel's attention. At the next break an old friend, Rusty Massey, came over and explained the law enforcement's actions. He said law enforcement is allowed to look at license plates without any probable cause, whether on a car, dirtbike or ATV. This is the same whether you are driving down the highway or in your camp on public land. For the off-road only motor vehicle, they would look for current green or red stickers in their assigned location. On the bike's left fork tube or ATV's rear fender. If law enforcement finds a license plate out of date or missing, that gives them probable cause to ask for registration paperwork, as well as driver's license and insurance for the whole camp. One of my friend's bikes didn't have a current sticker showing, which allowed the law enforcement request for registration, license and insurance. While it certainly wasn't nice or fun to have law enforcement shake down their camp at dinner time, it was legal and within their rights. This shows the down side of what it takes to keep our off-road areas open, safe and fun. Without law enforcement out there, there would be more stolen vehicles, less money for our green sticker program and more unsafe drivers. So keep your vehicles registered and be nice to the law enforcement people. They are there for our benefit.

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## 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**



Our CORVA Annual meeting in Visalia was very productive and I appreciate all those who made the time to come for the business meeting and social events. At our meeting the CORVA Board unanimously voted to utilize the services of our Northern Director Amy Granat as our Managing Director. What does this mean for CORVA? Amy will be responsible for representing our Association full-time in all legal matters, writing our comments for all appeals, researching for the BOD and you the member to keep us all informed on legislation that will affect our access. Our goal with Amy's experience is to double our membership, both regular and Associates by representing all the off-road users throughout California while promoting the values that CORVA has upheld since the beginning: *"To protect our lands for the people, not*

*from the people"*. This positive change will certainly benefit CORVA. At the annual meeting, we also held our annual elections for the office of President (me), Vice President of Land Resources and Public Policy (Bruce Witcher), State Secretary (Katherine Kelsey) and Director of Sales and Marketing (Steve Hewitt). We were all re-elected to our Board positions and I would like to thank you for your trust and confidence in our abilities to run your organization.

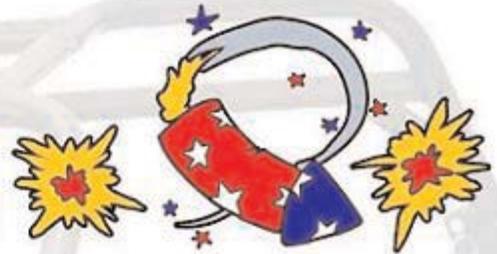
At the State Parks OHV Division meeting in Ontario this month we were again told by the military of their needs to take away Johnson Valley. We all had an opportunity to state our opinions on the NEPA process. CORVA again stated our opposition to the expansion and the poor job that was done so far on the DEIS and comment period notification that was incorrect having the wrong dates and addresses. We were denied our request for an extension to the comment period and now must wait for the Final Environmental Impact Statement (FEIS) due sometime this fall. We also asked them to consider a "No Alternative" option and asked for the Marines to abandon the withdrawal of public use of Johnson Valley. Only time will tell where this all goes but I guarantee CORVA will be there fighting to the end.

In the world of the Bureau of Land Management, CORVA will be represented by both Clayton Miller and Wayne Nosal on the new Special Recreation Permit Sub-committee that will guide the BLM in the new rules that will be used to manage our events. Others on the committee include: Jerry Grabow from AMA Dist. 37 Competition, Jeff Knoll from King of the Hammers, Holli Bechard from the Equestrian concerns and Rob Niemela from AMA District 38 Off Road. It has been said that "as goes California on this issue, so will go the rest of the country". We have the opportunity to make a significant contribution to the proper planning, management and cost recovery processes for off-road throughout California and the country. Again, what a privilege to have two CORVA representatives on the committee and we are looking forward to their reports in the newsletter.

Amy and I also met with a representative from Senator Feinstein's office regarding Senate Bill S138 the California Desert Protection Act. CORVA was again asked for our endorsement of this legislation and we refused our support. We were given time to make suggestion and we hope they listened but had a hard time swallowing the "it is the best of two evils" attitude. Again you can read more about these and all the issues in our newsletter. Stay informed, it is our best defense.

Finally I would like to welcome Wayne Ford to our Southern Board. Wayne will be assuming the position of Assistant Director of Clubs, so expect to see him at a meeting soon. And if you have a request to have him come to your club please e-mail Wayne at [wayne.ford@corva.org](mailto:wayne.ford@corva.org).

I also hope to see you at our Southern Regional meeting at Azusa Canyon on Sunday, July 24th. (see page 10 for details) Please RSVP with Clayton Miller. It will be a fun mix of BBQ, information and a little wheeling. See you there!



# POKER RUN

SUNDAY JULY 3, 2011

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Registration Starts at 9:00 a.m. at Sand Hwy. Entrance  
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Oceano Dunes State Vehicle Recreation Area (ODSVRA)

# CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

## [CORVA Submits Comments on Proposed Base Expansion](#)

The proposed expansion of the 29 Palms Marine Corps Base would result in the loss of the majority of Johnson Valley to OHV recreation. Although we support our armed forces, the need for the base expansion is based on reports indicating that existing training facilities are inadequate to accommodate large scale maneuvers by three Marine brigades. A Marine Expeditionary Brigade (MEB) can consist of up to 20,000 personnel. The Marines are a “modular” force and the evidence of need for this scale of exercise is a matter of opinion. CORVA addressed these issues and others in its comments.

The preferred Alternative 6 would offer public access to a southern section of the original 190,000 acre Johnson valley OHV area. This alternative was developed in response to input from the recreation community, including motorized recreation.

The draft EIS omits details of how the public use permitting process would work, raising questions about whether it would work at all. In addition, the combination of resources that would be lost is unique to the region. According to the California Off-Road Vehicle Association, the combination of vast open space, large variety of desert views and scenic vistas, and unique geologic formations is not found within any other single OHV area in the country.

Areas that would be lost include the “Rock Pile” (a popular rock crawling trail and camping area), and a variety of trails used for major OHV events, such as the car and truck A and B routes, and portions of the King of the Hammers route (not including the “Hammers”).

Roughly half of the existing racing events, including car and truck races that currently occur within the Johnson Valley OHV Area, would be displaced or eliminated. The loss of existing events in the Johnson Valley OHV Area may not be fully accommodated at other regional OHV areas.

According to BLM, the surrounding OHV areas are simply not large enough to accommodate the number of scheduled events or the size of some of the existing race events. The King of the Hammers race is unique to Johnson Valley, and elimination of this event alone would displace approximately 15,000 visitors (45,438 visitor-days) (BLM figures, the CORVA estimate is much higher).

An increase of illegal OHV use may also occur as a result of use being “squeezed out” of Johnson Valley.

CORVA held two comment writing workshops for Johnson Valley in early May. Comments developed with the help of participants and submitted by CORVA are summarized here:

The Marine Corps, in their actions subsequent to the release of this document did not comply with NEPA regulations, and did not encourage and facilitate public involvement.

The document fails to establish purpose and need and adequately explain:

- The reasoning for the expansion.
- The necessity for the expense that will be associated with the proposed expansion.
- The need for the difficulties it will cause for surrounding communities and residents.
- The displacement of the large number of the public who enjoy the Johnson Valley OHV Area.

The Marine Corps Have Failed to:

- Consider Reasonable Alternatives, Including the No Action Alternatives.
- Consider Current Training Strategies due to changes in budgetary availabilities considering the country's fiscal difficulties, as well as changes in strategic military training updates.
- Analyze Cumulative Impacts.
- Analyze All Evidences of Cultural Heritage.
- Analyze Impacts From Noise and Vibrations beyond the proposed boundaries of the expansion.
- Include an Accurate Assessment of Toxic Release.
- Analyze the Effects of the Proposed Expansion as it Refers to Environmental Justice.
- Analyze Seismic Hazards.
- Accurately Analyze the Effects of the Proposed Expansion on the Desert Tortoise.
- Use correct Criteria to Eliminate Serious Consideration of Alternative 3

You can download a copy of the DEIS at: <http://www.marines.mil/unit/29palms/las>

Continued on next page

## Legislation of Importance to OHV Recreation in the 112th Congress

### *HR 1581 – Wilderness and Roadless Area Release Act of 2011*

U.S. Representative and Majority Whip Kevin McCarthy (R-CA) formally introduced H.R. 1581, the “Wilderness and Roadless Area Release Act of 2011.” The bill is now co-sponsored on the Senate side by Barasso (R-WY). 21 Members of Congress, including National Parks, Forests, and Public Lands Subcommittee Chairman Rob Bishop (R-UT) and Western Caucus Chairman Steve Pearce (R-NM) are currently listed as cosponsors. The bill is now in House Natural Resources Committee.

### Bill Introduced to Limit Abuse of Environmental Lawsuits

#### *H.R. 1996 – Government Litigation Savings Act*

H.R. 1996, sponsored by Rep. Lummis (R-WY), would prevent abuse of the Equal Access to Justice Act (EAJA) by large environmental groups and others who frequently challenge the federal government in court. Environmental groups often sue to limit or eliminate even the most responsible use of OHVs on public lands, and recoup litigation costs through EAJA.

Status: In House Judiciary Cmte.

### National Monument Designation Faces Limits

#### *H.R. 302/S. 122 – Preserve Land Freedom For Americans Act of 2011*

H.R. 302, sponsored by Rep. Foxx (R-NC), and S. 122, sponsored by Sen. Vitter (R-LA), require the President, prior to designating a national monument, to obtain a state's approval for a monument located on federal land within the state. They bar the Secretary of the Interior from implementing any restrictions on the public use of a national monument until the expiration of an appropriate review period providing for public input and congressional approval.

H.R. 302 Status: In House Natural Resources Cmte.

S.122 Status: In Senate Energy & Natural Resources Cmte.

#### *H.R. 758/S. 407 – National Monument Designation Transparency and Accountability Act*

H.R. 758, sponsored by Rep. Nunes (R-CA), and S. 407, sponsored by Sen. Crapo (R-ID), require land reserved as part of a national monument to be confined to the smallest area essential to ensure proper care and management. They bar the President from issuing a proclamation to designate a national monument before end of a 30-day period beginning when language of the proposed proclamation is provided by President to Congress, Governor of each state, and specified local and tribal government officials having jurisdiction over land within the proposed monument. The bills require at least one public hearing and notice and comment period after issuance of a proclamation to designate a national monument. The President must report to Congress on any hearings held, any written comments received, and the impact of such designation on communities within monument boundaries, the nation's energy security, interests, rights, and uses associated with the land within the monument. They make a Monument proclamation ineffective 2 years following its issuance, unless approved by an Act of Congress.

H.R. 758 Status: In House Natural Resources Cmte.

S. 407 Status: In Senate Energy & Natural Resources Cmte.

#### *H.R. 817 – Relates to National Monuments in California; similar bills introduced in Montana, Idaho, and Nevada*

H.R. 817, sponsored by Rep. Herger (R-CA), prohibits the further extension or establishment of national monuments in California except by express authorization of Congress.

Status: In House Natural Resources Cmte.

## OHV Division Posts Notice of Intent to Award

On June 6 The California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division (OHMVR Division) announced its Intent to Award for the 2010/11 Grants and Cooperative Agreements grants cycle. For results see the OHV Grants website. CORVA representatives are watching Sacramento closely for developments related to the taking of funds from the OHV Division. The legislature has appropriated funds for this grant cycle. In the 2010/2011 grant cycle, \$27.1 million will be available for distribution among four funding categories:

Education and Safety:	\$1,300,000
Law Enforcement:	\$5,200,000
Operations & Maintenance:	\$13,000,000
Restoration:	\$7,600,000

Continued on next page

## [Sec. Salazar Announces Change in "Wild Lands" Policy, then "Flip Flops", Asking for More Wilderness](#)

In a nod to the Congressional opponents of Secretarial Order 3310, Interior Secretary Salazar announced on June 1st that the Bureau of Land Management would not be designating any federal lands as "Wild Lands." The 2011 Continuing Resolution, (Public Law 112-10), contained a provision that prohibited the use of any appropriated funds for the implementation of Sec. Salazar's "Wild Lands Initiative." The Secretary's announcement reflected this reality.

When he announced the new policy on December 22, 2010, the firestorm from western governors and members of Congress was immediate. Difficult Congressional hearings then ensued, but the Secretary seemed unwilling to bend. The denial of funding for the implementation of his Secretarial Order meant that the Congress had the last word.

In the Secretary's memorandum announcing the cessation of the "Wild Lands" policy he tries to put a positive spin on the change, but the fact is the White House did nothing to make this policy a priority when it was negotiating with the Congress on the final details of the Continuing Resolution agreement. "Wild Lands" is dead and wilderness designations remain the exclusive responsibility of the Congress. (from ARRA Newsletter).

WASHINGTON – BLM Press Release - As a follow-up to the memo issued last week and as part of his push to build a bipartisan wilderness agenda that can be enacted in the 112th Congress, Secretary of the Interior Ken Salazar today asked Members of Congress for their ideas of "crown jewel" areas of public lands that have strong local support for permanent protection as Wilderness under the Wilderness Act. The Obama Administration's 21st century conservation agenda marked the historic enactment of the Omnibus Public Lands Act of 2009 and implementation of the President's America's Great Outdoors initiative, which includes designating wilderness as a key component in preserving our natural heritage for future generations.

Noting the bipartisan success of Congress and the Obama Administration to designate approximately 2 million acres of Wilderness in 2009, Secretary Salazar said that he will deliver to Congress, by October 15, 2011, a list of areas overseen by the Bureau of Land Management that he believes are ready for immediate Wilderness designation by Congress.

In the memo last week, Secretary Salazar announced plans to work with Members of Congress, states, tribes, and local communities to identify public lands that may be appropriate candidates for congressional protection under the Wilderness Act.

Secretary Salazar's letter today also asks Members for input to inform Deputy Secretary David J. Hayes's efforts to develop recommendations for how the Bureau of Land Management should manage the millions of acres of public land that are not protected under the Wilderness Act, but that have wilderness characteristics.

## [OHV Division Study of the Clear Creek Management Area Criticized by EPA](#)

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 preferred alternative identified by BLM was disappointing because it excluded motorcycles from the CCMA and allowed only limited access to the area based on claims of health hazard due to asbestos. The latest information we've received indicates that:

The release of the final RMP/EIS was originally proposed for September 2010, but in March 2010 the BLM extended the public comment period. In March 2010, the OHMVR Division commissioned an independent, OHV-specific risk assessment of NOA exposure within the Serpentine ACEC of the CCMA to determine if management and operational strategies could be employed at CCMA to mitigate NOA risk while still allowing OHV recreation at the CCMA.

The independent study, entitled, "Preliminary Analysis of the Asbestos Exposures Associated with Motorcycle Riding and Hiking in the Clear Creek Management Area (CCMA), San Benito County, California" was prepared by scientists with expertise in asbestos related risk assessment from the International Environmental Research Foundation (IERF), the Department of Physics at Harvard University, and the Center for Applied Studies of the Environment at the City University of New York.

The IERF Study documents field work conducted to collect activity-based air samples, presents quantitative and analytical findings of materials found on air sample filters, and provides risk analyses based on these findings.

In their review of the IERF Study, the EPA concluded that if the IERF results are taken at face value and compared to the exposure levels reported in U.S. EPA 2008, the values are consistent with those EPA found under similar meteorological conditions and with similar riding positions. It has come down to a "battle of the experts", each taking sides.

To summarize, the EPA indicated that both the IERF and EPA studies showed essentially the same results, but reached very different conclusions regarding the risk of riding at Clear Creek.

Continued on next page

**Forest Service Planning Regulation Comments Submitted by CORVA**

The U.S. Forest Service has prepared revised regulations that govern how the agency prepares Forest Plans. Known as the "Planning Rule," these regulations will be the driving force behind how the agency prepares Land Use Plans. Land use plans determine where motorized access is allowed on National Forests. CORVA analyzed the 50 page document and submitted comments on the draft EIS. In the draft EIS, the Planning Rule retained many of the original conservation driven aspects, set a priority for sustainable recreation, and focused on restoration, preservation, and conservation.

**Forest Service Update**

**Judge Karlton Reaches Decision in El Dorado Case**

Senior U.S. District Judge Lawrence K. Karlton issued his ruling on May 26, 2011, that largely upholds the El Dorado travel management decision, but finds the Forest Service violated the Endangered Species Act and certain Forest Plan standards in authorizing access through a handful of meadows and failing to more thoroughly consider ephemeral streams. Each of these issues focused on alleged impacts to California red-legged frog habitat . The frog-related claims involve a handful of routes within the roughly 1,200-mile road/trail network approved by the agency.

The Court upheld the Forest Service and rejected plaintiffs on numerous other issues, including the range of alternatives, level of site-specific analysis, and the wide-ranging claim that identification of a Subpart A "minimum road system" must precede designation of specific roads, trails and areas under Subpart B.

The decision does not provide a remedy, but requests proposals within 14 days of the order outlining a process to determine remedy. The Court noted that the plaintiffs' "requested remedy would set aside years of decision-making by the Forest Service, and an administrative record spanning thousands of pages, because the Forest Service failed to properly consider these 10 miles of roads" and asked the parties to discuss the proper remedy "based upon such an apparently insignificant impact."

Paul Turcke, lead counsel for the recreation groups, observed, "This is another epic decision from Judge Karlton that is lengthy, insightful, and occasionally entertaining. We are disappointed that the plaintiffs prevailed at all, but they appear to have ignited their entire battlefield arsenal and caused only minor damage to an unmanned drone. We look forward to participating in ongoing proceedings and effective management of recreation on the El Dorado," Turcke concluded.

Groups that were defendant interveners in this case include the California Association of 4 Wheel Drive Clubs, California Enduro Riders Association, District 36 of the American Motorcyclist Association and the BlueRibbon Coalition.

**Judge Mueller Reaches Decision in Stanislaus Travel Management Lawsuit**

OHV advocacy groups have filed as interveners in this lawsuit. This allows them to argue their case before the court.

Judge Mueller heard oral argument by the Plaintiffs (Center for Biological Diversity et al), the defendants (The USFS), and intervenors (OHV groups). Since both sides referred to Judge Karlton's recent El Dorado National Forest decision released at the end of May, Judge Mueller gave each side 2 weeks to submit a 5 page brief explaining how Judge Karlton's decision affects their arguments in this case. CORVA representatives attended the hearing. More information to follow soon.

**CORVA NEEDS YOUR HELP!**

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

**CORVA**

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## [CORVA Hires a Managing Director](#)

by Jim Colln

At the annual meeting a proposal was offered, a motion was made, and we had our very first official Managing Director. Amy Granat, our Northern Director for the past few years, will be leading our organization into the future. Amy stated, "Advocating on behalf of off-road and motorized recreational access has become a passion. I am dedicated to making a difference, helping to turn the tide of massive road and trail closures and continuing the history of CORVA as a strong political advocacy organization fighting for your OHV access. CORVA represents everyone who uses and enjoys off-road access, whether off-roader, hunter, equestrian or rockhounder, we support your right to enjoy public lands. My goal is to galvanize our CORVA members in a ongoing effort to combat closures through strong political advocacy, relationships with local land managers and education of the issues. CORVA, as the only statewide organization that represents all types of off-road recreation, asks that everyone join me and the Board of Directors of CORVA as members, united as we fight for our motorized rights."

Our organization is over 40 years old, and we felt it was time to take the next step, having someone to manage, monitor and guide the workings of our primarily volunteer organization. Amy will be assessing and monitoring the programs and functions that make our organization tick. As you know, volunteer time is just that, when you can find the time to help. Those of us that work and have family obligations to attend to, don't always have the time needed to volunteer on a regular basis. We hope you can find a little time and join a committee, work at a show, in the booth, or at an event. Each member makes a difference as we continue to strive for equal access to our public lands. To contribute, contact Amy at: [amy.granat@corva.org](mailto:amy.granat@corva.org).

## [CORVA Southern Regional Board Meeting - Mark Your Calendar!](#)

by Clayton Miller

Get ready to load up your rig and grab the sunscreen for the next Southern Board meeting on Sunday, July 24, 2011. During the June 1 Southern Board call, the group decided to hold its next meeting at the Azusa Canyon OHV Area. This OHV area includes water crossings, rocks, dirt roads and sand hills. These are some of the most challenging experiences and terrain you'll find in Azusa Canyon. Mike Bishop, President of the Azusa Canyon Off Road Association (A.C.O.R.A.), tells me that the obstacle course might even be ready by the 24th, so you can really test your driving skills and prowess.

Plan on being there around 10:00 a.m., as the meeting will begin shortly thereafter. Following official board business we will enjoy a BBQ lunch and spend some time playing in the canyon (thanks to Mike Bishop for his offer to bring some barbecues for the meeting!). The link to the A.C.O.R.A website with information and pictures of the Azusa Canyon OHV Area is <http://www.acoraus.com/>. As we get closer to July 24, I will send out an agenda and any additional information we might need for the meeting.

I look forward to seeing everyone there.

Here is some general information about the Azusa Canyon OHV Area from <http://ohvguide.com/maps/azusacanyon.htm>:

- Street Legal Vehicles are required to have 4 wheel drive to enter the OHV area. Only a limited number of vehicles are allowed in the OHV area, so get there early if you want to get in on busy weekends.
- Alcoholic beverages are not permitted in the area.
- All vehicles must meet local, State and Federal laws. Registration and spark arrestors are required, and all ATV riders must wear a helmet.
- San Gabriel Canyon OHV area is only open on weekends and holidays. All visitors are required to be out of the area by sunset. Hours may vary due to changing weather conditions. This area may be closed at any time due to high river flow.
- Summer Hours (Usually the first week of May to last week of October): Entrance gate opens at 8:00 a.m. and closes at 6:00 p.m. All vehicles must exit the area by sunset.
- Winter Hours (Usually the last week of October to last week of April): Entrance gate opens at 8:00 a.m. and closes at 4:00 p.m. All vehicles must exit the area sunset.
- Fees (charged daily, including holidays):
  - Primary vehicle - \$8.00.
  - Secondary vehicle (such as dirt bikes or ATV's hauled on a trailer) - \$5.00
  - The fees charged here are used by the Forest Service to maintain and improve this area.

## **Global Moto/Motocross Giant Parking Lot Sale**

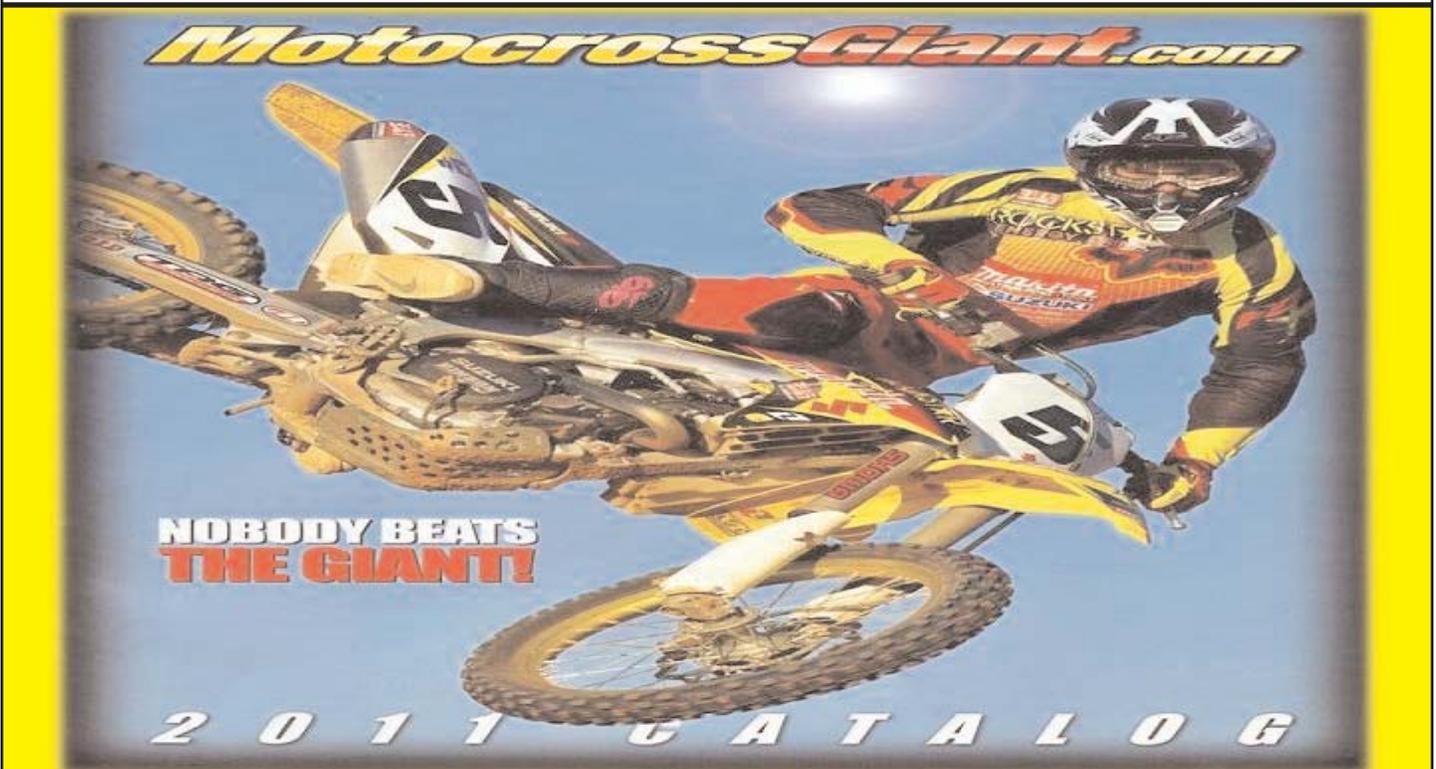
*by Wayne Ford*

Global Moto/Motocross Giant hosts a twice yearly parking lot sale, one of which was held Saturday April 7th from 9am to 6pm. Global Moto's Rob & Crystal invited CORVA out for the day to drum up some membership, play some music, raffle off prizes, and hand out goodie bags to the kids.

The sale began at 9am Saturday, and though the threat rain kept the sale indoors in the showroom and warehouse, several hundred people showed up to receive 20-50% on items throughout the store and warehouse. We raffled off 22 prize packages, with most of the prizes coming from Global Moto/MotocrossGiant.com and Interlink Media.

We signed up many new members for either a 90 day or one year paid membership. I would like to thank the following people for becoming members: Alex Fowler, Roger Wall, Shawn Saras, Patty Mitchell, Monica Carrillo, Aaron Lerner, Carey Martinez, Shawn Cooper, Ed Hatcher, Dennis Paulsen (Mojave Wine Mixers!), Nelson Walti, and Robert Juncs.

I would also like to extend a special thank you to Rob & Crystal for their generous contributions to our Family Fun Days in March. Crystal, her husband Jeff, and their boys came out to the event and sponsored a Global Moto/Motocross Giant poker run check point. CORVA welcomes all clubs and businesses to consider volunteering for a check point. This is a great way to get word out about your business or club. Our next event is our Southern Jamboree in California City.



### **In Memory of Scott O'Connell**

Scott O'Connell left us early on May 10th, 2011, but Scott, who served on the CORVA board in multiple positions, left us with many memories. Scott's great gift of "communications" enabled the organization to have some great fundraising raffles. Scott convinced the Board to add the additional two state Board VP positions of Sales & Marketing, and Education. He then served as the 1st VP of S&M, and single handedly convinced Kawasaki to donate one of its high-end ATV's to CORVA, something that CORVA, without Scott, would never have accomplished.

Scott's favorite place to recreate with his Toyota Land Cruiser was the Dove Springs / Red Rock area. He was a leading force to keep that area open. For many years he battled with health issues. A "Celebration of Scott" memorial, organized by his sister Nikki, was held on June 3rd in Thousand Oaks. The family asked that any Memorial Contributions can be made in remembrance of Scott to CORVA. Thanks Scott, a volunteer that made a difference.



### [Got Desert I.D.?](#)

We all know that we should never ride in the dunes alone. Even though we have all been taught this rule since we began going to the dunes, we have all broken it a one time or another. We may just go for a quick test run, a trip to the store, to meet someone, or just to feel the wind in our hair. When we get to the dunes, the first thing we do is take our wallet and lock it up someplace safe, so it doesn't get lost in the sand. We then take the long anticipated "I'll be right back, I'm just going up the road" trip. What would happen if while you were on that "quick" trip something catastrophic happened to you? How would anyone who may find you know who you are?



This happened to our friend Mike Roark. He told his friend Russ he would follow him back to camp and never showed up. When Russ went looking for Mike, he found EMTs, life flight, and rangers all grouped around a body under a sheet on the ground. Mike's buggy was nearby. Mike had his I.D. on him, but no one knew where he was camped. If Russ hadn't found him, it would have been hours before Mike's camp and loved ones were located, if it was ever located, a very sobering thought when you think of friends and loved ones waiting for his return.

This scary situation prompted Russ and his wife Valerie to come up with a new program called "Got Desert I.D.?" Working in conjunction with officials at the dunes, they are implementing a way to I.D. and locate all dune-lovers. The easy-to-fill-out yellow fluorescent cards will list pertinent information, such as: name, contact information, medical alerts, license plate number, and camp GPS locations. The cards will easily attach to any Sand Rail, Quad, or Motorcycle.

Russ and Valerie Rogers hope that everyone will take advantage of the I.D. cards, they have traveled the state to introduce the program so no one will ever again wonder, "WHO IS THIS PERSON?" Contact Russ at: [gotdesertid@yahoo.com](mailto:gotdesertid@yahoo.com)

### [Help Wanted: CORVA Show Coordinator & CORVA Store Keeper](#)

*by Steve Hewitt*

CORVA has two volunteer positions available. The CORVA Store Keeper is position for which I have been fulfilling the duties lately. This is an easy job that only requires that you keep an inventory of goods that CORVA sells, and ship orders to customers as they arrive. In addition, you would need to run the store at all CORVA events (or find a substitute if you are unable). You will also work closely with the Marketing committee on developing new promotional items for CORVA to sell.

The other unoccupied volunteer position is the CORVA Show Coordinator. This only requires that you apply to have a CORVA booth at all the expos, and events that CORVA attends. Also, you will be responsible for setting up the booth and finding volunteers to help man the booth while the show is open. You will work closely with the Marketing Committee to find new shows where CORVA can have a booth.

If you have any questions or would like to volunteer contact Steve Hewitt at [steve.hewitt@corva.org](mailto:steve.hewitt@corva.org) or give me a call at 951-237-0233.



### [Operation Super Canyon Sweep - 2011](#)

*by Jim Colln*

The annual CTUC event was held on June 11th and staged at the Azusa Canyon OHV area. I arrived at 8am, signed up, grabbed a event shirt and joined a team of 8 others. We were loaded on a bus with trash bags in hand and instructions bound for the East fork location of Heaton Flat. Once there we walked along all those there to hike to the "Bridge to Nowhere" a very popular destination. Cleaning up trash along the path and down by the rivers edge we had many "thanks" from those that were visiting.

Once back at the staging area we were treated to a great free lunch and a great raffle too. The turnout wasn't enough to fill all the areas with teams, so some areas will need cleaning in the future. The only thing missing was YOU, hope you can make it next year.

## [15th Annual Moose Anderson Days](#)

by Wayne Ford

The 15th annual Moose Anderson Days was held at the Jawbone station on Hwy 14, and sponsored by the Friends of Jawbone. This event is primarily a trail cleanup, but this year there were several other activities planned.

The festivities commenced with a great breakfast for a donation of \$3. The breakfast included scrambled eggs, sausage, and pancakes. Shortly after the breakfast, sign-ups for the various trails projects began. CORVA set up its booth next to the brand new ramada (fancy word for shade structure). CORVA handed out free raffle tickets to participants and gave away 12 prize packs donated to CORVA by Global Moto/MotocrossGiant.com. The Friends of Jawbone set up tables and chairs for the participants, seating roughly 200 people under the incredible ramada. This ramada is a great addition to the Jawbone station visitors center, as it provided much-needed shade and an amazing view.



CORVA was joined in "vendor row" by Russ & Valerie from Got Desert ID, Carmen Currie from SAVEAJACK.com, Kern County Search and Rescue, and the Friends of Jawbone. Save a Jack is an exciting new product, rolled out for the first time at this event. This product is for trailer owners who have bent or torn off their rear jacks. It is an adapter plate that allows the user attach and remove it quickly by the stud and cotter pin. We wish SaveAJack.com the best in their business venture.



The trail projects started around 8:30am and went until 12:30pm. We re-joined everyone at 1pm at the ramada, where the Kern County Search and Rescue cooked and served a fantastic Tri-Tip lunch, served with beans, rolls, a fruit cup, and ice cream for desert. The brand new ramada protected us from the sun but proved no challenge for the howling wind which kicked around 1:30. As the wind progressed, the timeline of events had to be expedited.

During lunch, while the wind progressed, Ed Waldheim started the ceremony. Ed reported that very little trash was collected during this event, and credited continuous efforts by the Friends of Jawbone crew and members who made our job easy.

Eric Anderson, "Mark" Moose Anderson's brother, spoke, and told us that his older brother received the name "moose" because he was six foot five, and had bright red hair! He also told a great story about how he and his brother raced MX as kids, and how it progressed to off-road advocacy for Mark. He was very thankful to the Friends of Jawbone for carrying on his brother's memory and the legacy of Mark "Moose" Anderson.

Special thanks goes out to Karen Sanders, the Friends of Jawbone Project Coordinator; Robin Mallow, Facility Manager; and all of the crew at Jawbone station. CORVA would like to thank Wayne Berg and Paul Kober for their help in getting the CORVA easy-up back in its case despite 40-50 mph winds.

I would also like to thank the new and renewing members that signed up this weekend: Wayne Skinner, Susan Bacon, Kevin Katz, Carmen Curry, and CORVA member #191 Rick Sero.

Friends of Jawbone would like to thank all of the volunteers that attend year after year to keep the desert clean. Remember to help give back, and to stay on designated trails!

## **CORVA Fights Hard to Defend Off-Road Access**

by Amy Granat

On Wednesday, June 8th I sat in the Federal Courthouse in Sacramento listening to lawyers on each side of an issue argue passionately for their cause. One side was trying to prove that the Travel Management Plan adopted in the Stanislaus National Forest over one year ago allows too much motorized travel, while the other side claimed that the Travel Management Plan represented a balance of issues and an acknowledgment of the need for a diversified motorized road and trail system in the forest.



The Stanislaus National Forest was sued by a coalition of extreme environmental groups after the release of the final plan, and CORVA joined the lawsuit as part of a pro-access coalition supporting the forest. As I was named in the legal briefs as a person who has been materially affected by the restrictions on motorized travel, I had more than just a passing interest in this lawsuit. I have been involved with the Travel Management planning process as a member of the CORVA Comments Project committee since the very beginning, and have seen the planning process increasingly restrict motorized access as time progressed. CORVA had sent in a lengthy appeal of the Stanislaus document when it was released, protesting many of the actions as too restrictive, and frankly speaking, the motorized community was not happy with the final plan as it was written.

### **So why is CORVA defending the plan in court?**

Many people ask that question, and the answer is not altogether satisfactory. Off-highway access has been severely shortchanged throughout the Travel Management process in the northern and central California forests. But extreme environmental groups are suing to close the small amount of access we received after the forest plans were finished. We simply can't give in; we can't afford the possibility that they will receive a legal precedence that might enable them to close additional roads and trails. So we go to court to defend a forest plan that we dislike.

### **How come the extreme environmental groups seem to win all the time in court?**

Every land use decision is a political decision, and extreme environmental groups have been incredibly successful at garnering political influence and voting their supporters into office. The Endangered Species Act is used as the basis for many lawsuits filed by these groups, and the Equal Access to Justice Act then enables payment for attorney fees in obscene amounts of money after the lawsuits are settled. Those that are elected into office have the power to change these laws, but off-road advocates have to make sure that they work hard to vote people into office that share their views.

### **What laws protect off-road access?**

There are no laws protecting off-road access. Both federal agencies, the BLM and the Forest Service, have mandates that require land management for multiple use including off-highway use, but those mandates don't dictate how much use must be allowed. CORVA is investigating new avenues for legal challenges by supporting local access efforts. Depending on the geographical area, local residents use off-road access to cut firewood to heat their homes, to retrieve big game that will in turn supply their families with an organic source of protein, to access fishing areas, and simply for transportation in and around rural areas for the disabled and elderly.

### **How do we change the above?**

All those that depend on motorized access have to come together to form a political entity that can successfully support politicians and legislation supporting off-road roads and trails no matter why they need that access. CORVA is dedicated to keeping public land open to the public, hunters, off-roaders, and rockhounds alike. Joining CORVA is the first step, then CORVA will be there to fight for your rights.

***HOW MANY MEMBERS CAN YOU SIGN UP?***

**Annual Meeting - Annual Awards**

Each year CORVA honors those in our OHV community for their efforts. The following awards took place at this year's CORVA Annual Meeting on May 21st in Visalia CA.

The George Thomas Memorial Trophy For "Off Roader Of The Year": is presented to the one individual whose contributions to the betterment of off-roading during the preceding year are worthy of this very special recognition. The recipient for year 2010 was Dick Holliday. Dick was nominated for the award as he has over 40 years of desert recreation activity as a user and an advocate. Dick is a Lifetime Member of CORVA and a busy Supporting Member of the American Sand Association (ASA) serving as a board of directors for 5 years, the Treasurer for the past four. Dick recently stepped down from the Board but still serves as the ASA Membership Chairman and sits on the EcoLogic board. Currently Dick is serving on the BLM CA Desert District Advisory Council.(DAC) He is also a participant on the Imperial Sand Dunes Recreation Area Technical Review Team, a sub-group of the DAC. Dick has worked tirelessly on the promotion of OHV use.



Dick Holliday, Jim Colln, Ed Stovin



Jim Woods, Amy Granat, Ed Waldheim

The American Buggy Association Political Activism Award for 2010 went to Amy Granat. Amy's tireless and constant efforts working with both elected officials and civil servants did not go un-noticed. Amy was the lead on a joint project with CAL4WD to provide the OHV public with a voters guide. Amy has written many articles, many we have published in our newsletters. Amy along with Bruce Whitcher have continued to present the Comments Project workshops. (see page 1 story)

The Los Aventureros State Conservation Award went to the Friends of Jawbone organization. They are restoring areas of the desert disturbed by illegal off-trail riding. This process includes using materials at hand, such as harvesting surrounding live vegetation for transplanting where appropriate to help revitalize the area. The appearance of the newly restored areas encourages OHV riders to stay on the designated trails rather than taking trails that are not legal but are enticing.

The Looney Duners Trophy to Charity went to District 37 AMA Dual Sport. This club puts on the Annual LA to Barstow to Las Vegas ride that is very proud to benefit the Toys for Tots Foundation. They also sponsor the Ride for Kids to benefit the Pediatric Brain Tumor Foundation.

The 2010 Past Presidents Trophy was awarded to Randy Banis. Randy has been doing an incredible job for all, he is a true 4x4 guy for back country and do not take his access away. He and his company have been working on all CTUC maps and the Jawbone Map. He received a grant through Jawbone and CTUC to put GPS of legal routes on Internet for anyone to use for free. Both Randy and Dick received their awards at the San Diego BLM DAC meeting. Each was unable to attend our annual meeting.

The Club awards went to: Northern, The Modesto Ridge Runners and Southern, Point Mugu 4x4 Club. Each of these clubs take care of areas for the general public to use.

This is but a small sample of the efforts these people do. Congratulations to them and all those that were nominated.



Randy Banis receiving award from Ed Waldheim

## *Government Tramples on Citizens as it Seizes Desert*

By Richard Crowe

For decades, the Sierra Club and environmental groups like it have successfully eliminated many uses they have perceived as inappropriate in the California desert by pushing for preservation in the halls of Congress. The advocacy and resulting congressional designations are arrogant and bad public policy.

Certainly, 50 years ago the desert needed new, science-based management to address burgeoning motorcycle use. However, the cumulative effects of congressional designations, along with environmentalist-sponsored lawsuits and species listings under the Endangered Species Act, have decimated many desert uses, gutted the Bureau of Land Management's 1980 California Desert Conservation Area plan and make a mockery of congressional mandates that the bureau wisely manage public lands for an array of uses and protection of natural resources.

Users of public lands were unfairly and unnecessarily hurt, livestock grazing and mining being the worst hit, and the economic values lost are sorely missed in these tough economic times. And, to top it off, Sen. Dianne Feinstein introduced her California Desert Protection Act earlier this year ("Desert protections sought," Jan. 26). This leads me to wonder: How much protection is enough? Perspective is needed to better appreciate this question. I offer the following analysis, which reviews 80 years of desert use history. For this purpose, the area of the desert is the 1976 congressionally-designated California Desert Conservation Area, 25 million acres in size. It is essentially the entire California desert excluding the Owens Valley.

By 1930, 25 percent of the desert had become private land, mostly towns and farms in the Antelope, Apple, Coachella, Mojave River, Palo Verde and Imperial valleys. The remaining 75 percent, mostly federal public lands, was little used and essentially had no management or use restrictions. The Bureau of Land Management's did not even exist then. It did not come into existence until 1946. By 1976, 25 percent of the desert was still private and 25 percent was now restricted to military use or designated as state and national park lands. This left 50 percent remaining for limited public use. When Congress established the California Desert Conservation Area, it directed the Bureau of Land Management to develop a management plan for this remaining 50 percent.

After an exhaustive effort involving the public, as well as local, state, and federal agencies and science groups, the Bureau of Land Management completed the 1980 California Desert Conservation Area plan, which placed this land into four management zones. These zones designated the degree to which the land could be used and the protections that would be required.

The most restrictive zone it designated as wilderness. Wilderness zones made development off-limits, and, with a few exceptions, basically limited use to foot traffic. So out of the remaining 50 percent of land for public use, 2.1 million acres, or 8 percent, was set aside as wilderness. This left 42 percent for other uses. The Bureau of Land Management began enacting its plan, though due to legal reasons, it had to get congressional backing for its designation of the wilderness zones. But, believing the amount of proposed wilderness to be too small, and having disdain for science-based multiple-use management, environmental groups pushed for more restrictions, lobbying Congress to make more desert off-limits.

In 1994, Congress passed legislation, the California Desert Protection Act. In it, Congress drastically increased the amount of land in the wilderness-zone category. When everything shook out, 25 percent was now designated as wilderness and 25 percent designated for other uses. By 2007, the bureau was forced to make a set of amendments to the California Desert Conservation Area Plan due to expanded endangered-species listings and lawsuits.

Now, species-protection areas were placed within the remaining 25 percent still open to public use. These species-protection areas severely limited use, and, in essence, cut this remaining 25 percent in half to 12.5 percent. Today, this 12.5 percent is under threat of further restrictions. The still-churning environmental groups are ironically not happy with recent solar and wind proposals for the desert and has urged more land be placed off-limits.

### NEW LEGISLATION

They are pinning their hopes on Feinstein's legislation, which would designate that 1 million more acres be named a national monument, 250,000 acres be placed in a wilderness zone and 74,000 acres be added to our state's national parks. If this bill passes, the 12.5 percent of land open for limited public use would shrink to 10 percent.

As you can see, through the years, the bureau's original multiple-use management mandate in the desert has been emasculated by an environmental agenda and Congress, and yet the assault on our right to use our lands continues. So, back to the introductory question: Will there ever be enough land preserved in the minds of environmental groups? Likely not.

As long as uses proposed are not to their liking, there will never be enough.

*Richard Crowe, who is a resident of Beaumont, worked for the Bureau of Land Management for 33 years, 29 of them within the California Desert Conservation Area, dealing with a wide range of multiple-use management issues.*

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Please visit us at: 5455 Walker St. Ventura CA 93003, contact us by Phone: 805-642-0900, Fax: (805) 642-2939, or visit us online at [www.calcoastmotorsports.com](http://www.calcoastmotorsports.com)

Craig Adams - Cal Coast Motorsports

Remember when it comes time to purchase your toys or supplies to patronize CORVA's Associate Members since they support CORVA and our ability to keep public land open for public recreation.



## ADVERTISE IN THE "OFF-ROADERS IN ACTION"

### Advertising Rates

	<u>3mo</u>	<u>6mo</u>	<u>12mo</u>
Full Page (7 1/2" x 9 1/2")	\$480	\$870	\$1,560
1/2 Page (7 1/2" x 4 3/4")	\$270	\$480	\$860
1/3 Page (7 1/2" x 3 1/4")	\$195	\$375	\$625
1/4 Page (3 3/4" x 4 3/4")	\$165	\$300	\$540
Business Card (3 5/8" x 2")	\$90	\$162	\$264

For more information please contact us at: 800-42-CORVA  
Send an email to: [advertising@corva.org](mailto:advertising@corva.org)

**We need you to help CORVA make a difference**  
Show your support and advertise in the newsletter

**Mark Your  
Calendar Now!  
Modesto Ridge Runners  
Annual  
High Desert Rally:  
August 12-13, 2011**  
Bring your friends and family  
for a weekend of fun!

## DID YOU KNOW ???

Our new website should be finally finished  
by the time you read this, please take a  
look and tell us what you think.  
Send feedback to:

[webmaster@corva.org](mailto:webmaster@corva.org)

### NOT A MEMBER?

[www.corva.org](http://www.corva.org)

SIGN UP ONLINE OR USE THE FORM BELOW

[www.corva.org](http://www.corva.org)

CUT OUT AND MAIL IN

## MEMBERSHIP APPLICATION

- |   |   |
|---|---|
| <input type="checkbox"/> FREE 90 DAY MEMBERSHIP | <input type="checkbox"/> RENEWING MEMBERS \$30      |
| <input type="checkbox"/> NEW MEMBER \$30        | <input type="checkbox"/> ASSOCIATE MEMBER \$365     |
| <input type="checkbox"/> LIFE MEMBER \$300      | <input type="checkbox"/> ADDRESS CHANGE <u>ONLY</u> |

NAME \_\_\_\_\_ SPOUSE'S NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_  
 WHAT DO YOU RIDE? \_\_\_\_\_ WHERE? \_\_\_\_\_  
 CLUB OR BUSINESS NAME \_\_\_\_\_

**MAKE CHECKS PAYABLE TO CORVA**

PLEASE USE OUR SECURE WEB SITE FOR ALL CREDIT CARD AND PAY PAL TRANSACTIONS

SEND TO: CORVA TREASURER - 1101 E. Orangewood Ave. Ste 103 - ANAHEIM - CA - 92805-6827

**PLEASE ALLOW 4 - 6 WEEKS FOR PROCESSING**



Mail Distribution Address  
1101 E. Orangewood Ave, Ste 103  
Anaheim CA 92805-6827

PRSR STD  
US Postage  
**PAID**  
Glendale, CA  
Permit No. 1353

Address Service Requested

# CORVA CALENDAR

**August:**

8-12/13 Annual High Desert Rally Modesto Ridge Runners Club

**September:**

9-16/17/18 Sand Sports Super Show at OC Fairgrounds. [www.sandsportssupershow.com](http://www.sandsportssupershow.com)

**October:**

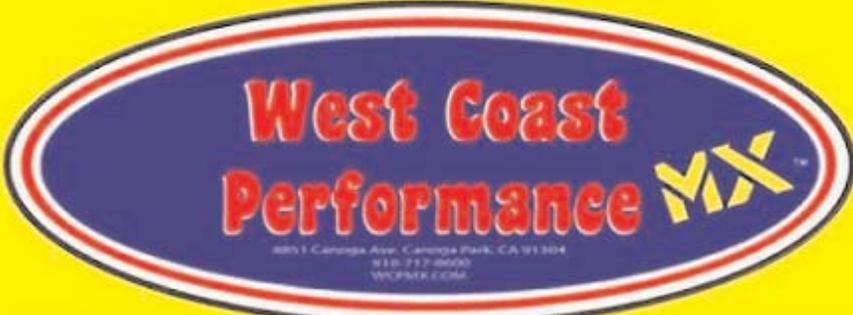
10-8/9 Off-Road Expo @ Fairplex in Pomona, CA [www.offroadexpo.com](http://www.offroadexpo.com)

10-15/16/17 CORVA Southern Jamboree

10-28/29/30 CORVA Northern Jamboree

*FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE*

[WWW.CORVA.ORG](http://WWW.CORVA.ORG)



8851 Canoga Ave. Canoga Park, CA 91304  
818-717-8600  
WCPMX.COM

VISIT OUR ONLINE SHOPPING WEBSITE AT: [WWW.AFTERBURNERMX.COM](http://WWW.AFTERBURNERMX.COM)



8851 Canoga Ave. Canoga Park, CA 91304  
818-717-8600  
Monday -Friday 9AM - 5PM  
Saturday - Sunday Closed