

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

17th Annual Truckhaven Challenge

By Steve Hewitt



Once again CORVA invaded Ocotillo Wells SVRA for our 17th Annual Truckhaven Challenge, a poker run through the Ocotillo Wells SVRA. Participants were so excited for this year's event they began filing in on Wednesday afternoon.

Registration opened at 2:00 on Friday afternoon to a brisk crowd and continued until 10:00 at night. We opened registration up at 7:00am on Saturday since the run began at 8:00am.

Saturday started out as a picture-perfect day for the event to begin. We had a great trail with the games at the checkpoints manned by Off-Road Animals, Ocotillo Wells Interpretive Program, and OMC Off-Road. A big thank you to the checkpoint volunteers, we can't hold these types of events without their help. We had no major incidents on the trail this year and everyone had a great time.

Continued on page 10

Erik Miller - 2012 King of the Hammers!

By Wayne Ford, CORVA Clubs

Johnson Valley CA – As the dust lamented every square inch of surface in Hammer Town, a new King and his court basked in the glory of their Hammers success. It was just over two years ago that the new kid, Erik Miller and Miller Motorsports, brought their Twisted customs TJ out to the Hammers in Johnson Valley. It was Thanksgiving 2009, and it was the first time Erik and his team ran the Hammers, in preparation for their first running of the King of Hammers (KOH) in 2010. Erik and team came in fifth that year, but their surprisingly high finish sent shockwaves to all viewers. People were left wondering, "how in the world did these rookies from Maryland smoke racers who have spent a lifetime competing?" Clearly they were a smart team, they prepared well, and they knew how to pick lines. This combination, and I'm sure much more, resulted in the crowning of Erik Miller as the 2012 King of the Hammers.

If you are not familiar with the Griffin King of the Hammers, it is a hybrid race that includes open desert racing and rock crawling sections. It is unique because as a result, a new type of buggy has emerged, as well as a legion of newfound fans. 100+ racers start and typically only one third of them finish, mostly due to breakage, roll over, or fire. Usually, the breakage occurs on one of the many rock sections, aptly named Jackhammer, Wrecking Ball, Backdoor, etc. This year Robby Gordon tried his luck, only to break down fifteen minutes in.

CORVA has attended the past two years, handing out info and talking to new and existing members. There couldn't be a better event that exemplifies off road activism than the King of the Hammers in Johnson Valley, yet the Marines intend to take at least two thirds of the Hammers area for military purposes. Dave Cole and the KOH team always do their part to help land use advocates, providing booth space, holding auctions, and donating 10% of the spectator sales to effort to keep Johnson Valley open. As a result, CORVA would like to thank Dave Cole, Shannon Welch, Vinnie Barbarino, Clayton Miller, and Danny Woods for their support in this great cause. With enough help, we can ensure that the King of the Hammers race will be around for a long time to come.

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



33rd Annual Off Road Rally
Escarabajo Off Road Club
& East Bay Hi-Tailers present
“33 COME WHEEL WITH ME”
FRANK RAINES PARK
April 14 2012



REGISTER NOW!

1. Fill out form below and mail in with check payable to "Escarabajo Buggy Club". If you are registering more than one vehicle, please make a copy of this form and mail in together with your check.
2. *Registration must be received by March 31st!*

Vehicle Driver/Rider: _____

Address: _____

City State Zip: _____

Phone: _____

Email: _____

Vehicle Class: _____

Class A Buggies
 Class B 4x4 / Bodied Vehicles
 Class C M/C
 Class D Quads

Club Affiliation?: _____

Registration confirmation will be sent by E-mail. By including your Email address above you will save Escarabajo \$\$\$ on postage!

Registration will also be available at the event at Frank Raines Park
 Prices will be:
 RALLY - Each vehicle: \$35
 Kids (10 and under) on Quad's/MC: \$15
 Registration includes Hot Dog, Chips and Soda for the Registered Driver.

Awards Ceremony following Dinner

REQUIRED SAFETY EQUIPMENT!
 green sticker / registration required
 4x4's, Baja's & buggies - Metal roof or Roll bar
 Quad's/MC's- Helmet, spark arrestor
 Suggested Items:
 First Aid Kit, Tow Strap, Spare Tire, Fire Extinguisher

Event located at:
Frank Raines Park
16001 Del Puerto Canyon Rd
Patterson, CA 95363, US

VISIT Our Website at: www.escarabajobuggyclub.com
 e-mail at: info@escarabajobuggyclub.com

SATURDAY RALLY – Pre-Registration Bonus

Each Vehicle: \$35.00 = \$ _____

Pre-Registration Event Shirt SZ. _____

Kids (10 and under) on ATVs/MC:
 \$15.00 = \$ _____

Optional Stuff

EVENT SHIRTS (circle size)

T-Shirts- Kids (10-12) \$10.00 = \$ _____

T-Shirts- S M L XL \$15.00 = \$ _____

T-Shirts XXL XXXL \$17.00 = \$ _____

Dinner(s)

TRI TIP,POTATO,SALAD,ROLL & DESERT
 ADULT \$12 = \$ _____

KIDS (10 and under) \$6 = \$ _____

TOTAL: \$ _____

Mail completed form(s) with your check to:
Escarabajo Buggy Club
c/o Ralph Warbington
3131 Gloria Terrace
Lafayette, CA 94549

Registration # _____
 Paid Ck # _____
 Qty. Shirts _____

For Official Use Only

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

WORKING TOGETHER TO SAVE JOHNSON VALLEY

The California Motorized Recreation Council (CMRC) made its inaugural debut at the February 10th, 2012 King of the Hammers Race in Johnson Valley. This is the beginning of our total effort to convince Congress that taking Johnson Valley off-road area away and using it for the expansion of the 29-Palms Military Base would be very bad for all citizens, especially off-road users. Many California off-road access groups are working together to support this effort, including the CALIFORNIA ASSOCIATION OF 4-WHEEL DRIVE CLUBS, OFF-ROAD BUSINESS ASSOCIATION (ORBA), AMERICAN SAND ASSOCIATION (ASA), AMERICAN MOTORCYCLIST ASSOCIATION (AMA) NATIONAL, AMA DISTRICT 36 and 37 COMPETITION, AMA DISTRICT 37 DUAL SPORT, PARTNERSHIP FOR JOHNSON VALLEY, THE SAN DIEGO OFF ROAD COALITION (SDORC) in addition to CORVA. Our comments and objections along with thousands of letters in opposition to the closure of the largest public open off-road recreation area in the United States have been submitted. We have discussed other options with the military but have been told that they are going ahead with their plans. When the final environmental impact statement (FEIS) is released we will again attempt to fight this closure with every effort. We need your help to be successful so please join us.

Here is part of our plan:

MARCH 14th AND 15th are our **NATIONAL LOBBY DAYS**. You will not need airfare nor have any other big expenses. Simply call your **LOCAL** Congressman's office and make an appointment to meet with him/her or staff on that day. You will need to tell them that it concerns the use of Johnson Valley and your need for recreational opportunities, etc. Ask them for their support to **STOP** the taking of Johnson Valley for military use at the expense of civilian use. Your local voice holds the most attention for them. Spread the word and convince your friends and associates to do the same. Have everyone ask for similar appointments on those days as well. Use the talking points and print the flyer from the site listed below. Describe your own family experiences and what the use of off-road areas means to you.



If by chance, you don't know much about Johnson Valley and can't understand why we are all working so hard to keep this for off-road users, you might start with some enjoyable research. Go online and download "King of the Hammers" or "King of the Moto's" and watch some great videos from this year's event. Many types of off-road users enjoy Johnson Valley too and even many "anti-OHV-access" groups agree with our position.

Finally, donate a few bucks to the organization that is working to save Johnson Valley. Once this area is lost we will have to just put all our cool rigs next to our houses to rot. Needless to say, we cannot let this happen! Even if you have never gone to Johnson Valley, we need your help on our **NATIONAL LOBBY DAY**. Make your appointments, send your donations and participate to **SAVE Johnson Valley**.

For more information go to: www.SAVETHEHAMMERS.ORG

FAMILY FUN RUN



MARCH 24TH, 2012

POKER RUN



Prizes from



Prizes from



CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

EVENT INFO

- WHERE:** Hungry Valley SVRA- Gorman, Ca
Registration at Aliklik Campground, Follow signs from either entrance.
Registration 8:30 a.m. to 2:00 p.m. Saturday 3-24-12
- WHEN:** Saturday, March 24th, 2012
Rider meeting 9:30 a.m. at Aliklik Campground. Poker Run starts at 10:00 a.m. Cutoff starting course 2:00 p.m. Games at check points on Poker Run Dog Show 4:00 p.m. Dinner 5:30 p.m.
Awards, Raffle and Camp Fire following dinner
- WHAT:** CORVA FAMILY FUN- POKER RUN (5 cards per hand)
CORVA members: \$20.00 per hand Non-members \$30.00 per hand
Dinner: \$10.00 Dog Show: FREE
Raffle & 50/50 Tickets \$1.00
- HOW:** POKER RUN- BEST 5 CARD HAND WINS
Games- Highest total points wins
1st, 2nd, 3rd, Place Prizes Awarded
- WHY:** FUN FOR THE WHOLE FAMILY!!! SHOW YOUR SUPPORT OF CORVA

Contact
Jim Woods
805-526-4122

CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

OHV Grants Cycle for 2012 Begins

CORVA would like to remind everyone of the 2012 OHV grants cycle that provides most of the funding for OHV recreation. Please attend public comment sessions for your local area and participate in development of grant proposals. Be aware of the deadlines.

<u>Grants Cycle Activity</u>	<u>Date</u>
Application materials available on the Division Website.	The second Monday in January
Application workshops	May be held for potential Applicants. Information will be posted annually on the Division Website.
Preliminary Application filing	The first Monday in March. (Applications due no later than 5:00 pm local time.)
Public review and comment period: (1) The OHMVR Division shall post preliminary Applications on the Division Website. (2) Applicants shall notice the public.	The first Tuesday following the first Monday in March through the first Monday in April.
Application final filing date	The first Monday in May. Applications due no later than 5:00 pm local time.
OHMVR Division final Application review	May
Application Results (Intent to Award will be posted on the Division Website.)	The first Monday in June
Appeal Period (Applicants have the right to appeal the OHMVR Division's Intent to Award.)	30 calendar days from the Intent to Award posting of the notice on the OHMVR Division Website.
OHMVR Division and Grantees Execute Project Agreements	Upon resolution of any appeals

California State Budget Takes Shape

After last year's raid on the OHV Trust Fund, the Fund that provides nearly all the funding for OHV recreation in the State, CORVA has been watching developments closely as the Governor's budget was announced. Although an outright taking of the OHV Trust Fund has not been proposed as of this writing, we've noted that once again, the budget would put the entire Boating and Waterways Fund into the Department of Parks budget where it is unprotected. The Schwarzenegger administration made a similar proposal in 2009, but it was defeated.

Last year, the OHV Trust Fund lost \$22M through a loan to the General Fund as well as a taking under AB 95 that diverts \$10M per year back to the General Fund. Because of this the OHV grants are expected to be highly competitive this year.

CORVA is watching development closely. We are extremely fortunate to have among our membership those who helped develop the original legislation that established the OHV Division and set up the sources of funding that keep it viable. Rest assured CORVA will vigorously defend the OHV Trust Fund from any takings. Stay tuned for developments.

Johnson Valley Marine Corps Base Decision Delayed

The schedule for preparation of the Final Environmental Impact Statement (FEIS) has been extended. The FEIS is studying alternatives for the Marine Corps to acquire sufficient range and airspace to meet training requirements for sustained, combined-arms, live-fire and maneuver Marine Expeditionary Brigade Training.

- More time is being taken to complete the related studies and documentation on Off Highway Vehicle Recreation, noise, protected species, and other natural resources and to respond to public comments on the Draft EIS than was expected.
- Taking this extra time ensures that the Marine Corps can complete a thorough analysis with the best available information of the potential environmental impacts associated with the six alternatives under study.
- The new schedule shows the Department of the Navy's Record of Decision (ROD) now being released in July 2012.
- The new schedule shows a Final EIS being made available for public review in April 2012.

Continued on next page

[OHV Defense Council Formed to Protect Grant Funding](#)

The firm of Baker, Manock and Jensen has been retained by a collaborative group of OHV organizations for the purpose of defending OHV grant funding and specifically the diversion of \$10M of OHV funds annually back to the general fund. The attorneys have been directed to concentrate on the constitutionality of the take, and they have agreed to pursue this avenue. They also agree that it is our strongest argument.

We received a draft retainer agreement, which includes a 're-evaluation and review' mandatory report when costs reached \$10,000. At that point, they have to let us know what they have found, and give us enough information that we can determine if proceeding further is warranted. This way we have more control over the costs. Bob Ham has graciously offered to work with the attorneys and share his knowledge and viewpoint he has gained from being around since the division was first created. That will also save considerable time, effort, and hopefully money.

Everything has been done up-to-now with a goal towards clearly delineating the efforts as the community indicated, and keeping the costs as low as possible. The firm has accepted all our requirements, and put them in writing in the draft retainer agreement.

The OHV Defense Council has been accepted as a division of N2Dirt, a 501(c)3 corporation, who will be the signers on the retainer agreement and collect all the funds. Roberta Woods is Treasurer of N2Dirt, and she ensures complete transparency of the funds received, as well as letters sent to each donor with the tax deductible information. Thanks to Katherine Kelsey, and the rest of the board of N2Dirt for believing in our goals and continuing to support OHV Recreation.

So we're ready to move forward but we need the funds that were pledged now! We have to return the signed retainer agreement with the \$5000 retainer, and have the rest in the bank awaiting the first bill. We can't start until we send the check.

Send checks to: OHVDC, a division of N2Dirt; 4346 E. Los Angeles Ave; Simi Valley, CA 93063

[Officials Proceed with Oceano Dunes Dust Rule Work](#)

Despite two pending lawsuits, State Parks is setting up stations to monitor particles

Despite two legal challenges, local agencies are moving full speed ahead to implement a new requirement to reduce dust blowing off Oceano Dunes State Vehicular Recreation Area. State Parks is working to set up some mobile monitoring stations in the Dunes that will measure dust levels during the windy springtime when dust emissions are highest, said Dunes Superintendent Andy Zilke.

Similar stories:

Members of the state's off-road recreation panel Friday expressed skepticism about a study that attributes high dust levels on the Nipomo Mesa to dune buggy riding in the Oceano Dunes. They also asked for more data to be collected to further define where high levels of dust are coming from and what can be done to reduce the problem. A discussion of a controversial scientific study conducted by the county Air Pollution Control District on unhealthy levels of dust blowing off the Dunes capped two days of meetings in the South County by the state Off-Highway Motor Vehicle Recreation Commission. State Parks would pay up to \$1,000 for each day that the amount of dust blowing off Oceano Dunes State Vehicular Recreation Area exceeds state limits.

Temporary monitoring stations will take samples around the Nipomo Mesa in March, April and May looking for dust particles during the windy season. Meanwhile, the county Air Pollution Control District is beginning a separate project to establish a series of temporary monitoring stations on the Nipomo Mesa that will allow the district to map the dust plume coming off the park, said Larry Allen, air pollution control officer. As many as 20 stations will be deployed on the Mesa as well as two in Oceano.

"We are pretty much saturating the Mesa with monitors," Allen said. The controversial dust rule was adopted by the air board in November. Once fully implemented, it will subject State Parks to possible fines if unhealthy dust levels blowing off riding areas of the park exceed levels coming off nonriding areas.

At the beginning of the year, two lawsuits were filed challenging the rule, based mostly on the assertion that a study linking off-highway vehicle riding to high dust levels on the Mesa is flawed. One was filed by the pro-riding group Friends of Oceano Dunes, and the second was filed by San Luis Obispo resident Kevin P. Rice. State Parks is on track to meet the first deadline set in the new dust rule, Zilke said.

By Feb. 28, the agency must submit a plan for selecting where permanent dust monitoring stations will be. These stations will compare the amount of dust coming off the riding area with the amount from a nonriding area. By May 31, the park must submit a draft plan to reduce the amount of dust coming off the riding area. Options include planting trees to screen areas downwind of the park and replanting some areas of open dunes with native vegetation.

State Parks must begin implementing the dust-control program by June of next year.

Continued on next page

Problems Cast Shadows of Doubt on Solar Project

By Louis Sahagun, Los Angeles Times - February 11, 2012

Reporting from Blythe, Calif. -- One of California's showcase solar energy projects, under construction in the desert east of Los Angeles, is being threatened by a deadly outbreak of distemper among kit foxes and the discovery of a prehistoric human settlement on the work site. The \$1-billion Genesis Solar Energy Project has been expedited by state and federal regulatory agencies that are eager to demonstrate that the nation can build solar plants quickly to ease dependence on fossil fuels and curb global warming.

Instead, the project is providing a cautionary example of how the rush to harness solar power in the desert can go wrong — possibly costing taxpayers hundreds of millions of dollars and dealing an embarrassing blow to the Obama administration's solar initiative.

Genesis had hoped to be among the first of 12 approved solar farms to start operating in Southern California deserts. To do so, it had to meet certain deadlines to receive federal assistance. The 250-megawatt plant, being built on federal Bureau of Land Management land 25 miles west of Blythe, is backed by an \$825-million Department of Energy loan guarantee.

Native Americans, including the leaders of a nearby reservation, are trying to have Genesis delayed or even scuttled because they say the distemper outbreak and discovery of a possible Native American cremation site show that accelerated procedures approved by state and federal regulators failed to protect wildlife and irreplaceable cultural resources.

The problems threaten the entire project, said Michael O'Sullivan, senior vice president of development for Florida-based NextEra Energy Resources, one of the largest renewable energy suppliers in North America and the builder of Genesis. The project is to start producing power by 2014. If too many acres are deemed off-limits to construction, "the project could become uneconomical," O'Sullivan said.

Evidence of a human settlement is of even greater concern to the company. Earthmovers on Nov. 17 churned up grinding stones lying on a bed of charcoal — possible evidence of an ancient cremation site. In a subsequent meeting with Colorado River Indian Tribes, a federally recognized reservation just east of the work site, Bureau of Land Management officials described the discovery as "unprecedented," tribal leaders said.

In an interview, NextEra officials acknowledged that in a worst-case scenario, they could decide that they cannot meet the conditions of the company's power purchase agreement with Pacific Gas & Electric Co. and close down a project that is expected to create 800 construction jobs. If that were to happen, 80% of the project's outstanding loans would be covered by the federal government, and the U.S. Bureau of Land Management would begin shopping for another renewable energy company that was interested in leasing the property. If there were no takers, the scarred land would be restored with reclamation bond funds, BLM officials said.

Jeffrey Lovich, a research ecologist with the U.S. Geological Survey, said the challenges facing NextEra are messy reminders of the fact that "peer-reviewed scientific studies to help us tease out the impacts of solar energy development" on the California desert do not exist.

"So there will be very likely be additional surprises as we move forward," Lovich said.

CORVA By-Law Changes

From time to time we make updates / additions to our by-laws. The following are proposed changes to amend the by-laws at our annual meeting in May. (changes / additions underlined)

Number 1.

ARTICLE IV MEMBERSHIP Section 1

Membership shall be of ~~three~~ four types as described herein.

Add: D. CORVA Sponsored Club Membership

Any club that has applied and been accepted to participate in the CORVA Sponsorship Program will become a CORVA Sponsored Club on receipt of yearly dues to be determined by the Board of Directors.
A CORVA Sponsored Club shall have 1 vote on behalf of said club.

Number 2.

ARTICLE VII NOMINATION AND ELECTION OF OFFICERS Section 2 Regional Officers

D. Elections of Regional Officers shall be held in even years. Installation of Regional Officers will be at the Annual Regional Meeting.

Forest Service Agency Unveils Sweeping New Planning Rule

The Obama administration released a crucial new proposal that aims to protect wildlife while promoting recreation, logging, grazing and other uses on nearly 200 million acres of national forests. The new planning rule will make land management on 175 national forests and grasslands cheaper, more efficient and less vulnerable to lawsuits, the administration said. At the same time, the new guidelines will enhance collaboration between the Forest Service and the public and will require the use of the best available science to inform decisions, the agency said.

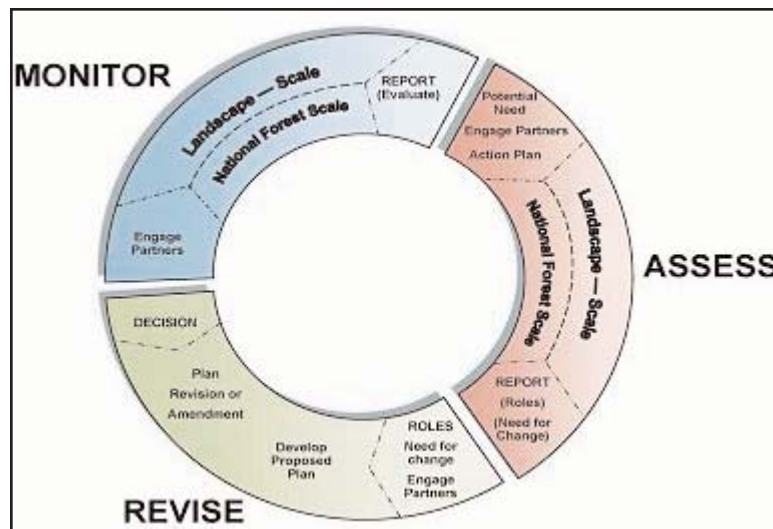
"The most collaborative rulemaking effort in agency history has resulted in a strong framework to restore and manage our forests and watersheds and help deliver countless benefits to the American people," said Agriculture Secretary Tom Vilsack. "Our preferred alternative will safeguard our natural resources and provide a roadmap for getting work done on the ground that will restore our forests while providing job opportunities for local communities."



The new planning rule -- which seeks to update 1982 guidelines and replace proposals since then that were thrown out in court -- is designed to make forests more resilient to threats like wildfire, pests, drought and other stressors. The rule will determine how forests and grasslands develop individual management plans, which govern activities from logging to recreation and the protection of endangered plants and animals.

"We think this focus on water makes this planning rule somewhat unique from prior efforts," Vilsack said. The new guidelines will also promote job-creating activities like timber thinning, invasive species removal and watershed restoration, which in turn will reduce the threat of catastrophic wildfires, insect attacks and other threats, the agency said.

The new rule also places a stronger emphasis on recreation, Vilsack said. Opportunities to hike, camp, fish and hunt draw some 170 million visits to the forests each year, a crucial economic driver in some communities. The final rule will be closely watched by environmentalists, hikers, motorized users, loggers, miners and ranchers, all of whom share access to the nation's forests. Several sources today said they will need time to digest the rule before commenting. The agency's draft rule a year ago drew more than 300,000 comments and was the subject of multiple congressional hearings.



Some critics warned the draft rule was too wordy and included new environmental protections that could open the door to special-interest lawsuits. But conservationists said the draft rule lacked regulatory teeth, gave too much discretion to local forest managers and rolled back protections for streams and riparian areas.

"We hope that ecological, social and economic objectives are given equal weight in planning so that all of the needs of our citizens will be met by our federal forests," said Tom Partin, president of the American Forest Resource Council, in a statement this morning. "We hope to see direction in the rule that forest plans provide direction to harvest timber for the many benefits it provides, including wood products, forest health and habitat diversity, and that timber management is not neglected in the planning process."

The agency said its final planning rule provides "strong support for vibrant rural communities" and requirements to consider a range of uses including timber, mining, grazing, energy and outdoor recreation.

While forest planners are required to use best available science in decision making, such information must only be "taken into account and documented," rather than given a lead role in planning, the draft rule stated. Still, many observers said the requirement to seek best available science could introduce legal challenges and increase the workload for responsible officials. The agency said its new planning rule also requires officials to consider habitat to support hunting and fishing.

Continued from page 1

Truckhaven Challenge (continued)

Ocotillo Wells Interpretive program had a booth and educated attendees on the resources that OW has to offer. Got Desert ID was with us this year also. If you have never heard of them, I encourage you to visit their website to learn more about them.

Around 3:00 in the afternoon the wind arrived. As we all know the weather in the low desert is unpredictable, but we had no idea that it was going to blow that hard. We scrambled to get the e-z ups down before they turned into metal pretzels, and just barely got the last one down in time to avoid the major wind event.

The wind was blowing the sand and dust so bad that we cancelled the dog show and considered postponing the Saturday night raffle until Sunday morning. After watching the sky and how the dust was blowing I concluded I would have to make a decision at 5:00 if the raffle was to happen. As the poker run participants were showing up at the last checkpoint we told them to monitor the CB for the announcement. At 4:30, the Trailmasters fired up the barbeques for dinner, indifferent to the wind. Just then, the wind subsided as soon as it had struck, and I decided the raffle would begin as planned.

Saturday evening before the raffle, the Trailmasters had their famous barbeque for dinner. You don't know what you are missing until you have tasted their cheeseburgers and chili. Once again the Trailmasters donated the proceeds from the barbeque to CORVA. Thank you Trailmasters, for donating \$604.00 from the barbeque to our land use fund this year, and thousands over the years.

During the raffle, the poker run and games winners were announced.

Poker Run Winners

1st: Sash, Maggi, and Squirt Mathews (Royal flush)

2nd: Steve Gerhartz (Full House)

3rd: Bill Hildebrand (Straight, Ace High)

Game Winners

1st place: Bob Mclean

2nd place: Karen Hemphill

3rd place: Trace Goerlitz



Congratulations to all of our winners at the 17th Annual Truckhaven Challenge!

We had a great raffle, with prizes donated by the off-road industry. Wayne Ford and Katie Hewitt did a great job at emceeding the raffle. A special thank you goes out to all the vendors who donated to the Truckhaven Challenge Raffle. Make sure you patronize them first when you are shopping for all your off-road needs.

I would like to thank each person who attended the Truckhaven Challenge and made the event a huge success. CORVA was able to raise \$10,519.00 to help keep our public lands open. I would also like to thank Ocotillo Wells SVRA for allowing us to host this event in their great park.

Finally, I must thank all the volunteers who made this event possible: Vinnie & Kathy Barbarino, Alan & Janet Gottfried, Dave Montgomery, Joey Simpkins, Ralph & Cathy Casteel, Dave Doll & Chris Kolbenschlag, Ellen Simpkins, Vanessa Johnson, Richard, Billie, Kevin, Michele, and Katie Hewitt, Bob Hackler, Jim Woods, Chris Kolbenschlag, Wayne Ford, Panida Charoenthaivanic, Shannon Starnator, Chad Frenton, Christina Peterson, Jared Danley, Brittney Carlson, and JoAnn Mayhew.

Vendors

4 Wheel Parts, Arco AM/PM Salton City, Cycle Gear, Engage Off-Road, F-Word Ind., Genright Off-Road, Global/Moto, Hi Desert CB, Interstate Batteries, Light Em Up Super Whips, Kal-Gard, Lock Straps, McKenzies Off-Road, OMC Off-Road, PCI Race Radios, Simi Valley Honda, Trail Gear, Trasharoo, We all Ride .

See you at next year's Truckhaven Challenge January 26th– 27th, 2013.



Why I Stay on Designated and Signed Trails

by Ed Waldheim - VP Education

During the February 2nd general meeting of District 37 AMA, Inc. Competition, I had the opportunity to address the 25 club representatives who in turn represent over 1000 riders about the issues facing us in the BLM Ridgecrest and Barstow office. My subject was "Access to our Public lands".

I had a flashback to 1976, when I stopped racing and became involved in land use issues, beginning president Nixon's signing of the executive order that created the California Desert Conservation Area (CDCA). This meant the entire California Desert Public Lands would be studied for land management. In 2006, the BLM celebrated its 30th year on this incredible change of how we are using our desert.

From 1976 to the early 1980's, District 37 officers and others spoke out to explain what this new CDCA plan meant to all of us who love to ride in the desert. They would go from club to club, bringing everyone's attention to the idea of the "Desert Plan". Jerry Bailey, Jim Main, Rick Hammel, and many organizations such as CORVA, California Association of Four Wheel Drive Clubs Inc., and the American Motorcyclist Association played a huge role in this important task.

Unfortunately, a few decades and 3 plans later, we are still fighting for these areas and trails, and it pains me to admit that since the last plan (West Mojave Plan, 2006), our land has been reduced from 13,000 miles of trails to merely 5,000 miles.

Keep in mind that these numbers reflect the Limited Use areas, and not the Open areas, however both are in danger of being consumed by proposed Renewable Energy land grabs.

Returning to my discussion of designated trails, the Center for Biodiversity (CBD) and others, about 8 years ago, wrote a letter to the BLM in Ridgecrest stating that in the Rands, the manager could not manage the lands because "Off-Route Travel" was taking place. As a result, 25,000 acres of the West Rands were closed to public use. Unwilling to see our public land closed, my wife and I applied for grants from the Recreational Trails Program (RTP) to attain the funds to fence our lost trails and prevent off-route travel. With the help of the BLM, an off-road corridor was opened up and we recovered 15 of the 25 lost miles, simply fencing the sides to prevent off-route travel. Daphne Green, Deputy Director OHV, asked why riders would want to ride between fences. If it is between riding and not riding, I'll ride with fences on both sides. After a while you don't even notice it is there.

Despite our attempts to compromise, the CBD and Sierra Club again attempted to shut us down completely. Although we remained on the trail, they did not care, and a judge remanded the issue back to the original West Mojave plan. Presently, the trails are still closed. These trails were lawfully given to us by agencies such as the U.S. Fish and Wildlife Service and yet we cannot ride them, a cruel injustice.

Just last year, a judge ordered the BLM to sign ALL trails by July, 2011 and by 2014 re-designate all of the trails in the West Mojave where we already lost 8,000 miles of trails. The Friends of Jawbone worked very hard to complete the signing of trails and their efforts went a long way to ensure that we maintain our trails.

Even now, the Friends of Jawbone continue to monitor the signed trails by performing necessary maintenance and checking that the signs are not disturbed. This non-profit group and the BLM, however, must continue to fight those who want trails to remain closed or worse, the riders who think it is funny to break or vandalize the signs, leaving the public to guess the correct route, and often resulting in riders inadvertently leaving the proper trail. We must remember that if the signs are gone, so are the trails. We will lose more of our land as a result of thoughtless actions.

I alerted the members of District 37 and the public to keep an eye out for these criminals who are making us lose access to our public lands, and you must make sure to do the same. In case you did not know, the court asked the BLM to monitor "all off-route travel" in the West Mojave (Barstow & Ridgecrest BLM and a little of Needles area) trails and report to the court their finding for the next 3 years. Their findings could have severe implications on off road recreations in years to come.

Remember why we lost 25 miles of trails in the West Rands? Because they said, "You cannot manage off route travel".

Here we are today, discussing the same issues from 36 years ago. All that time and we still have to tell the public to stay on the designated trails.



Continued on next page

In the Ridgecrest BLM riding areas, we are making it easier for you. All of the closed routes will be marked with a sign saying "No Motorized Vehicles". We must hope that the 90% of people who do obey the law can convince the remaining 10% to do the same, and stop illegally going off designated routes.



What are you going to do after you read this? BLM and the Friends of Jawbone can do only so much to save our access to public lands. It is you, the public, that has to obey the law. Had the public followed the rules in the first place, we probably would not have had to put up these signs, and would not have to complete massive restoration projects funded by the Green Sticker program.

The moral of the story is this: do not allow our designated trails to be closed by a judge simply because you will not read the countless maps and signs put in place to protect our off road rights or refuse to report a wrongdoer's actions. Sadly, we are at a point a which you either comply with the law by obeying posted signs and maps, or you will be asked to stay home. Do not take access to public lands away from those who do obey the law while enjoying the incredible desert riding opportunities we have in California.

See you on the Designated and Signed trail!

Don't Mow Down That Bush!

By Wayne Ford, CORVA Clubs

Two years ago, while watching the 2009 King of the Hammers race in Johnson Valley with friends, we realized one of the rigs from the race had left the course and was driving towards us in reverse. It was clear this competitor had lost his gearing, along with his ability to travel in a forward direction. Wanting to help him out of a tough predicament, we drove out and offered the racer a tow back to camp. The driver was visiting from Pennsylvania and while we discussed the race and CORVA on our way back to camp he suddenly asked me a curious question. He noticed many people driving through the desert in Johnson Valley paid little attention to the bushes growing in the area. Instead, they mowed right over them while driving. He asked simply, "Why do racers and riders in California mow over bushes?"

I was at a loss for words. After all, everything I know and advocate in CORVA tells me to respect the desert, knowing that off-roaders have to drive responsibly to protect our access. But this visitor brought a very ugly truth to my attention, and I knew this behavior was not right.

This year I went out again to see the King of the Hammers race in Johnson Valley. On Friday night after the race was finished, a crowd of people arrived at the camping area and started unloading their gear. Almost immediately, they turned on their music, which began reverberating through the desert to the beat of a big bass drum. Then they started traveling around their camping site in a UTV, and before long the driver proceeded to target and mow down every bush that grew within a quarter mile radius.

Although I knew this behavior was destructive and wrong, I really didn't know how to approach this group. It was the most vulgar display of desert destruction that I had ever seen.

We've never received training in CORVA to know how to safely approach a group like this, engaging in this level of destruction. And although I know there have been occasions in which I have inadvertently run over a bush or two in the desert while driving, I was disgusted by this level of disregard.

It is hard to know the right thing to do and the best way to call attention to this problem. Publishing an article, or making a video bringing to light this type of behavior might give our opponents the ammunition they need to close the desert to off-road use. However, I can't let these actions continue without pointing out the wrongdoing by this person.

There is a bottom line. Be kind to the desert, as it is home to animals, insects, birds, and many other creatures. Stay on designated trails. If trails go in every direction, remain on well-worn trails to avoid going off designated routes. Most importantly, do not blaze your own trail. Our opponents want us to break the law so they can shut us down completely.

I was too enraged to confront this person, too upset to formulate a logical plan. But I do not want to lose the right to ride in the desert, and I fear that if we let this type of behavior occur over and over again, we will lose off-road access permanently. The last thing I want is for good people to suffer because of those who are irresponsible and disregard these simple rules.

Please send your comments, admonishments, stories and condolences to: wayne.ford@corva.org

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by Steve Hewitt

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3/24 CORVA Family Fun Run (see page 5 - pre-register online now)

April: Annual OHV Lobby Day (date to be announced)

4/14 Escarabajo and East Bay Hi Tailers annual rally and dinner - Frank Raines Park, Patterson, California (see page 2)

May: Annual Meeting (date to be announced)

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