

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

The Importance of the Parks Forward Initiative

By Amy Granat, CORVA Managing Director

Earlier this year California's Secretary of Natural Resources, John Laird, announced a new initiative called "Parks Forward", designed to rethink and re-create California State Parks from the inside out. The staff of the initiative has begun by reexamining every process within the system, from parks personnel to park maintenance, concessions and fees. A blue ribbon panel was named consisting of leaders from Silicon Valley and academia, a group of highly qualified people given leave to recommend any changes needed to lead California State Parks into a financially stable future. Although off-road recreation and the Off Highway Motor Vehicle Recreation Division of California State Parks were not specifically identified as needing change, any recom-

mendations made by Parks Forward will affect the division as well as staffing at State Vehicular Recreation Areas. Therefore CORVA identified participation in Parks Forward as critical, and the following was incorporated into CORVA's address at the first Parks Forward Commission Meeting in Sacramento.

"Of the 280 state parks in California, off-road enthusiasts have only 8 State Vehicular Recreation Areas, or SVRAs, that allow enthusiasts to enjoy motorized recreation. Our parks not only fulfill a very real need for hundreds of thousands of off-roaders that live in California, but also fill a special place in our souls. They represent a level of importance to our families that cannot be underestimated.

(Continued on page 15)

An Important Way to Save Your Tires, Increase Comfort, Improve Traction and Sustain the Environment

by Don Alexander, Vice President - Sales & Marketing

One of the important tools for off roading is airing down tires. Reducing tire pressure for off road driving has several benefits:

- Larger tire contact patch for improved traction
- Improved ride quality over bumpy, rocky surfaces
- Less risk of punctures from sharp objects like rocks
- A reduction in road and trail damage and erosion

There are also some disadvantages:

- Reduced ground clearance due short sidewall from less pressure
- Increased possibility of the tire bead unseating from the wheel rim
- The need to air back to recommended highway tire pressures for your vehicle. (Continued on page 12)



When airing down for a trail, it is important to have an air compressor like this one to get your rig ready for much faster highway speeds.

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

Interview with California Off-Highway Motor Vehicle Recreation Commissioner Kevin Murphy

By Amy Granat, CORVA Managing Director

The following is Commissioner Kevin Murphy's response to questions posed to him by CORVA Managing Director, Amy Granat.

Why did you want to become a Commissioner on the Off-Highway Vehicle Commission?

I wanted to become an OHV Commissioner because I am very passionate about OHV access issues and about protecting our natural environment for future generations. I have been a lifelong OHV enthusiast and have been involved with different OHV issues over the years. I saw the opportunity as the best way I could use my abilities to serve the people of California.

What do you hope to accomplish as a commissioner?

In addition to protecting and preserving the environment and OHV access, I would like to enhance and expand OHV opportunities for the people of California. I would like to do this while partnering with all groups involved to grow OHV access from a long term, sustainable, point of view. I would also like to see OHV Green-Sticker Grants be used to maximum benefit. By this, I mean I would like to see Green Sticker Grant money used to provide a quality recreation experience for the people of California, while protecting the environment.

I would also like to educate both sides of OHV issues that OHV access can take place in an area without that meaning a wholesale destruction of an area. Now, that does not mean you can plow your OHV up every hill you find. But, it is possible to make an ecologically friendly trail that goes back and forth up the same hill, and still have a quality recreational experience. This is possible. If we could bring both sides a little closer to the middle of issues we could all work together to accomplish our goals.

Why is the OHV Commission important and what do you see as the OHV Commission's overriding purpose?

The OHV Commission is important because the purpose of the Commission is to gather the voice and input of all people affected by OHV decisions. The Commission then takes that input and provides guidance to the OHV Division which best meets the needs of everyone involved. We take into account every voice, from every point of view, to see all issues from as many different angles as possible. This allows the OHV Division to serve the people of California from a more representative point of view. For this reason, it is important for people to attend OHV Commission meetings to have their voice heard in the OHV discussion.

Describe the interaction between State Parks and the OHV Division of State Parks.

The OHV Division is a Division of the State Parks Department of California. The OHV Division is self-funded by the stable revenue generated by the OHV Trust Fund. The OHV Trust Fund is funded by the portion of gas tax that is determined to be from fueling OHVs - which are, by their nature, not used on paved roads. The trust fund is also funded by Green-Sticker registration fees and gate fees collected at State Vehicle Recreation Areas (SVRA). Conversely, the State Parks Department is funded by gate fees collected at non-SVRA parks, and revenue from the State General Fund.

What is the most important role OHV advocates can play to keep OHV access in California?

Getting organized into groups locally and nationally is the most productive role OHV enthusiasts can play in preserving OHV access in California. In addition to CORVA, there are a number of groups who can keep you up to date on the latest issues affecting OHV access. These groups also provide pathways to have your voice effectively heard by decision makers. These groups include the AMA, the Blue Ribbon Coalition, and Americans for Responsible Recreation Access. Attending and speaking at an OHV Commission meeting is another great way to have your voice effectively heard in OHV decisions.

In addition, the OHV community should find ways to become more politically active. It is worthwhile to seek out and meet with your elected officials. Introduce yourself as an OHV enthusiast, an environmentalist, and a voter. Let them know that as a responsible OHV enthusiast, you too are an environmentalist who cares about keeping our environment safe and secure for future generations. Show them how responsible OHV access is beneficial to you and your family. And, just because you enjoy the outdoors differently than other groups, that should not preclude you from having responsible access to public lands. Ask them if they are supportive of environmentally responsible family oriented OHV access.

In your organization meetings ask how you, as a group, can support your elected officials who are supportive of your position. When you meet with those officials ask them what you can do as a group to support them politically. Can your group walk a precinct at re-election or host a barbeque for their supporters? These actions will develop positive relationships which will garner mutual respect. This will provide needed clarity, when decisions need to be made concerning OHV issues.

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, and snowmobiles.

We work with 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 and OSV 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 as well as at the county and local levels. 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 Harry Baker

Thanks to all who made the Southern Jamboree a success. It was a scramble to find a new venue because of the government shutdown, but we did it! Lou Peralta, owner of the Alta Vista Ranch in California City stepped in and offered us the use of his place and it was the ideal solution. Several other organizations were forced to move or cancel events on public lands as well.

I had a great time hosting the Potato Stab game. Some of the spuds with good eyes were able to evade the folks, as several contestants arrived at the finish line with less than the required amount of spuds. There were classes for 4X4's, SXS's, Quads, Buggies and Motorcycles, with as many techniques as participants. Thanks to all the drivers, riders and stabbers, we all had a good time.

The Johnson Valley issue remains unresolved in Congress although we expect rhetoric to increase once the government budget and debt ceiling issues are resolved. The Marines have made statements regarding the process of the development of their takeover plan that ignore the facts and worse, ignore the people. We expect that we will need everyone's help to counter this misleading information. Everyone in the United States is represented by a member of Congress who will eventually have a say in the fate of Johnson Valley. This is not just a California issue, so many people and groups have spent not only hundreds of thousands of dollars, but hundreds of thousands of hours to keep Johnson Valley open.

Who knew that a casual conversation more than six years ago in Washington D.C. could have led to this varied group of folks fighting together for so long, and with so much passion? CORVA members were there at the beginning, and we'll be there through the end. Our goal has always been to Save Johnson Valley and we have never wavered.

It seems that it is the nature of the beast that recreationalists

have always had to justify their use of public lands. Everywhere you look in the state someone doesn't like what we do. El Dorado Forest, Ocotillo Wells, Littlerock, the list goes on. Yet we're persistent, and just as we drive over obstacles on the trail, we overcome obstacles in the public sector by writing letters, attending meetings, speaking out and becoming involved in the process of governing. It's how we roll.



As we close out 2013 and look forward to 2014, we have our work cut out for us, but we also have the opportunity to move ahead with some exciting projects at CORVA stay tuned and stay involved.

As always, I encourage you to follow our website and our facebook page for the latest updates. There is always something new happening. If you want to have CORVA Board members speak to your group or attend your event, please let me know.

Thank you all. CORVA appreciates your support, your activism, your enthusiasm and your friendship.

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

1500 W. El Camino Ave. #352
Sacramento, CA 95833-1945

Name _____

Address _____

City _____

State / Zip _____

I AM DONATING TO:

| | |
|-----------------------------------|-----------------|
| Legal Fund | \$ _____ |
| Sierra Pro Access Group | \$ _____ |
| Lawsuit against Forest Service | \$ _____ |
| Reopening of Clear Creek Area | \$ _____ |
| Funding the CA Desert Legal Bills | \$ _____ |
| Ocotillo Wells Lawsuit | \$ _____ |
| Funding work at: _____ | \$ _____ |
| Other Area: _____ | \$ _____ |
| General Fund (non specific) | \$ _____ |
| TOTAL | \$ _____ |

Please make checks payable to CORVA
(Donations are not deductible as charitable contributions)



19th Annual TRUCKHAVEN Challenge

Ocotillo Wells SVRA

FUN FOR THE WHOLE FAMILY!

CORVA
CALIFORNIA OFF-ROAD VEHICLE ASSOCIATION
WWW.CORVA.ORG

JANUARY 11, 2014

**PRE-REGISTER IN NOVEMBER ONLINE AT WWW.CORVA.ORG OR PAY AT THE EVENT SITE!
All OHV's Welcome!***

GREAT RAFFLE PRIZES DONATED BY THE OFF ROAD INDUSTRY

POKER RUN - SATURDAY, JANUARY 11TH

Registration- Each Vehicle: CORVA Member: \$35.00 / Non-Member: \$45.00

Kids (12 and under) on ATV's/MC- \$20.00

All Prices include one poker hand and 1 raffle ticket / Great prizes for 1, 2nd, & 3rd place Poker Hands /
Great prizes for 1, 2nd, & 3rd place in Games

START TIME: 8:00AM / START LINE CLOSSES: 11:00AM

ENTER YOUR DOG TO WIN GREAT PRIZES AT THE DOG SHOW

Course length approx. 20 miles / Alternate "difficult routes" for those willing to "GO FOR IT!" / Checkpoints have "games of skill" for more family fun and prizes! / Course closes 4:00 pm!

SEE MAP TO EVENT: corva.org



SUGGESTED ITEMS:
First Aid Kit, Tow Strap,
Spare Tire, Fire Extinguisher



BBQ dinner to follow Poker Run

Trailmasters Club BBQ Dinner Menu

| | |
|----------------------------------|---------------|
| Hamburger | \$4.00 |
| Hamburger w/side of chili | \$5.00 |
| Hot Dog | \$2.00 |
| Hot Dog w/chili | \$3.00 |
| Bowl of chili | \$2.00 |

Registration desk will open at 2:00pm Friday afternoon (January 10th) at the event

Camping for the event is located in an easily accessible dirt area adjacent to a large dry wash. Plenty of room for motorhomes and trailers. This is dry desert camping, so no hook-ups. We will however, have portable toilets brought in for those "tenting it"

All proceeds from this event to go to CORVA's Land Use Fund!

Need more info?

Email: steve.hewitt@corva.org or call 951-237-0233

CELEBRATING 19 YEARS OF GREAT OFF-ROADING!!!

CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher, CORVA VP of Land Resources and Public Policy

San Gabriel National Recreation Area

Legislation being Drafted for Park Service Management of San Gabriel Mountains

Share your questions and comments!

Email SGRec@mail.house.gov.

National Recreational Area (NRA) Proposal:

What is allowed/prohibited in a NRA?

Recreational activities, such as hiking, camping, cycling, boating, fishing, and hunting are allowed in most NRAs. A wide range of recreational activities can be explicitly authorized in the legislation that establishes a particular NRA. The legislation creating each NRA is unique to the local needs and uses of the area. Many more activities are allowed in NRAs than are often allowed in National Parks, for example.

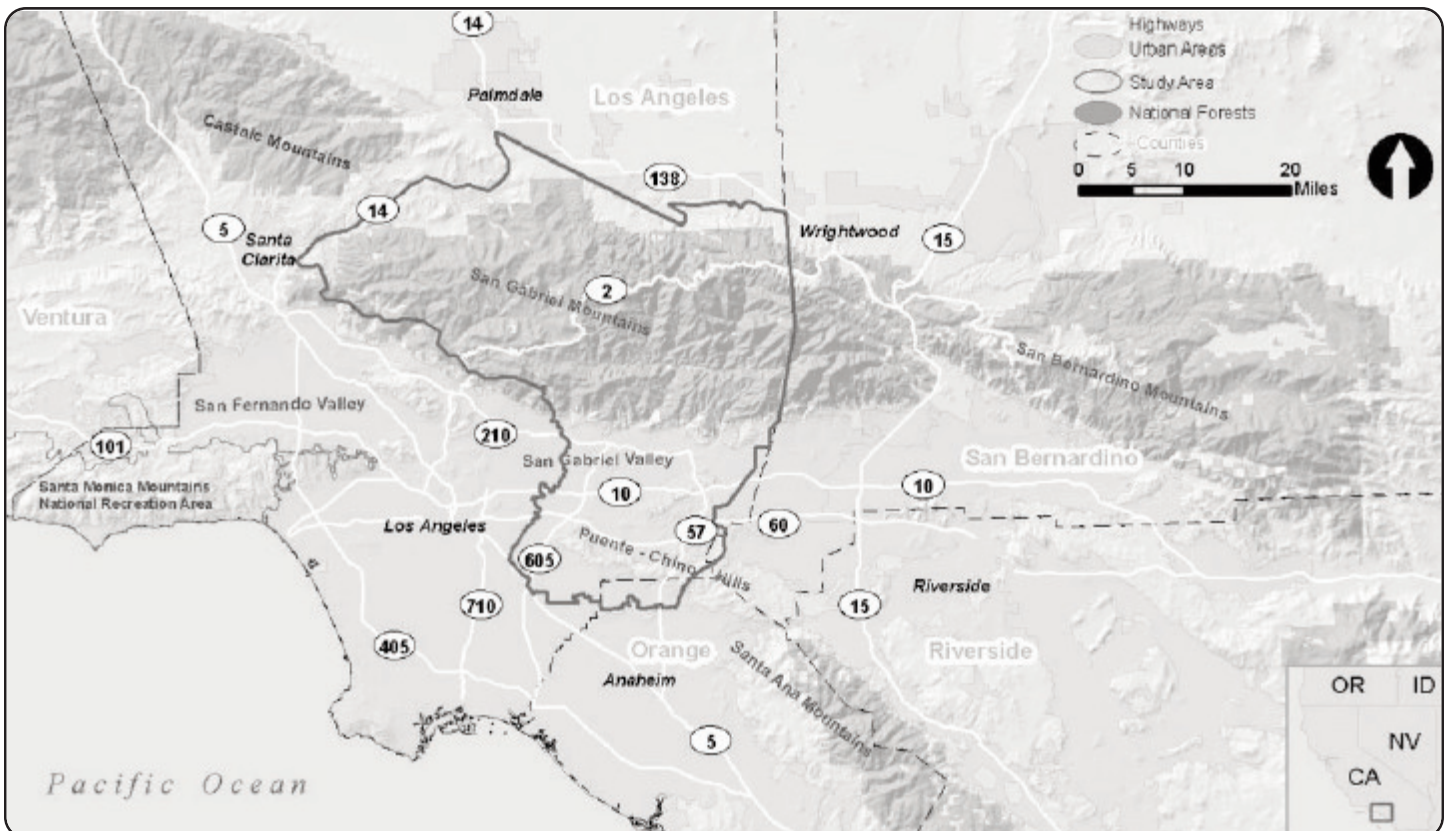
How will the NRA protect my rights?

The National Park Service (NPS) does not own any land in the area under consideration for the NRA, so NPS has no authority to impose or alter rights, jurisdictions, policies, regulations, ownership, access, or uses. Local landowners will not have to ask NPS for permission to sell, lease, or access their own lands, expand their own homes, businesses, or facilities, operate their facilities, etc.

How will Rep. Chu ensure the National Recreation Area protects my rights?

Here is a list of assurances that Rep. Chu will uphold in legislation:

- Agencies and organizations (and all others) that own and manage land within a San Gabriel NRA will continue to manage their lands according to their own policies and regulations.
- Local governments, businesses, and private citizens will retain ownership over property and authority over land use whether they are in or near the NRA boundaries.
- NPS will not have the authority to regulate the way lands are used or impose its policies on lands it does not own, and NPS does not own any land in the proposed NRA boundaries.
- The NRA designation will not impact local land use authority over private lands or any lands the Nation Park Service does not own.
- The NRA will NOT establish additional regulatory or land use authorities over local governments.
- NRAs are subject to existing water rights so all existing water rights will remain intact and unaffected.
- Legislation will ensure the NRA designation does NOT impact infrastructure for flood control, protection, storage, and transportation or treatment of water, management of solid waste or utilities. (Continued on next page)



- Management of water supply and treatment plants will continue under current authorities.
- The NRA will not include new or future beneficial uses or requirements for water supply, water quality, or air quality regulations.
- Eminent domain will not be used for land acquisition.

Why do we need an NRA to protect this area?

San Gabriel Mountains – The San Gabriel Mountains are visited by over 3 million people each year. However, persistent trash, graffiti, and safety issues increase fire dangers, decrease water quality, and threaten the ecology and unique habitats of the mountains. Resources are needed to make sure people can still enjoy this open space while also maintaining it better.

River Corridors and Puente Hills – The river corridors and Puente Hills provide important ecological connections to the mountains. But parks in these urban areas are few and far between, and lack the resources to adequately provide opportunities for residents and to walk, jog, bike, picnic, or enjoy other outdoor recreational activities.

Economic Value and Resources – Numerous studies have shown that recreational spaces increase property value and increase revenues for local businesses. An NRA designation could bring the kind of resources and recognition that places like Santa Monica and the West Side already enjoy. Additionally, California is a donor state. For every \$1 we send to the Federal Government, we only get around .78 cents back. That’s 20% of our tax dollars we are losing out on, while other states benefit. This NRA is one way to get some of our tax dollars back, and encourage more economic activity.

Public Health and Environmental Justice – Los Angeles is the most park-poor region in the United States. New York City has more park space than L.A. Lack of recreational opportunities – large or small – has severe impacts on urban populations struggling with obesity, diabetes, heart disease, and chronic illness. Opportunities to enjoy outdoor activity are vital for public health and the well being of people of all ages and walks of life.

What are the benefits of the NRA?

The NRA will allow the National Park Service to contribute to community-based, community-driven projects. For example, it can help cities create more pocket parks and walking paths among their communities, as well as access points to existing trails and bike paths. It can help improve signage, and increase education about the environment, fire safety, the special history of the region, and more. In the mountains, where there are too few resources to handle the current volume of visitation, NPS could build bathroom facilities, picnic areas, and better parking grounds. Rangers could make sure trash does not end up in the rivers that supply our drinking water.

But these are just some ideas. In the end it is up to you because Rep. Chu wants make sure YOU are in charge.

Who will be in charge of managing and governing the NRA?

You will. This began as a local effort, and Rep. Chu will keep it that way. The NRA would be managed by a partnership of local, state, and federal representatives. The study suggested some examples of entities that could be included, but the details of how this partnership is structured will be decided through local input and ongoing conversations with a range of local stakeholders.

Rep. Chu is taking suggestions from the community, and will work with the local community, to develop a partnership that makes sense for the region. Rep. Chu wants ample local representation and local governance in the management partnership.

Partnership parks like this are more and more common as they allow for various stakeholders to come together and work with NPS resources to better manage urbanized areas for sustainable recreation.



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What would the role of NPS be?

The National Park Service (NPS) would coordinate partnership-based activities through cooperative management agreements, and provide educational, interpretive, law enforcement, and other services as appropriate. Since NPS does not own any land in the watershed or the mountains, no matter what shape the NRA takes moving forward, NPS will have no authority over the lands. Only through agreements would NPS have the directive to take specific actions.

Will Santa Monica Mountains NRA or the Santa Monica Mountains Conservancy be in charge?

No. In fact, Rep. Chu believes the San Gabriel Watershed and Mountains are unique and deserve to be their own separate and independent unit. Rep. Chu has heard loud and clear from many constituents and stakeholders so far that you do not want Santa Monica Mountains NRA or the Santa Monica Mountains Conservancy to be involved in a San Gabriel NRA. (Continued on next page)

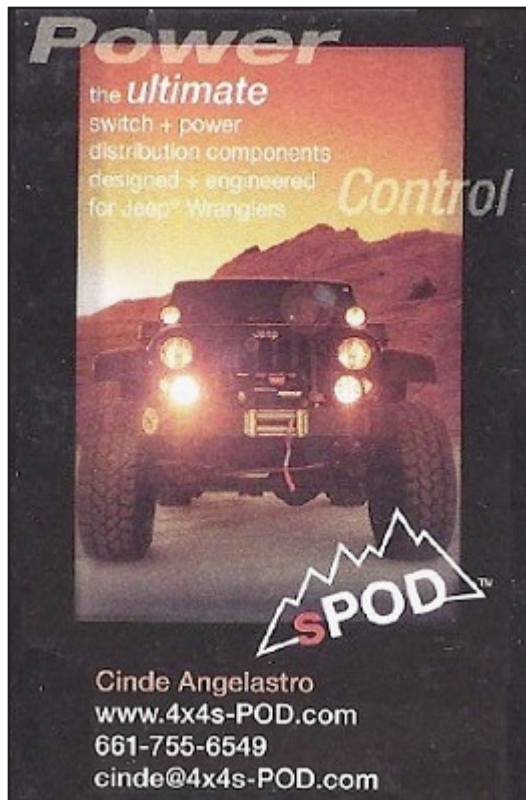
Help CORVA Fight For You!
Donate on Page 4.

San Gabriel Watershed and Mountains Special Resource Study:

Where can I find a copy of the Study, background, and information about the study area and the study process?

<http://www.nps.gov/pwro/sangabriel/>

The San Gabriel Watershed and Mountains Special Resource Study (SRS) recommends establishing an NRA that includes the San Gabriel Watershed and Puente Hills, but NOT the Angeles National Forest. It proposes making this unit a satellite of the Santa Monica Mountains NRA. It recommends a separate management partnership to make decisions for the San Gabriel/Puente Hills unit. It protects existing land use, water rights and activities, sanitation activities, private property, and all related facilities.



Was the public allowed to see the Study and provide comments while it was going on?

Yes. The study began by seeking local input and reviewing existing local plans for the area. An initial series of suggestions, called alternatives, were presented to the public and comments were taken over a period of several months. Over 5,000 people commented at that time. Based on those comments, the National Park Service (NPS) developed a revised set of alternatives and again submitted them for public review. Public town halls were held throughout the study area, and over the course of several months, NPS received an additional 12,000 comments. Ninety-five percent of the responses supported Alternative D, which recommended creating an NRA that includes the San Gabriel Mountains, river corridor, and Puente Hills.

What happens next?

The Study is only a recommendation. It will take Congressional legislation to create a National Recreation Area. Though there is no official legislation currently written, Rep. Chu is working with many local stakeholders to draft a bill that reflects the priorities of the communities in the San Gabriel Valley and beyond.

In June, Rep. Chu hosted a series of roundtable discussions with community advocates, city officials, local public works agencies, and business leaders to discuss the results of the NPS study, share her thoughts, answer questions, and take comments. These sessions provided vital feedback that Rep. Chu will work to incorporate as she considers drafting legislation

Secretary Laird Names Parks Forward Commission Members, Executive Director

Diverse Panel to Address Future of State Parks

Resources Agency Secretary John Laird and California State Parks Director Major General Anthony L. Jackson, USMC (Ret.) recently announced a diverse panel of 12 distinguished Californians to lead the Parks Forward Commission, an initiative announced in June with a mission to craft a blueprint for the future of the state's parks. The volunteer panel will be led by co-chairs former State Senator Christine Kehoe of San Diego, a long-time legislative champion of state parks, and Lance Conn, a Bay Area businessman and conservationist. The 10 other members represent a wide spectrum of backgrounds, including a northern California tribal leader, a former National Parks Service deputy director, and the CEO of Sony Entertainment.

"This is a high-powered cast of Californians who will dedicate the next 18 months to bring out the very best in our parks, increase accessibility, and meet the needs of our growing and changing population," said Laird. "Each commission member brings a unique perspective to this independent initiative that will conduct a thorough assessment of our parks system and recommend substantial improvements."

Parks Forward was created in the wake of the passage of the California State Parks Stewardship Act of 2012 (AB 1589) signed into law last year by Gov. Brown. The legislation was enacted as a result of the ongoing and serious funding problems discovered within the California Department of Parks and Recreation.

Parks Forward is an independent process that will address the financial, operational, cultural, and population challenges facing State Parks to ensure the system's long-term viability, functionality, and relevance. Its task is to design and adopt a long-term plan for a financially sustainable and functionally relevant State Park System that meets the needs of a changing population and provides an innovative park system model for the rest of the nation. (Continued on next page)

Ocotillo Wells SVRA

State Parks Responds to Ocotillo Wells Lawsuit

California State Parks has filed its formal response to the PEER/DPC lawsuit seeking to limit open riding within Ocotillo Wells SVRA. The response requests the judge to dismiss the lawsuit.

The response, a demurrer, cites that Public Employees for Environmental Responsibility (PEER) and Desert Protection Council (DPC) have improperly invited the court to direct State Parks how to run the SVRA, something the law does not allow. In order to pursue this lawsuit, PEER/DPC must identify a specific non-discretionary task, required by law, that State Parks has failed to perform. That is something the filing by PEER/DPC fails to identify.

The court hearing regarding the demurrer is scheduled for December 13, 2013. If granted, the entire case would be dismissed. Tierra del Sol 4WDC, CORVA and EcoLogic Partners will be filing as intervenors on behalf of California State Parks depending on the outcome of the December 13 hearing.

The filing by State Parks has extended the timeline. There is no action required prior to the December 13th court hearing.

Having a strong General Plan is the best defense against critics who claim Ocotillo Wells SVRA is being mismanaged.

California State Parks recently kicked-off a comprehensive update of the General Plan for the Ocotillo Wells SVRA. A General Plan is a broad-based policy document that establishes a long-range vision and goals. A General Plan also provides direction on future types of improvements, services, and programs. An Environmental Impact Report (EIR) will be prepared as required by the California Environmental Quality Act (CEQA). The EIR will evaluate potential environmental effects associated with adoption of the General Plan.

The current version of the General Plan was adopted in 1982. The purpose of the General Plan Update is to revise the plan to reflect changing conditions and issues include additional land that is now part of Ocotillo Wells SVRA, and to update the vision, goals, and policies set forth in the plan. Public input will be used to help guide development of the General Plan Update.

PEER Files Lawsuit Against State Parks, Alleges Mismanagement

California PEER Director Karen Schambach noted that her organization has repeatedly alerted the new departmental leadership of the problems at the park, including a formal notice of intent to sue, to no avail. "Internal audits going

back to the mid-90s found widespread illegal degradation but the Department has just shrugged, deferring any changes until a new General Plan is completed. That General Plan update, promised since 2007, never seems to get done. We will not sit back and wait until the park is totally bereft of plants, wildlife and cultural resources." Under California natural resource statutes, the park has an ongoing duty to protect the desert resources regardless of the general planning process.

The Ocotillo Wells lawsuit, in essence, contends that core park management policies are illegal. Historically, California courts have been willing to intervene to curb poor management and excessive resource damages at State Vehicular Recreational Areas, the eight-unit system operated by the Department's Off-Highway Motor Vehicle Recreation Division.

Imperial Sand Dunes Recreation Area Business Plan Announced

The following presents the fee adjustment proposal for the ISDRA. This proposal will be presented to the Recreation Resource Advisory Council (R/RAC) and based on its recommendation will either be carried forward, modified, or abandoned. The final fee structure will be published on site, online, and in local media prior to the start of the 2014 season.

Proposed Fees

The Special Area Individual SRP would continue to be levied on primary vehicles i.e., those street-legal vehicles primarily used for transportation to the ISDRA. Permits would be required between October 1st and April 15th annually. Permit-free days would be consistent with those authorized by the President, the Secretary of the Interior, the BLM Director, California State Director, and the El Centro Authorized Officer. No permit would be needed for short-term visitation at Osborne Overlook, the Plank Road Cultural Resource Site, the Buttercup Ranger Station, or the Watchable Wildlife Area.

The adjusted 2014 fee for the Special Area Individual SRP would be \$35 per seven-day period (week) when purchased off-site and \$50 per week when purchased on-site. In addition, a seasonal permit would be available at off-site sales locations for \$150 per primary vehicle.

The differential between on-site and off-site sales is an incentive for visitors to purchase permits prior to arrival in the ISDRA.

**WHEN DOES YOUR
MEMBERSHIP EXPIRE?**

Look on your mailing label to find out.

Forest Service: Agency Agrees to Study Snowmobile Impacts on Calif. Forests

By Laura Petersen, E&E reporter

The Forest Service has agreed to conduct a detailed environmental analysis of snowmobiles' impacts on five Northern California forests under a legal settlement with environmentalists, green groups announced today.

The agency will analyze effects on wildlife, habitat and quiet recreation in the Stanislaus, Eldorado, Tahoe, Plumas and Lassen national forests, according to the settlement filed last week in U.S. District Court for the Eastern District of California.

The Center for Biological Diversity, Snowlands Network and Winter Wildlands Alliance had challenged the Forest Service's lack of environmental analysis of snowmobiles and their trails in parts of the Sierra Nevada and Cascade Range in 2011.

They argued that the agency used "categorical exclusions" to avoid detailed impact analysis required by the National Environmental Policy Act and relied on outdated studies to make its decisions.

Under the terms of the settlement, the Forest Service plans to issue one or more draft environmental analyses by May 30, 2015, and "will use its best efforts" to finalize the documents by Nov. 30, 2015. It will also pay \$15,000 to cover plaintiffs' litigation costs.

In exchange, the environmental groups pledged not to challenge the current snowmobile activities in the five national forests before the agency completes its review. However, they retain the right to challenge plans for any new or modified snowmobile activities.

The environmental groups criticize snowmobiles as "extremely noisy and polluting" and are concerned about the resulting impacts on cross-country skiers and snowshoers, as well as wildlife and habitat.

"The harm that snowmobiles do to Sierra Nevada red foxes, Pacific fishers and mountain lions urgently needs to be studied," said Lisa Belenky, a senior attorney with the Center for Biological Diversity.

The settlement comes several months after an Idaho judge ordered the Forest Service to strengthen its snowmobile regulations for national forests.

Decision Announced on 42 Routes Closed by Court Order in 2012 on the Eldorado National Forest

CORVA Appeals Decision

Eldorado National Forest Supervisor Kathy Hardy recently announced her decision to designate 24 popular high-country off-highway-vehicle routes for public motorized vehicle use and another 18 that will be designated after repairs have been made. The popular routes were closed to public motorized vehicle use in 2012 by court order until their impacts on water flow in meadows were analyzed (a requirement found in the Eldorado National Land and Resource Management Plan).

A supplemental environmental impact statement and a "Record of Decision" were released today. Both documents are available on the Eldorado National Forest website at: www.fs.usda.gov/eldorado. Twenty-four of the analyzed routes either do not cross or border meadows or meet water flow requirements and 18 have segments that affect water flow in meadows. The routes and their designations are identified in the Record of Decision.

Hardy's decision will be implemented once any administrative appeals to her decision are resolved and the designated routes are printed on the Eldorado National Forest Motor Vehicle Use Map.

Many of the routes will need simple fixes and simple environmental documentation and some will be more complex requiring engineering designs and more detailed environmental analyses.

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Managing Director's Report

by Amy Granat

Wherever You Go, There We Are

Off-road travel in California covers a wide diversity of areas, climates and terrain. From the Imperial Sand Dunes near the Mexican border, to the Klamath National Forest located in far northern California, our state is blessed with everything an off-roader could want, except perhaps enough time to travel throughout the state to enjoy these magnificent areas.

To CORVA, this vast landscape represents a somewhat different challenge. As advocates and representatives for motorized access, we strive to understand the unique problems or issues that stem from differences in location. These variations may cause the Forest Service or Bureau of Land Management to develop different criteria for land use plans for the Eldorado National Forest for example, or the West Mojave Area to name another ongoing land analysis. The location of a trail, or the popularity of a road, will cause very different issues to develop on the ground. It's our job to figure this all out, and to have the answers ready to solve any problems that may develop around the state in regards to motorized access.

Many groups and organizations have mobilized in the last 10 or 20 years to push for motorized access closures, so many that it took some time for CORVA to develop strategies that combat these attempts, both literally and figuratively. But we realized some years ago that pushing for policy change and reconsideration of motorized access from state and federal agencies is one of the best ways to accomplish our goals. CORVA represents motorized access not as a form of 'recreation', but as a much needed conveyance to experience the outdoors. From rural residents who depend on off-road vehicles to carry firewood, to the family who wants to bring their children to the backcountry to experience the amazing diversity of landscape in California; access in our 4X4s, ATVs, dirt bikes and side by sides deserves the respect that is sorely lacking. Hunting, fishing and rockhounding are noble activities on public land that deserve equal consideration that includes their reliance on off-road vehicles, but unless we point out the incongruence of labeling these activities as merely 'recreation', we will see little change.

Off-roading is about so much more than a vehicle. It's my passion because it enables me to access areas previously lost to disability. Families with young children depend on vehicles that bring them into forests during vacations and long weekends. Others enjoy the camaraderie that develops in off-road clubs, and trail riding together through a forest. No one person, group or organization has any greater right to tell motorized enthusiasts where and how to travel, nor do any of these groups have a sole right to the moral high ground, where they tend to look down on others who simply choose to enjoy public land in a different manner. This is the message that CORVA brings to federal and state agencies, politicians and commissions around the state. Policy change can bring about increased access by allowing land managers to understand the need for motorized access beyond their preconceived notions. By working politically but steadfast in our resolve to retain and increase off-road access we are working to accomplish our goals.

Our members often ask me how we are able to do everything I've outlined above, and there is no simple answer. Together we analyze federal documents to understand proposals that at first many not seem to affect motorized access, but that have hidden agendas. We look beyond the immediate, attending conferences on environmental issues previously thought to have little to do with off-road vehicles, but turn out to be amazing opportunities to meet our adversaries face-to-face, and dispel their long-held beliefs and misperceptions regarding off-road enthusiasts and motorized access. It takes time, money, dedicated members of the Board of Directors, and perseverance. CORVA supplies the time, perseverance and the dedicated Board of Directors, but we depend on our members for the money to continue our efforts. Now more than ever, we are seeing the fruits of our labor, changes in policy that will allow motorized access to continue in California. Now, more than ever, we need your membership and donations. Please support CORVA so we can keep supporting you!

(See Page 4 to Donate)

Los Angeles County Residents Your Help Is Needed

A public meeting to discuss the Littlerock OHV Park will be held on Wednesday, November 20th from 6:30pm-8pm at Jackie Robinson Park, located at 8773 East Avenue R, Littlerock, CA 93543. CORVA agrees that an OHV park in LA County is needed and is viable. LA County's proposed OHV park in the Littlerock area needs our help. There are a few protesters in the adjacent, but separated area that do not support the park. Unfortunately the few, less than 10 people,

are vocal and have generated approximately 100 protest letters to the County Supervisors. We need all CORVA members who live in LA County, to send letters of support to the LA Board of Supervisors in support of this proposed OHV opportunity in LA County, to counter the opposition. A simple letter saying that you support the Littlerock OHV Park is all that is needed. Letters can be sent in care of Robert Ettleman at: rettleman@parks.lacounty.gov.

(Continued from page 1)

Airing Down Your Tires

Take the need to air up when leaving a trail seriously. It is very important for safe highway driving to air back to the proper inflation pressure. While you may be able to drive for a mile or two at very low speeds to a gas station with an air compressor, greater distances and speeds over 25 MPH present an increased risk of tire damage and failure due to heat build up. The only way to assure safe passage on the highway is to air up before hitting the asphalt.

This requires an on-board compressor system or an air tank with high volume for airing up large tires. There are many compressor systems and on board air tanks like the CO2 tanks from Powertank.



WHY AIR DOWN?

The major factor is improved traction. As the distance between the ground and the rim (sidewall height) is reduced as the pressure is lowered, the tire contact patch length (footprint) increases considerably. At the same time, the width of the contact patch also increases slightly as the crowning of the tread is reduced. At very low pressures, the size of the contact patches can increase as much as 250%. The contact patch area is one factor determining the traction available from a tire. The down side is, as mentioned, the tire unseating from the wheel rim, and, increased heat build up at higher speeds, especially at highway speeds. This can cause catastrophic tire failure over time.

An additional factor is tire reliability. Many easy to moderate 4x4 and OHV trails are strewn with sharp rocks, which can easily puncture a tire tread or sidewall. Reducing the pressure reduces the risk of puncture, in the same way a soft balloon is less likely to “pop” from a sharp object than one at a much higher pressure. As long as the tire is not bottoming out on the wheel rim, the ride is improved.

And finally, the road or trail is less affected, meaning that damage and erosion is reduced. This occurs due to a very simple factor. The larger the contact area when the load, or weight, remains the same on the tire, the lower the unit loading becomes. Simply stated, the same weight spread over a larger area means less weight per square inch. And less load on the ground per square inch. This reduces erosion and damage and helps keep the trail/road environmentally sustainable

with less maintenance. Overall a win-win situation. And if you trailer your OHV rig, you do not need to be concerned with airing back to highway tire pressures.

HOW LOW A PRESSURE FOR OFF ROAD DRIVING?

Many factors contribute to the minimum tire pressure which can be safely utilized for off road driving. These include:

- Sidewall stiffness
- Tire aspect ratio (vs. wheel diameter)
- Driving speed
- Trail surface

On a smooth trail where higher speeds can be maintained, say 30-45 MPH, higher pressures are needed. For most trails with steep climbs on loose surface, much lower pressures can be used. As a rule of thumb, the lowest pressure can be used on smooth surface with little traction like snow, ice, mud and sand. Speed in these conditions are normally very low, about 3 to 10 MPH, so the rotational inertia of the tire is low as is traction and the tire is not likely to rotate on the rim, causing the bead to unseat. Cornering forces are also very low in these low traction situations, again reducing the chances of a bead unseating or “peeling” of the wheel.

For hard surfaces and rock crawling, higher pressures are needed to help keep the tire bead seated on the wheel rim, and to protect the sidewall and tire bead from bottoming on the rim, which would likely damage the tire or even bend the wheel rim.

It is important to remember what I consider to be the most important goal when four wheeling – to reach your destination or return home safely. Flat tires, for any reason, are counterproductive to this goal. But then so is a loss of traction. If you don't have the traction to climb a steep slope, or worse, descend a steep slope, not only will you not make it to your destination, but you very well could find yourself in a precarious situation, stressful at the minimum and downright dangerous at the extreme. So the answer to the how low should you go is like walking a tight rope. Too low and you could unseat the tire bead from the rim, causing a flat; too high and you could reduce traction too much or have a sharp rock pierce the tread or sidewall.

For easy trails that are fairly smooth, higher pressures work fine, but some airing down will improve ride and reduce the risk of punctures. Use caution and decide for yourself what the best tire pressures are for your vehicle and driving conditions. If you air down on the trail, be prepared to re-inflate your tires before you drive on the highway. Low pressures on the highway and interstate can be very dangerous. And a good set of deflator valves is a worthy investment. A good tire pressure gauge is also a necessity. Be extra careful and aware when you first try airing down on a trail; check your tires often for signs of problems until you are confident and comfortable at your target trail tire pressures.

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Thank You*

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(Continued from page 1)

Parks Forward Initiative

Because SVRAs offer a safe place for children and families to enjoy motorized recreation, demographics among off-road enthusiasts and visitors to our parks are noticeably younger and more economically diverse than statistics indicate for the rest of the 272 parks in the system. While many comments have been made recently about the problem of decreasing visitation and increasing age of visitors to other state parks, SVRAs have seen increases in attendance, with some of the parks reaching capacity early on weekend mornings. SVRAs are among the busiest of all the state parks; in all reality California needs twice as many SVRAs than are currently available to meet the needs of growing populations of off-road enthusiasts, with diverse locations including smaller urban parks and larger parks in more rural counties.

The off-road community has a very big heart, and while understanding the difficulties being faced by an overly large State Parks system that suffers from low attendance and lower budgets, there are a couple of absolutes to our community that cannot be discounted. Because the Off Highway Motorized Vehicle Recreation Division of California State Parks, including the SVRAs, are self-funded due to methodology put into place when the division was first started, the Off-Highway Vehicle Trust Fund has presented a very attractive package for the state to take, borrow or raid whenever a need developed. Unfortunately, because the money in this fund is derived solely from off-highway travel and registrations, the repeated takings of this money have left the off-road community feeling like second-class citizens. We are angry and disappointed that our system is being consistently targeted, so CORVA requests or demands, as the case may be, that the

Off-Highway Vehicle Trust Fund be placed off limits for now and in perpetuity. The takings from this fund have to stop in order for enthusiasts to reestablish trust.

If the opportunity arises, increased access, perhaps in parks that see low attendance and are appropriate for motorized recreation, should be considered. And all threats to SVRAs must be rebuffed. When these measures are taken, the off-road community can move forward to assist reestablishing other parks, while helping California State Parks look forward the next 150 years in a more financially stable and with an effective system serving our great state."

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CORVA CALENDAR

November:

- 11/1-2 DAC Meeting
- 11/2 SDORC Lost Lizard Fun Run (www.sdorc.org)
- 11/15-16 OHMVR Commission Meeting
- 11/20 Littlerock OHV Park Meeting – Jackie Robinson Park

December:

- 12/7 Toys 4 Tots – Hungry Valley

January:

- 1/11 CORVA Truckhaven Challenge
- 1/18-19 San Diego 4 Wheelers 16th Annual Superstition Run – El Centro

February:

- 2/2-10 King of the Hammers – Johnson Valley

March:

- 3/22 Family Fun Day – Hungry Valley

May:

- 5/17 CORVA Annual Meeting

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On-Going Meetings

- Friends of El Mirage (www.elmirage.org): 2nd Wednesday
- Friends of Jawbone (www.jawbone.org): 3rd Wednesday
- CORVA Board Conference Call: 4th Monday

FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE

WWW.CORVA.ORG