

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

CORVA Needs Your Help!

CORVA needs your help to combat the State Water Resources Control Board. The California State Water Resources Control Board has released a draft waiver and new draft Best Management Practices handbook to force the Forest Service to adhere to a myriad of rules and regulations to have motorized events occur on Forest Service land - all 17 forests in California. CORVA thinks these rules are biased and unfair and target all who travel on forested roads and trails. CORVA has hired an attorney that specializes in water board policies to go through this document and submit comments on the draft procedures representing CORVA and all the other partners joining us in these efforts.

Secondly, we need affidavits from all those that would be affected should these new regulations become public. If you ride or drive an OHV in California and want to keep enjoying your forests, please fill out the affidavit (see below) and pass it on to your friends and neighbors that want to support your right to access. Either fax it back to: 509-275-4744, scan it and then send it to: amy.granat@corva.org or mail a hard copy to Amy Granat, PO BOX 298, Clarksburg, CA 95612.

And we always need your help and monetary support - nothing happens without money in California.

This takes a little more than the normal effort, but here are the directions:

1. Download the affidavit from the CORVA website homepage: Affidavit (PDF format)
2. Print it and sign it
3. Send it to Amy Granat who will deliver all of them for us to the water board.

- Mail it to PO BOX 298, Clarksburg CA 95612
- Scan it after you sign it and e-mail it to: amy.granat@corva.org
- Fax it to: 509-275-4744

The Few

By Wayne Ford

The Few 4x4 Club is based out of Azusa Canyon. I met up with club board member, Karl Knoll at the 4Wheel Parts customer appreciation event at the Hungry Valley SVRA (Gorman). When we met, he mentioned the events and community service The Few 4x4 has engaged in to support the off road community. Most recently the group helped 4Wheel Parts organize the "car crush" in Compton, bringing its own rigs down to crush the cars!

CORVA caught up with The Few 4x4 at their July 2011 meeting (held the first Wednesday of each month) at a Denny's in Irwindale. Roughly 30 members and family attended the meeting. We ate and then got down to business.

Ron, the club run coordinator, talked about a run idea from Cleghorn Ridge Trail to Lake Arrowhead. This run would be a 6-7 hour trip, black diamond.

Continued on page 14



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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."

CONTENTS

President's Message	4
Sand Sports Super Show: Sept 16-18	5
Land Use Resources and Public Policy Report	6
State Commission Supports Reopening of Clear Creek	9
Managing Director's Report	10
CORVA Southern Board Meeting in Azusa Canyon	11
Off Road Expo: Oct 8-9	12
Educational News: Learning the Issues	13
BLM Desert Advisory Council Meeting in Barstow	13
Letter to the Editor	14
CORVA Southern Jamboree Registration Form	15
GENRIGHT Swap Meet 2011	16
Donations and New Members	17
Associate Members	18
Membership Application	19
CORVA Calendar	20

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PRESIDENT'S MESSAGE

By Jim Woods

For all that attended the Southern Board meeting at the Azusa Canyon Off Road recreation area, I would like to thank you for taking the time to come out and learn about CORVA. The meeting was well attended with over 40 members and 2 clubs. But, boy, were we in for a treat well beyond the meeting!



Vinnie Barbarino

First, we were treated to fabulous carne-asada tacos and hot dogs lunch prepared by an off-road club from the area the Azusa Canyon Off-Road Association (ACORA). Then we were allowed to be the first to test our vehicles on the new ACORA Vehicle testing area. Mike Bishop, the club President, told us that the training pit has been in development for almost ten years and has hit many road blocks like funding, permits with the Forest Service and the Santa Ana Sucker Fish (an endangered species that almost closed the area many times). Only with the hard work of ACORA and the CTUC has the area remained open and now the wonderful off-road testing area is almost finished and worthy of your donations! Once again the OHV community formed a partnership with the public agencies to keep public access for OHV use. A story told over and over again throughout California. Thank You Mike and all of your members for keeping our trails and off road areas open- and for the great lunch!

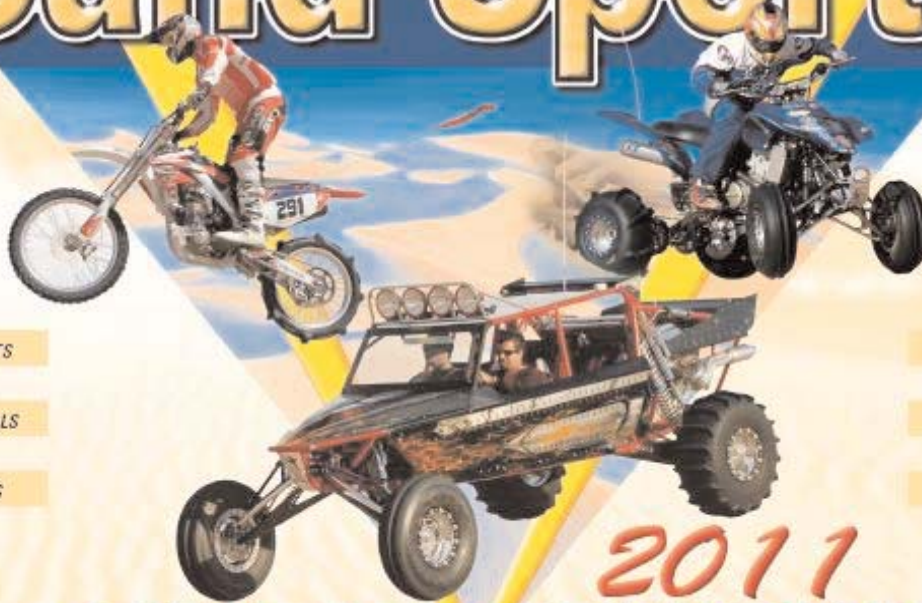
You can now visit our new web-site at: www.corva.org. After over a year in development, it is finally finished and is a much more user-friendly while providing more information. You can now pre-enter events, buy CORVA products from our store and renew your membership. But best of all, we can send you CORVA Alerts that are easier to read. Our volunteers will also have an easier time maintaining membership information. We will continue to send renewal notices via US mail, but would prefer to send them via your email address, so please check the website and update your file with your current email address. Remember when you renew online it saves CORVA the postage and paper expenses. Everything we save on administration can be saved for defending land use issues. Every dollar counts for CORVA, so help us by giving us your email information. Again, we will be still sending reminders in the mail but you can really help us by renewing early and online.

Another way you can keep up with new land use developments is on our CORVA Facebook page. Look for "CORVA Updates". It is being updated almost daily to keep you informed on quick moving issues around the state. As good as our ORIA newsletter is at keeping you informed each month, there are many new land-use issues almost daily and Facebook can address this much quicker and easier. Take a moment; look us up and "like us"!

Hope to see you at the Sand Sport Super Show or the Off Road Expo in Pomona, or better yet at one of our Jamboree's next month. Stop by our booth and let us know how we are doing!



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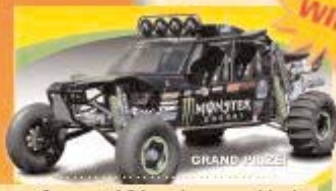
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CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

Although Washington has been preoccupied with issues related to the budget, employment reports, and the economic downturn, there is still plenty of public lands legislation in the works. 2011 has been an important year for access advocates with bills such as the Wilderness Study and Roadless Area Release Act, the Government Litigation Savings Act, and the Preserve Land Freedom for Americans Act. Although wilderness bills are in the works and talks about another omnibus lands bill continue, these will have to wait until 2012.

[Bill to Repeal "Lead Ban" Passes Congress](#)

After more than two years of struggle, both the House and the Senate on August 1st passed H. R. 2715 which amends the Consumer Product Safety Improvement Act (CPSIA) effectively ending the ban on youth ATVs and dirtbikes due to their minimal lead content.

Once it became known about the unintended consequences of the initial lead ban, OHV advocacy groups became actively engaged in contacting the Congress requesting this exclusion. Your work made the difference and we can all now celebrate a well deserved legislative victory.

[HR 1581 Wilderness and Roadless Area Release Act of 2011](#)

Background:

All Wilderness Study Areas (WSA) and Roadless Areas have been evaluated by the BLM and Forest Service and almost all were found to be unsuitable for Wilderness Designation way back in 1988. These lands have a rich history of Multiple Use and contain mines, cabins, developed campgrounds, roads and trails. Yet twenty two years later these lands continue to languish and in many cases are subject to inappropriate restrictive and costly management regulations as if they were Wilderness, merely because they have yet to be released. Recreation and other land uses desired by the community and the public have been and continue to be needlessly restricted or prohibited, such as Mountain Bike, Off Road recreation, camping and many other uses. The long overdue Release of Wilderness Study Areas (WSA) and Roadless Areas is hampering land management and harming the environment in our Sequoia National Forest and surrounding BLM Lands, and many other areas of public lands.

HR 1581 is now in House Natural Resources Committee. The Subcommittee on National Parks, Forest and Public Lands held a hearing on the bill on Tuesday, July 26, 2011. Chris Horgan of Stewards of the Sequoia and Dan Kleen, president of NOHVCC testified in favor the bill in addition to others.

[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 Committee.

[Wilderness Bills](#)

[H.R. 41 – Beauty Mountain and Agua Tibia Wilderness Act of 2011](#)

H.R. 41, sponsored by Rep. Issa (R-CA), designates approximately 21,000 acres of National Forest and BLM land in CA as wilderness.

Status: In House Natural Resources Cmte.

Bill Text can be found at: <http://thomas.loc.gov/cgi-bin/query/z?c112:h.r.41>:

[H.R. 113 - Angeles and San Bernardino National Forests Protection Act](#)

H.R. 113, sponsored by Rep. Dreier (R-CA), expands current wilderness areas by designating approximately 72,000 acres of National Forest land in CA as wilderness.

Status: In House Natural Resources Committee

Bill Text can be found at: <http://thomas.loc.gov/cgi-bin/query/z?c112:h.r.113>:

Continued on next page

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), requires the President, prior to designating a national monument, to obtain a state's approval for a monument located on federal land within the state. Bars 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 Committee.

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

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), requires land reserved as part of a national monument to be confined to the smallest area essential to ensure proper care and management. Bars 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 proposed monument. Requires at least one public hearing and notice and comment period after issuance of a proclamation to designate a national monument. Requires President to report to Congress on any hearings held, any written comments received, and impact of such designation on communities within monument boundaries, the nation's energy security, and interests, rights, and uses associated with the land within the monument. Makes a Monument proclamation ineffective 2 years following its issuance, unless approved by an Act of Congress.

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

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

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 Committee.

Desert Renewable Energy Conservation Plan

Preparation of Environmental Impact Statement Announced

This will be California's largest conservation plan ever, affecting over 22 million acres of public and private land.

The proposed Desert Renewable Energy Conservation Plan (DRECP) would integrate renewable energy development and biological resource conservation across the Mojave and Colorado Desert regions of southern California. The Department of the Interior established the development of renewable energy as a departmental priority and outlines a strategy to increase the development and transmission of renewable energy from appropriate areas on public lands.

In November 2008, California's Governor issued an executive order establishing the State of California's goal of meeting 33 percent of the State's electricity generation from renewable resources by 2020.

The proposed DRECP is intended to advance State and Federal conservation goals in these desert regions while also facilitating the timely permitting of renewable energy projects, and providing regulation for renewable energy development on non-Federal land in the Mojave and Colorado Deserts of southern California. The DRECP would help provide for effective protection and conservation of desert ecosystems while allowing the appropriate development of renewable energy projects.

Why is this plan important to you? The DRECP will potentially set aside huge tracts of land as conservation open space, land that in the past was open to multiple use recreation. It will include a possible amendment to the California Desert Conservation Area Plan, the same plan that set aside areas of the desert for OHV recreation.

To summarize, recreation interests need to be involved in the preparation of this plan if they are to preserve a place for their activities. For details and updates see the announcement and public meeting schedule at: www.drecp.org

Johnson Valley

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 (MEB's) each of which 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. CORVA representatives recently met with the Marine Corps in an ongoing effort to preserve as much of Johnson Valley for multiple use as possible.

Continued on next page

State Water Board Issues

The California State Water Resources Control Board recently announced the release of an important document that includes new and stringent requirements for OHV trail systems on National Forests. A new Water Quality Management Handbook that now includes specific and restrictive requirements for OHV routes. This will have a profound effect on OHV recreation in National Forests.

Under the requirements of the new draft Water Quality Management Handbook, trail maintenance with tracked or wheeled equipment will require the filing of an Erosion Control Plan. It would be extremely burdensome for routine maintenance operations to have to prepare an erosion control plan (ECP) every time equipment is used. An erosion control plan has a very extensive set of requirements for which extensive documentation must be prepared.

In addition the Erosion Control Plan must have Forest hydrologist approval. Hydrologists are rarely available in some districts and this requirement would virtually halt routine maintenance making deferred maintenance even worse. Having too many burdensome regulations could have the unintended consequence of adversely affecting water quality by discouraging needed maintenance.

The public review and comment period ends August 24, 2011. CORVA will be submitting comments through the Comments Project. For details go to the following link:

http://www.swrcb.ca.gov/water_issues/programs/nps/wqmp_forests.shtml

The U.S. Department of Agriculture, Forest Service (USFS) manages the national forests within California. The State Water Board is proposing adoption of regulations for activities on NFS lands statewide that could generate nonpoint source pollution discharges: timber management, road management, range management, recreation (including off-highway vehicles), vegetation manipulation, fire suppression and fuels management, and watershed restoration.

Forest Service Update

Settlement Talks Held Following Judge's Decision on "Four Forests" Lawsuit

Background:

On January 3, 2011 Judge Marilyn H. Patel approved a Settlement Agreement that established the remedy for California Resources Agency, et al v. United States Department of Agriculture, and Center for Biological Diversity, et al v. United States Department of Agriculture, otherwise known as the "Four Forests" lawsuit. This lawsuit alleged various violations by the Forest Service associated with the 2005 Southern California Forest Plans released for the Los Padres, Angeles, San Bernardino, and Cleveland National Forests. Under the terms of the settlement, the parties agreed to work collaboratively to review the route inventory provided by the Forest Service, develop criteria for prioritizing road and trail decommissioning, and identify a list of priority roads and trails for decommissioning and/or restoration.

The settlement parties convened the "Southern California National Forests Inventoried Roadless Area Road and Trail Analysis Collaborative Group" (collaborative) on March 23, 2011 to begin working on a prioritized list of roads and trails for decommissioning. The group worked over several months and multiple meetings to develop the prioritized list described in this document. Copies of the settlement agreement, the adopted protocols, collaborative meeting notes and work products are available on the Cleveland National Forest collaborative webpage at <http://www.fs.usda.gov>.

Parties represented during the discussions included plaintiff's representatives, from CBD, the Wilderness Society, California Wilderness Coalition, Defenders of Wildlife and others; the defendants the Forest Service; the State of California Department of Natural Resources and the Attorney General's Office; and Interveners on behalf of the Forest Service, Blue Ribbon Coalition, California Association of Four Wheel Drive Clubs, AMA District 36, and CERA.

The collaborative recognized that a fixed list of prioritized routes would not fit the needs of the agencies or partners as the focus shifted to implementation of decommissioning and restoration projects under terms of the settlement. While recognizing the goal is to consider and prioritize the highest resource risk routes, the collaborative agreed that route selection can be determined by cost efficiency of treatment including operational considerations, available funding, funding objectives, partnership opportunities, new information and circumstances, and fire/flood/species listings.

No site-specific action on any route would occur without appropriate NEPA analysis.

While decommissioning and/or restoration applies to unneeded roads and trails, the collaborative agreed that for needed roads and trails, in order to reduce resource impacts, problem areas could be treated to reduce those impacts while maintaining access. These treatments could include stabilizing the road surface, treating stream crossings, avoiding sensitive habitat, or other actions.

Continued on next page

As might be expected, the listing of routes led to considerable discussion. Many listed routes are critically important system trails with a long history of motorized use. The inclusion of these routes was of concern to some parties to the settlement agreement. At this time no resolution of the issues has been reached.

Stay tuned for further developments.

Sierra Access Coalition: Pursuing Litigation Against the Forest Service

The Plumas National Forest recently finalized its Motorized Travel Management Plan and released the Record of Decision. Through the Motorized Travel Management Plan, the Forest Service designated off-highway roads and trails that will remain open for public motorized use, from now into the future. Non-designated routes, including many that were open for decades to motorized travel, will be off-limits for woodcutters, campers, hunters, hikers, and off-highway vehicles, as well as all others who use native-surface roads and trails for access to the forest. Since the Forest Service definition of off-highway vehicles (OHVs) includes pickups, cars, 4x4s, motorhomes, motorcycles, quads or ATV's, and tow rigs for equestrian trailers and 5th wheels, thousands of recreationists will be affected. A decision on snowmobile use will be made in the future, but does not look promising. The many restrictions to access made on motorized travel will serve as a precursor to restricting snowmobile access. Sierra Access Coalition has to take action to protect the rights of local citizens, and is raising money for our Legal Defense Fund to fight against this overly restrictive plan for our National Forest lands.

For more information go to: <http://www.sierraaccess.com>

Stanislaus Travel Management Lawsuit

OHV advocacy groups filed as interveners in this lawsuit. This allowed 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 interveners (OHV groups). Since both sides referred to Judge Karlton's recent Eldorado 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. Watch the ORIA for further developments on this landmark case. CORVA representatives attended the hearing. We are awaiting further hearings on this important case.

State Commission Urges Feds to Reopen Clear Creek

By The Free Lance Staff (www.hollisterfreelance.com)

The California Off-Highway Motor Vehicle Recreation Commission has officially urged the federal government to reopen Clear Creek Management Area while including recommendations for strategies to minimize health risks.

The commission last month sent a letter signed by its Chairman Eric Leuder that urged the reopening of the 63,000-acre Clear Creek Management Area in southern San Benito County. The U.S. Bureau of Land Management in the summer of 2008 closed the recreation area, largely used by off-road enthusiasts, and contended that asbestos levels there are dangerous.

The BLM had cited an Environmental Protection Agency study's findings in closing the park and began the process of potentially shutting it off from the general public for good.

The debate has underscored differing perspectives in varying levels of government. County officials have urged the BLM to reopen it as well, and the latest recommendation from the commission signals state involvement now too, as the off-highway panel is part off the California Department of Parks and Recreation. The chairman's letter notes the commission's belief that the EPA study "did not fully consider available management options which the BLM could employ to allow continued public access to the area in a safe and responsible manner."

It goes on: "It appears the EPA instead overstated the risks to human health from exposure to naturally occurring asbestos based on 'worst case' scenarios only."

The letter says the commission in March 2010 called for its own study, specific to off-highway use, on exposure within the infamous "Serpentine Area" containing the highest risk levels. That study concluded that "management and operational strategies could be effectively employed at the CCMA to allow OHV recreation without exposing the public to unacceptable risk from exposure to naturally occurring asbestos."

The commission's letter says its own study demonstrated that riding can occur safely "under management scenarios" such as visitation being limited to five days per year.



Managing Director's Report

by Amy Granat and Corky Lazzarino

We've Drawn a Line in the Sand

No More Wilderness

No More Public Land Closures to Off-Road Activity

No More Governmental 'Borrowing' of Off-Road Funding

CORVA has great members throughout the state. One of our members, Larry Engwall, reminded us of our responsibility to the off-roading public. He asked us to recommit to the above actions, to the protection of off-highway recreation and our continued best efforts to protect off-road opportunities throughout the state.

I am happy to accommodate him!

Sometimes we do need to be reminded of the obvious. Our members look to us to provide information and direction to keep public land open to public use, to fight for their rights to access land in the motorized vehicle of their choice. Lately we're hearing from a lot of our members that they're tired of the organizations that compromise their right to access. CORVA is not an organization of non-action, rather we are an organization that prides itself on our ability to make a difference, to take the difficult stance, to stand up for a position that supports access.

So let us know what you want us to do, what are the most important issues to you, and how we can help. All of you are leaders in your particular area. Only you know what is going on in your favorite area.

To file suit or not to file suit, that is the question. The answer is...yes. Sierra Access Coalition and CORVA are preparing to file suit against the Plumas National Forest, and we need your support, especially financially as we must fund this lawsuit.

CORVA has worked on Travel Management with great effort over the past few years. The CORVA Comments Project taught grassroots activists throughout the state the ins and outs of the National Environmental Policy Act used to guide Travel Management, and Sierra Access Coalition (SAC) tried very hard to work with the Plumas National Forest from the beginning of the Travel Management process. The public was misled throughout the entire process, comments were ignored and rejected, counter to government regulation.

Motorized access enthusiasts were never told that the Travel Management process would change the way they use and access the forests. When the Forest Service was first created, it was understood that forests were there for people to use and enjoy; timber and mining were allowed to benefit local communities because these natural resources were owned by the American people. But little by little, our rights to these resources were chipped away, and access was allowed in fewer and fewer areas.

Travel Management fundamentally changed the way the public could access the forest. Formerly, forests were open to all, with little worry about where to go, how to park, and how to hunt. Since the end of Travel Management all California forests are closed to travel except for a few specific trails specified on a paper-thin map that is very hard to understand, and parking is limited to a distance of 1 car length off a designated trail. Staging for equestrian events has been drastically curtailed, and big game retrieval via motorized vehicle virtually eliminated.

The Forest Service has willfully disregarded the good of the public, and it is time to take action.

It's unfortunate that we have come to the point where hard working people must give their money to fight the very same government that has been entrusted to manage our public lands. Extremists and special interests have become more influential than the people who live in and depend on the forest for recreation, firewood and food. Our elderly and disabled, and the families that have always enjoyed the forest with their children have completely been ignored and our way of life is being destroyed in ways we have never seen before.

The Plumas County Board of Supervisors is joining us in this lawsuit against the Plumas National Forest because the county recognizes the need to protect the residents of the county, encourage tourism, enhance the local economy, and preserve access to the forest.

This is our chance to make a difference, and stand up for our right to motorized access, but we can't do it without you. If you have complained about lack of access to your favorite road or trail, if you have grumbled about the lack of opportunity, if you have been frustrated about the changes to your forest, now is the time to let the Forest Service know.

CORVA is fighting for your right to public access, we need you to fight with us. Join us and be part of the battle, or don't complain about your lack of motorized access.

Azusa Canyon OHV Area – A Great Location for Southern Regional Board Meeting

by Clayton Miller, CORVA Southern Regional Director

On July 24 CORVA held its Southern Regional board meeting at the San Gabriel Canyon OHV Area. Many people also know this popular area as the Azusa Canyon OHV Area. This was the first time CORVA has held a Southern Board meeting at this location, and everyone there agreed it was a great choice of location. Getting to the Azusa Canyon OHV area is convenient for many that live in the greater Los Angeles region as it is only about 10 miles north of the 210 freeway from the Azusa Avenue exit. The OHV area offers many challenging off-road experiences including water crossings, rocks, dirt roads, sand hills and mud. It is also a nice place to picnic and relax and spend the day with your family and friends in the San Gabriel Mountains.



Those attending the meeting were treated to the hospitality of the members of the Azusa Canyon Off Road Association (A.C.O.R.A). A.C.O.R.A. was established in 1989 and is a division of the California Trail Users Coalition (CTUC), a non-profit formed to promote multiple-use of our public lands. Over the years A.C.O.R.A has developed a solid working relationship with the US Forest Service and the community to help maintain and enhance the OHV area. Mike Bishop, President of A.C.O.R.A. and several of the association's members were on hand to give everyone a tour of the area including a new obstacle course that is close to completion. With funding from the County of Los Angeles and many, many hours of volunteered time, the obstacle course will be a great addition to the OHV area. It will definitely allow four-wheelers to test their machines and driving skills with five separate sections of various levels of difficulty (see photos). CORVA would like to extend its sincere thanks to Mike Bishop, Esteban, Gilbert and Tony Jr. for the great BBQ lunch following the official board meeting. It was delicious and a perfect way to spend a Sunday afternoon outdoors.



A.C.O.R.A. serves as a great example of how clubs and associations can partner with land management agencies to promote and protect the areas off-roaders love to ride and play. For more information about A.C.O.R.A. visit their website at www.acoraus.com and the California Trail Users Coalition at www.trailusers.org/ctuc_home.htm. Additional information about visiting the San Gabriel Canyon OHV Area can be found on the US Forest Service Angeles National Forest website.

Thank you also to the CORVA members, their guests and board members that attended the July meeting. Successful meetings and events like this would not be possible without your participation and enthusiasm.

Congratulations, You Did It!

from, Americans for Responsible Recreation Access (ARRA)

The Ban on the Sale of Youth Sized ATVs and Dirt Bikes Will Soon Come to an End! After more than two years of struggle, both the House and the Senate on August 1st passed H. R. 2715 which amends the consumer Product Safety Improvement Act (CPSIA), effectively ending the ban on youth ATVs and dirtbikes due to their minimal lead content. Once it became known about the unintended consequences of the initial lead ban, ARRA members became actively engaged in contacting the Congress requesting this exclusion. Your work made the difference and we can all now celebrate a well deserved legislative victory.

Finally, one other bit of very good and surprising news. During the House vote on the debt ceiling measure, Rep. Gabrielle Giffords, (D. Arizona) made an unexpected visit to the House floor to cast her vote. Giffords' return to the House of Representatives is a remarkable comeback after being seriously injured in an attempt on her life. The determination she has shown in her recovery process is an inspiration to all. What many might not know is that Rep. Giffords is a long standing motorcycle enthusiast and serves as co-chair of the Congressional Motorcycle Safety Caucus. We wish her the very best as she continues her recovery.

For more information visit: www.rra-access.com

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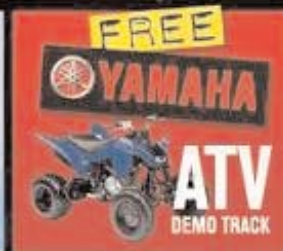
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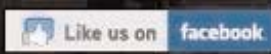
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Fighting For Our Land

Ed Waldheim-VP Administration

Summer is almost over but there is still plenty of heat. I left my home at 6 a.m. for a good 70 mile ride on my motorcycle and planned to be gone the entire day. Living in California City allows me this advantage. It was 60 degrees outside when I left and almost 100 degrees when I got back home and took a refreshing dip in the pool to cool down.

This day made me realize what an incredible opportunity we all have to ride and enjoy our great outdoors. Every time I get on my bike, I am amazed by the beauty of my surroundings and by the fact that so many folks just don't take advantage of it. In the early summer mornings, the areas of Jawbone, Dove Springs, El Paso, and the Rands provide one of the most spectacular rides you can imagine.

The El Paso area has just been signed with designated trail signs, and now includes trails I have never been on. The only catch is that we do have to stay on the trails that are signed for usage.

This summer we have had multiple attacks on our freedom to ride off-road, from the 29 Palms Marine Corps Base wanting to take 130,000 acres to turn into a waste land, to wildernes expansion requests, the list seems to continue forever. But with all that said, we just cannot give up. Kurt Hathaway, former CORVA Vice President of Land Use, is working again to help us keep trails open in Los Padres, as are Bruce Boring, Mike Bishop (from Pismo Dune Patrol in the 80's) Dave Beaumont and Steve Kuehl. They are all CORVA members who for 30 years have been helping us maintain our off road access. Also fighting on our side are Clayton Miller, and Randy Banis, who are working on a Desert Renewable Energy Conservation Plan (DRECP). Harry Baker is working on Johnson Valley and Amy Granat is fighting for Northern California. In addition, Bob Ham is working tirelessly along with Bruce Witcher for an action against the State of California to help the OHV program get a refund for "our money" that was stolen and put into other places. I would like to thank all of the men and women who work to keep our trails open and maintain our rights to ride them.



Stay tuned, as we are all on the move. Education is the key! Be aware of the issues facing our sport. These are things you need to talk to your friends and families about. Get them to help us. Most Americans are sick and tired of how government has squandered our rights, our money, and our freedom. Educate yourself on your elected officials who are responsible for this. Find out who those are that want to take our access. We are all the true stewards of our lands. As in the CORVA motto, we are "dedicated to protecting our lands for the people, not from the people". We must remember that.

BLM Desert Advisory Council to Meet in Barstow

The next field trip and meeting of the Bureau of Land Management's (BLM) California Desert Advisory Council (DAC) will be held Sept. 9-10 in Barstow, Calif. The council will participate in a field tour of BLM-managed public lands on Friday, Sept. 9th from 8 a.m. to 5 p.m., and meet in formal session on Saturday, Sept. 10th from 8 a.m. to 5 p.m. at the Hampton Inn & Suites, 2710 Lenwood Rd., Barstow, CA 92311

The formal session on Saturday will focus on recreation fees, as well as include updates by council members, the BLM California Desert District manager, five field office managers, council subgroups, and renewable energy. The field tour will include Sawtooth Canyon Campground and El Mirage Dry Lake Off-Highway Vehicle Area. Final agenda items, as well as details of the field trip, will be posted as they become available on the DAC webpage at:

<http://www.blm.gov/ca/st/en/info/rac/dac.html>

All DAC meetings and field trips are open to the public. The public will be invited to comment at the beginning of the meeting Saturday morning, during the presentations at the discretion of the DAC chair and at the end of the meeting. While the meeting is tentatively scheduled to conclude at 5 p.m., it could wrap up earlier.

Written comments may be filed in advance of the meeting and should be addressed to the Desert Advisory Council, c/o Bureau of Land Management, External Affairs, 22835 Calle San Juan de Los Lagos, Moreno Valley, CA 92553. Written comments also are accepted at the time of the meeting and, if copies are provided to the recorder, will be incorporated into the minutes. For more information regarding the DAC meeting, contact David Briery, BLM California Desert District external affairs at: (951)697-5220 or dbriery@blm.gov

[Letter to the Editor](#)

Hi CORVA,

Over the years I have seen more and more areas closed for no good reason. Places we used to go are no longer available and more and more are under attack. I realize that off roaders who cut trails and make new ones instead of riding where they should hurt all of us and I take every chance to try and educate them. However, CORVA is outgunned by those who would close everything and needs all the help it can get. I have been a Life Member for longer then I care to admit and I got to thinking about why I became a Life Member. I became a Life Member because I believed in what CORVA stands for and that they are the only ones out there who are working relentlessly to keep our off road access open. I realized I didn't become a Life Member to save the \$30.00, so I am going to donate at least that amount each year and challenge all of those Life Members out there who can, to do so too.

Brian Fisher, Life Member 342

PS: The check is in the mail!

Thank You Brian, CORVA

Continued from page 1

If you are interested, visit www.thefew4x4.com (see Club Runs).

Next up on the agenda was the So Cal Off Road Truck Show, which at the time of this writing had already occurred on July 23rd 2011. The Few had a booth, and barbequed hamburgers, hot dogs, and gave away popcorn, all for free.

If you enjoy showing your truck, or have a club or a business, this truck show has grown threefold since it started three years ago, check it out here: www.offroadtruckshow.com.



The Few member Alex, receives first place for the "Car Crush" competition at the 4Wheel Parts in Compton



Karl reported on several items related to the off road community. He spoke about the latest CTUC www.trailusers.org efforts in Azusa Canyon, and the nearly completed obstacle course. Karl continued with reports on road openings (Hwy 2, 39, and 330 are all open now). This year has been a heavy year for rains, fires, and construction projects.

As mentioned prior, The Few helped 4Wheel Parts organize the "Car Crush" at their store in Compton on May 21st 2011. The Few sponsored awards for the event, and one was given to The Few member Alex, for first place in the Car Crush competition.

The Few 4x4 was gracious enough to give CORVA a few minutes to speak to them about who CORVA is, and how CORVA can benefit their club. There are several benefits to becoming a CORVA club, we offer insurance for your club events, your logo and links on our website, calendar postings for your events, etc.

CORVA signed up three new members, and the The Few board members decided to vote at their next closed meeting whether or not to become a CORVA Associate club.

CORVA would like to thank Karl Knoll, Don Middleton, and The Few 4x4's founding member Ron Legarreta for becoming members of CORVA.

CORVA would like to also thank The Few 4x4, for having us out to speak about land use issues, and the benefits of becoming a "CORVA Club". If you are a club, and you would like us to come out to your meeting, event or run, email me at: wayne.ford@corva.org.

Thanks, Wayne





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October 15 & 16, 2011

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Club Affiliation? _____

CORVA Member? Yes Membership # _____
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OHV Permits that support Off-Road Recreation in Cal City will be available at the Jamboree and are \$10.00 for each non-street legal vehicle.

Make check payable to CORVA, and mail completed form with your check to:

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Games - \$1 per ticket or \$20 for Wristbands (unlimited games) - available at event - Games begin at 9:00 a.m.

Dog show at 4:00

Raffle, Prizes and BBQ Dinner Saturday evening

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TOTAL = _____

Need more info. or want to volunteer at the jamboree?

Call: Clayton Miller at (909) 815-3780 or
 Email: clayton.miller@corva.org

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

GENRIGHT - 3rd Annual Swap Meet

By Wayne Ford

Simi Valley, CA. For the third year in a row, GENRIGHT held its annual swap meet. The event mostly revolves around Jeep parts and accessories, but there was plenty of other gear there for sale, including BBQ's, tools, coolers etc.

CORVA set up a booth manned by Jim Woods and Vinnie Barbarino. We met many people interested in supporting land use issues. We also met some suppliers with great new products. Dan Baker from Baja Off-road Tools, showed us modified Hi-Lift swivel bases that show merit on un-even terrain. In addition, Craig Carlton showed us his tool "lazy Susan", a styled tool holder, that literally will hold a small tool box on a table top. Both will hopefully take up CORVA's offer to show at one of our upcoming events.



CORVA raffled off many prizes, one every fifteen minutes, including a couple that we received on the day of the event. Of course, GENRIGHT took over, raffling off dozens of shirts and two sets of louvers. We would like to thank Rick Soto of New Image 4X4 for donating a Jeep Flag, and Jim Everett for donating a set of Trailhead Automatic Tire Deflators on the day of the event. This product is product is proudly made in America and carries a lifetime warranty.



CORVA signed up three new paid members at this event: Tom's Prop Service, Gary Shanks, and Craig Carlton. To all those who signed up, welcome to CORVA! Also with the help of our secretary Katherine Kelsey and her daughter Charleen, we were able to sign up twenty three 90 Day Memberships. Welcome to the family, Louie Leon, Ryan Lawson, Nick LaMottkeker, David Goodman, Kenny Woodward, Dore Kittrell, Christopher Silva, Chris Low, Grant Carlton, Werner Fisher, Clare Little, Charles Templeton, Scott Wood, Dick Allen, Eric Ziegenfuss, Keith Davis, David Rivett, Vic Salls, Barry Jones, Brett Shepard, and Rob Lason.

This was a successful event and was well organized by Keith, Debbie, and all of the GENRIGHT staff. It was a good day, with good deals and a good many new members to help fight land closures!

What is So Great about Sierra County?

By Byron Baker

There is no question that the snowmobiling is great. Sierra County, specifically the Lakes Basin area has the finest snowmobile riding trails in the state of California. What makes Sierra County such a great place to ride is the best volunteer snowmobile grooming program in the State with many miles of perfectly groomed trails and play areas.

The Yuba Pass Snow park has overnight camping and facilities as well as special trails groomed specifically for nonmotorized travel (x-country skiing, etc). Central to all riding areas is Bassetts Station, which provides food, fuel and excellent motel services.

Sierra County snowmobiling is so special because the winter climate is unique with heavy snow packs that are slow to melt. The mountainous terrain and steep trails often resemble the mountains in Switzerland. The scenery and landscapes can change almost overnight due to snow condition and are always breathtaking. Photographers and painters come from all over the country to record the beauty of the county.

Many years ago, a snowmobiling club called the Sierra Buttes Snowbusters was formed. The snowbusters are great examples of responsible snow mobilers. The group sponsors dinners, rides, poker runs and numerous other events. Many times Snowbusters sponsored fundraiser activities go to local charities in the county.

The citizens of Sierra County, including the Board of Supervisors and the Parks and Recreation Departments appreciate and support snowmobiling. Next time you see a snowmobiler who has just come back from a ride near Bassett's station, watch when he removes his helmet. There is a reason for the smile on his face.

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August:

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

September:

9-1/5 HorsePower Town USA - At the Norco Fair. www.norcofair.org

9-16/17/18 Sand Sports Super Show at OC Fairgrounds. www.sandsportssupershow.com

October:

10-8/9 Off-Road Expo @ Fairplex in Pomona, CA www.offroadexpo.com

10-14/15/16 CORVA Southern Jamboree - California City

10-28/29/30 CORVA Northern Jamboree - Frank Raines OHV Park

January:

1-21-2012 17th Annual Truckhaven Challenge - Ocotillo Wells SVRA

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