

CORVA
CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION
www.corva.org

OFF-ROADERS IN ACTION

The Tyranny of Extreme Environmentalism

By Amy Granat, CORVA Managing Director

Federal agencies, such as the Forest Service, Bureau of Land Management, and the Fish and Wildlife Service have been held under a tyrannical reign by extreme environmental organizations for at least a decade.

Tyranny is defined by Webster's Dictionary as 'oppressive power' and generally refers to actions perpetrated by governments against its citizens. In this case, however, it refers to non-governmental groups formulated by extreme environmental organizations working in the shadows to force various departments of the United States government to bend to their very forceful will. Through political contributions and pressures exerted through the election process, federal and state legislators alike are forced to support causes that run counter to the general will and economic good of the American people, in order to retain monetary support for their next run for office.

We only have to look to the push toward increasing Wilderness designations, the use of the Antiquities Act to create National Monuments, and legal fights waged by organizations such as PEER (Public Employees for Environmental Responsibility) and CBD (Center for Biological Diversity) to know that there is a group of organizations who have garnered millions of dollars waging war against public access to public land. Quoting Kieran Suckling, Executive Director of the Center for Biological Diversity, proudly proclaiming victory in his fight against the Forest Service: "We squashed the timber industry and the Forest Service and dictated the terms of surrender." The Center for Biological Diversity's political strategy is further defined in the following quote: "...through the filing of strategic litigation, we were able to convince the Department of Interior that it was at great risk of having the court specify its entire workload for many years. And that potentiality put us in a strong negotiating position to go in and work out a long-term deal with them."

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Bags, Bags, Bags, for the Shows, Shows, Shows!

By Wayne Ford, Southern California Clubs



September is the month in which all off-roaders prepare for the upcoming riding season. To help you prepare, there are two big shows that are "can't miss" in the off-road industry: The Sand Sport Super Show in Costa Mesa, and the Lucas Offroad show at the Pomona Fairgrounds.

CORVA attended both shows this year. We had a booth at each show, where we handed out our plastic "Show Bag". The booth did well as usual, as we signed up many new members, sold numerous maps, and most importantly, had the opportunity to talk to off roaders and see old friends in the industry. CORVA would like to thank the following volunteers for working the booths. Sand Show: Clayton Miller, Jim Woods, Ralph Castelo, John Nave, and Vinnie Barbarino. Lucas Offroad Show: Helen and Harry Baker, Vinnie Barbarino, Terry Work, Amy & Joe Granat, Jim Woods, Aaron Eaton, and Clayton Miller.

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

October Recap and Letters to the Editor

By Terry Work, CORVA VP-Administration

Fall is here and CORVA has been very active this October, with booths at events all across the state.



First was the 4Wheel Parts Customer Appreciation day in Hungry Valley SRVA. CORVA would like to thank them for inviting us and putting on a great event! The very same weekend, we were honored to be a part of the Huseman Memorial Cup presented by Peak Antifreeze, and the Run It for Rick Memorial Race sponsored by Amsoil, at the Antelope Valley Fairgrounds. It was terrific to see our racers stepping up for a great event, honoring one of their own (Rick Huseman and his son, who were lost in a plane crash), and we are looking forward to being a part of this series again next year. Next was the Lucas Off Road Expo, which was once again a great show, and it was terrific talking to everyone who stopped by the CORVA booth. We are already anticipating next year's Expo, now that this one has passed. CORVA also hosted the Southern Jamboree in Johnson Valley and its sister event, the Northern Jamboree at Frank Raines OHV Park, which were both full of fun, great events, and as usual, fantastic food.

Of course, we could not have participated in any of these events without the help of our volunteers, who gladly do all the leg work and support CORVA and off-roading more than most realize! To all our volunteers and Board members, I thank you. If you would like to volunteer at one of our upcoming events, please let us know (see page 3 for contact information).

As a side note, if you have a concern or issue, or would like to submit an article, please let me know (terry.work@corva.org) and we will address it in our upcoming Letters to the Editor section. Let your voice be heard, and remember that these are the voices and feelings of members like you. Pictures are welcome too.

Finally, please remember to get out and vote, as there are many issues and candidates who can and will affect off-roading. Johnson Valley is one example, where there are two candidates for the same office, both stating they support OHV, but we must take a closer look. Thank you all for supporting CORVA, and see you on the trails.



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
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Please make checks payable to CORVA

Donations are not deductible as charitable contributions

WHAT IS CORVA?

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

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

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

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

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

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

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

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PRESIDENT'S MESSAGE

By Jim Woods

All of Our Votes Count



Please Remember to Vote on November 6th.

At the AMA District 37 Dual Sport planning meeting I was informed that the Bureau of Land Management was charging a \$8,500.00 cost recovery fee for the 29th Annual LA-Barstow to Vegas Dual Sport Event. This is an increase of \$5,000.00 from the 2011 event. How can this happen? When can a fee double for an event that is using the same routes that were used just three years ago? What changed so that more fees are needed to monitor and review this (street-legal vehicle) event?

This event has been the benchmark by which all other Dual Sport events are judged. Plus the AMA organizers of the event have never received one citation or violated any rules. Have the bureaucrats finally found a method to kick us off of Public land via an over-priced permit or are we just another cash cow for the BLM? Keep in mind that the ride uses no new trails, has no changes to the ride plan, and follows a 29 year tradition of following all the rules, but now the BLM is doubling the permit fees. And all the participants already pay full On-Street registration fees to California DMV! Totally incredible!

Meanwhile, we have been advised that the Marines have decided to hold off on the Record of Decision for Johnson Valley until after the elections. What amazes me is that they plan to stand on the Final Environmental Impact Statement as poorly as it is written. Why is it that they think this mediocre at best FEIS is acceptable? Why will they not address the air and water quality issues like we would have to if we wanted a new OHV area? How can they not even address the disruption to the local community and the eco systems of our Deserts? Again Incredible!

So where does this and your vote come together? November 6th we have again the chance to change those who represent us within our government. Have you done your homework? Have you attended any town hall meetings for the elected representatives in your district? Have you asked them how they feel about Johnson Valley, Clear Creek OHV area, the Rubicon Trail or your favorite recreation area? Have you expressed the need for Off Road Recreation and how important it is to your family or livelihood? Have you asked them to speak out for our sport or if they would even admit their support for us? Now is the time to get answers to these questions as Congress is all but shut down so the politicians can be home to campaign for the elections, or to keep their jobs. And by the time you get this you will still have plenty of time to educate yourselves on how your employees (the government) feel about your needs. Do you agree with the Feinstein Desert Monument or more new wilderness areas? These are just a few important areas in which they represent you.

In closing I do not want to tell you who to vote for. I will not tell you which party will serve you the best. But I do want to reinforce that if you fail to vote, you have no right to complain. Too many times the loudest complainers never voted and the reasons for their apathy have no merit. Please don't be one of them.

On November 6th we have a chance for change so PLEASE VOTE!! Have a great Thanksgiving holiday and give thanks for living in this great country because we CAN change things for the better.

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Bags, Bags, Bags for the Shows, Shows, Shows

We prepared for each show by holding three bag-stuffing parties, two for the Sand Show, and one for the Lucas Offroad show. This is a huge volunteer effort, taking 22 volunteers for the first two rounds of bag stuffing, and 13 volunteers for the second round. I cannot tell you how much we appreciate this help, and the volunteers were fantastic this year.

For the Sand Show, we stuffed 56 boxes of bags, and it took 12 volunteers to hand out at three gates. It was a lot of work, mixed with a lot of fun. For the Lucas Show we packed 20 boxes and three volunteers were needed to hand them out. I would like to thank Aaron from OMC Offroad, and my girlfriend Panida for passing out bags. CORVA would like to thank the following volunteers for helping with bag stuffing, handout, or both: Tracy Allison, Scott Wood, Emi Acosta, Masis Agalian, Sara Collins, Mike Bozwell (Papa Boz), Tonya Bozwell (Mama Boz), Tanner Bozwell, Sara Bozwell, Sissy Bozwell, Rob Roon, Tyla Spranger, Timmy "The Machine" Strawn, Jeff & Cristal Rice, Brian Harmon, Ryan May, Kristina Schwartz, Shannon Ford, Joe Barbarino, Carrisa Smith, Janet Gottfried, Ellen Simpkins, Jim & Roberta Woods, Karl Knoll, Panida Charoenthaivanich, and Helen & Harry Baker.



The proof of our work was obvious as we looked around and saw a sea of orange down the aisles.

CORVA would like to send out a special thanks to all of our sponsors this year, including MotoCross Giant, GenRight, McKenzies, Jimco Electrical Contractors, sPOD, and PCI Race Radios. The bag was completely funded by ad space sold on it. I heard from John & Cinde from sPOD as they walked through the door at the Sand Show, "This was the best advertising money [they] spent this year." This made it all worthwhile.

CORVA members, please support all of our Associate Members, as they are not only associate members, but they also donate to our raffles and participate in these type promotions as well.



CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

Governor Brown Signs Legislation that Supports State Parks With Funding, Reform

AB 1478 and AB 1589 allocate \$20 million in previously-undisclosed park funds, establish moratorium on closures, and offer new opportunities for revenue

In a positive turn for California state parks, Governor Jerry Brown signed two bills into law, Assembly Bill (AB) 1478 (Blumenfield) and Assembly Bill (AB) 1589 (Huffman). Both have measures that will help California's ailing state parks.

AB 1478 appropriates the recently-identified \$20.5 million in State Park and Recreation Fund funding to the California Department of Parks and Recreation (DPR) to keep parks open that had previously been slated for closure. The bill also contains new qualifications for appointing members to the nine-member State Park and Recreation Commission. The changes to the Commission are intended to improve its ability and capacity to provide oversight of DPR and foster a more meaningful connection between the public, park stakeholders, and DPR. AB 1478 also establishes a two-year moratorium on closing state parks, in Fiscal Year 12-13 and FY13-14.

The governor also signed AB 1589, which requires DPR to develop a new action plan for increasing revenues in state parks, allows purchase of annual park passes on tax returns, and encourages an independent assessment of California's state parks.

Neither bill addressed the \$34M identified as belonging to the OHV Trust Fund. When asked why OHV funds could not be restored from the \$34M balance Department of Finance officials stated that "the investigation has not been completed". Members of the Committee were clearly dissatisfied with this answer. Last month Finance Department chief deputy director Michael Cohen told the Senate Budget Committee that his agency is no longer sure how much money was hidden in the OHV fund, and that clear answers would have to await the outcome of the investigations, expected to last the rest of the year.

There was bipartisan support to amend the bill to begin disbursing the \$34 million hidden in the off-highway fund, as well. But the senators were outraged to learn there is far less certainty about these funds.

"What I don't understand is that we're okay going ahead with the \$20 million, but we have to have ongoing investigations for some months on the OHV fund," said GOP Sen. Doug LaMalfa. "Why is the OHV fund being discriminated against? It's deplorable."

Because of the historically large balances in the OHV fund, it has been tapped repeatedly by various governors and the Legislature to help balance the state's general fund and, more recently, to subsidize the 270 conventional state parks. Since 1974, according to off-roading groups, \$196 million has been diverted from the OHV fund for other government purposes. Much of this money was considered loans, but very little has been paid back. Off-roading groups are bitter about this, saying it has compromised recreation access for their members.

"My feeling is, the OHV trust fund has actually kept state parks out of trouble for the past 40 years," said John Stewart, a consultant for the California Association of Four Wheel Drive Clubs. "The fact that the state now says there was \$34 million hidden in the OHV trust fund doesn't surprise me a bit. In fact what surprises me is, is that all?"

A 2009 legislative counsel opinion concluded that fuel taxes collected by the OHV fund can legally be spent on non-OHV park projects. The opinion was based in the argument that at many of the state's conventional parks, visitors must travel on dirt roads to reach trailheads, campgrounds and scenic vistas.

If the ongoing investigations confirm there was, in fact, hidden money in the OHV fund that is available to spend, the Legislature will decide how to spend it. But it is not clear how soon that will happen. The investigations are likely to stretch out until December, Cohen said, meaning the Legislature will not be able to allocate any surplus OHV funds until it reconvenes in 2013.

Assembly Bill 1595 & Assembly Bill 1266: Recreational Off-Highway Vehicles, What Are They?

Assembly Bill 1595 (Cook) was approved by Governor Jerry Brown on July 24, 2012. This law will add a definition for Recreational Off-Highway Vehicle (ROV) to the California Vehicle Code (CVC) and will also provide rules regulating the operation of ROV's. AB 1595 is a manufacturer association sponsored bill designed to address concerns for the safe operation of ROV's. The law will become effective on January 1st, 2013. Assembly Bill 1266 (Nielsen and Cook) was approved by Governor Brown on September 25, 2012. This law will amend two specific laws as introduced by AB 1595.

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What do the bills do?

AB 1595 Defines an ROV as meeting the following criteria; CVC Section 500:

- a. Designed by the manufacturer for operation primarily off of the highway.
- b. Has a steering wheel for control.
- c. Has non-straddle seating provided by the manufacturer for the operator and all passengers.
- d. Has a maximum speed capability of greater than 30 miles per hour. (A vehicle designed by the manufacturer with a maximum speed capability of 30 miles per hour or less, but is modified so that it has a maximum speed capability of greater than 30 miles per hour is an ROV.
- e. Has an engine displacement equal to or less than 1,000cc (61 ci).

AB 1595 further provides for Operational and Safety Requirements; Division 16.5, CVC Sections:

- a. 38600: Operator of a ROV shall be at least 16 years of age, or be directly supervised in the vehicle by a parent or guardian or adult authorized by the parent or guardian.
- b. 38601: Safety helmet required for operator and passengers of ROV (reference 27802)
- c. 38602: Seat/shoulder belt or safety harness required to be worn when ROV is in motion.
- d. 38603: Operator of ROV shall not allow passenger to occupy a separate seat location not designed and provided by the manufacturer for a passenger. (CVC Section 38603 was amended by AB 1266. CVC Section 38603 will become effective July 1, 2013.)
- e. 38604: Operator of ROV shall not allow a passenger unless the passenger is seated upright with back against seatback and can grasp the occupant handhold with the seatbelt/ safety harness properly fastened. (CVC Section 38604 was amended by AB 1266. The requirement of a passenger to have his/ her feet flat on the floorboard was removed.)

Supreme Court Rejects Roadless Rule Case

By Phil Taylor, Greenwire

The Supreme Court today said it would not review a Clinton administration rule that prohibits most roads and logging across roughly 45 million acres of national forests, effectively ending more than a decade of legal wrangling. The court denied petitions from Wyoming and the Colorado Mining Association to overturn the 2001 roadless rule, which initially sought protection for 58.5 million acres, or nearly one-third of Forest Service lands. Petitioners had asked the Supreme Court to overturn a decision last year by the 10th U.S. Circuit Court of Appeals, which upheld the Clinton rule and reversed U.S. District Judge Clarence Brimmer's finding that the nationwide rule had created de facto wilderness and violated the National Environmental Policy Act (Greenwire, Oct. 21, 2011).

Today's decision was not a surprise to many legal experts, who noted that the 10th Circuit's ruling did not conflict with a 2009 decision by the 9th Circuit in San Francisco that also upheld the rule, making it less likely that the Supreme Court would take up an appeal.

Wilderness Society President Jamie Williams today thanked Earthjustice for its work and praised the support of California, Oregon, Washington, New Mexico and the Obama administration in defending the rule. "The roadless rule is now indisputably the law of the land," he said in a statement. "With continued public support, national forest roadless areas will enjoy the enduring legal protection that the roadless rule was intended to provide."

Wyoming's 42-page petition to the Supreme Court argued that the 2001 rule violated the 1964 Wilderness Act because it effectively bans grazing, oil and gas development, and motorized vehicle use, all of which typically require roads. Under the law, only Congress is allowed to designate wilderness. The state also argued that the Forest Service overstepped its authority by developing the national roadless rule without following the proper rule-planning process outlined under NEPA and "by predetermining the outcome" of environmental analysis of the rule in favor of its adoption, according to the petition.

The BlueRibbon Coalition and the California Association of 4 Wheel Drive Clubs, which advocate for motorized recreation on public lands, filed a brief in support of the Wyoming and CMA petitions. Joining them also was the Portland, Oregon based American Forest Resource Council, and a separate brief was filed by the Safari Club, an Arizona based sportsmen's group that argued the rule has restricted access for hunters and barred forest officials from responding to natural and man-made disturbances harmful to wildlife.

A separate case remains in the U.S. District Court for the District of Columbia in which the state of Alaska is challenging the national roadless rule. Alaska's Tongass National Forest, the nation's largest, was once exempt from the roadless rule under a George W. Bush administration policy that a federal district judge later ruled was unlawful.

Continued on next page

Bureau of Land Management Names New Ridgecrest and Barstow Field Office Managers

Carl Symons has been selected as the new field manager for the Bureau of Land Management's (BLM) Ridgecrest Field Office. Symons is currently BLM's Medford Supervisory Realty Specialist in Oregon. Prior to his current position, he has held positions in Engineering, Timber, Rights-of-Ways and Fire for both the BLM and the Forest Service in Arizona and Oregon. He is expected to assume his full-time duties in early November.

Symons served as the acting Ridgecrest Field Office Manager in late 2011 and early 2012. He enjoys kayaking, scuba diving, traveling and spending time with his family. He is married to wife Katrina and has daughters Kristin and Caitlin.

The Ridgecrest Field Office is one of five field offices within the California Desert Conservation Area (CDCA). The CDCA was established by Congress through passage of the Federal Land Policy and Management Act. The Ridgecrest Field Office manages a region of the California Desert linking diverse natural and cultural landscape. These wildlands mark the transition between the West Mojave and the Sierra, Great Basin and San Joaquin Valley bioregions. Segments of 19 distinct mountain ranges are located here, with the highest elevation reaching over 11,000 feet above sea level. Other landforms such as tufa towers, badlands, deep canyons, lava flows, dry lakes, sand dunes, cinder cones, wide valleys and alluvial fans provide a varied setting for desert exploration, discovery and solitude.

Carl's wife Katrina Symons has been selected as the new field manager for the Bureau of Land Management's (BLM) Barstow Field Office. Symons is expected to assume her full-time duties in early November. "Katrina comes with a wealth of federal land management experience – both with the BLM and the U.S. Forest Service," stated Teri Raml, BLM California Desert District manager. "Her management experience working with diverse community interests, as well as state and local agencies, will be of great benefit to the California Desert District."

Symons is currently BLM's Roseburg District Manager in Oregon. Other previous federal positions include forester, land management planning specialist, planning and environmental coordinator, natural resources staff administrator, and field manager. Symons received a degree in forest management from Northern Arizona University in 1984.

State OHV Division Announces Plan for Land Acquisition in Eastern Kern County

The California Department of Parks and Recreation Off-Highway Motor Vehicle Recreation (OHMVR) Division is proposing to acquire as many as to 60 privately-owned parcels (approximately 28,500 acres) in Kern County, California, from Renewable Resources Group. The parcels are within an area frequently referred to as the Onyx or Rudnick Ranch (note however that the town of Onyx is approximately 20 miles northwest of the project area). The parcels are largely interspersed with lands owned by the U.S. Bureau of Land Management (BLM). Off-highway vehicle (OHV) recreation occurs on many of the Renewable Resources and BLM parcels, largely on designated roads and trails.

The EIR for the proposed purchase will examine the direct and indirect environmental impacts associated with the purchase of the parcels by the OHMVR Division from Renewable Resources, and the use and management of the parcels for ongoing recreation and resource protection prior to adoption of a general plan. A general plan is not part of the current CEQA process.

Preparation and approval of a general plan is a separate action from this project and would be subject to separate environmental review. The majority of the acreage to be purchased is located within the Jawbone-Butterbredt Area of Critical Environmental Concern (JBACEC) located in the western Mojave Desert. This area is the transition zone between the West Mojave Desert bioregion and the Sierra Nevada.

The Pacific Crest Trail traverses the northern and western project area, and the Los Angeles Aqueduct traverses several of the easternmost parcels. In addition to their recreational and scenic value, these private lands contain important springs, riparian areas, cultural sites, and other sensitive resource areas. Acquisition of these parcels would provide better overall management of the area as it would allow land managers complete access to those lands to manage and support the recreational uses, protect sensitive resources, and restore and rehabilitate damaged areas.

Responses must be received by 5 pm November 11, 2012. Please send your responses to Mr. Dan Canfield, Planning Manager, at the address shown above or to dcanfield@parks.ca.gov. Agency responses should include the name of a contact person at the agency. All interested individuals, organizations, and agencies are encouraged to attend EIR scoping meetings to be held at the following locations:

- Tuesday, October 16, 2012 at the Carriage Inn (901 North China Lake Boulevard Ridgecrest, CA) from 6 pm to 8 pm.
- Wednesday, October 17, 2012 at Oxford Suites (1651 W Avenue K Lancaster CA) from 6 pm to 8 pm.

Additional project information is available on the OHMVR Division website at: www.ohv.parks.ca.gov/ohv-ceqa-notices.

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Imperial Dunes Plan Released to Public

By Imperial Valley Press Staff

More than 10 years in the making, the Bureau of Land Management has at last released its proposed Imperial Sand Dunes Recreation Area management plan. If it receives no legal challenges, the plan could go into effect by April. No chance.

This management plan was born of legal discontent, a settlement in 2000 to lawsuits by environmental groups looking for the protection of native plant species to the dunes. The result was the closure of nearly 50,000 acres of desert lands to off-highway vehicle traffic. Now, with the proposed management plan in the public scoping phase, all but 8,800 acres of land are being proposed for re-opening, with that closed-off area serving as the protected acreage for the purple-flowered Pierson's milk-vetch, a native species at the center of the lawsuits and closure over a decade ago.

Like those who defend the rights of the off-road community to safely and responsibly enjoy nature's bounty, we are very pleased to see this plan, especially with the idea that additional federal lands could be open to duners by next year. We are also realists, and fully expect the same environmental groups who shut down the desert (the Center for Biological Diversity, the Sierra Club and Public Employees for the Environmental Responsibility) to attempt to shut it down again. These are savvy operators, so we can expect the lawsuit and request for stay to be done in a federal court with an environmental lean.

It is unfortunate that it always has to be an either/or proposition when it comes to the desert and environmental issues. Imperial County benefits from off-road traffic, and open desert is an economic boon to our areas. Off-highway advocacy groups like the locally based United Desert Gateway are pleased with the amount of land being opened up. On the other hand, environmental officials contacted for a story last week expressed disappointment with BLM, and are already implying a suit is forthcoming.

We have long advocated a middle ground that makes sense, one that closes off some areas to protect native species, but not too much. We are pleased that this plan opens up so much, yet we see it as an easy target for litigation. Was the closure so small to be used as a negotiation starting point? We cannot say. But one thing is for certain, 8,800 from 49,000 is sure to set off the environmental groups.

Reporting the plan is the start; reporting the lawsuits will be next. Let us just hope it doesn't take another decade to sort this management plan out.

4Wheel Parts, Customer Appreciation Day, Hungry Valley

By Wayne Ford, CORVA Clubs



Once a year (the date varies), 4Wheel Parts holds a customer appreciation event in the Hungry Valley SVRA. The event was organized this year by Tom Severin and 4Wheel Parts, and featured a combination of events in camp as well as a trail run.

This year, there were some GREAT tug of war matches between clubs and 4Wheel Parts stores in the area which made for a little competition and a lot of fun. Other than tug of war, the event offered a winching demonstration, a fantastic lunch, and a successful raffle that handed out t-shirts, cozies, straps, mugs, and many other great prizes. The final act was a trail run led by Tom Severin's crew.

We signed up 38 new members and sold 35 maps at this event, with the proceeds all going to CORVA. CORVA would like to thank Jose Lugo, the Compton store Manager, for inviting us out. We would also like to thank 4Wheel Parts for supporting all the non-profits and clubs, as they really assisted us with raffle prizes, and free booth space. Please help us support 4Wheel Parts by purchasing your next set of tires, winch, or high lift jack from one of their many locations.



Managing Director's Report

by Amy Granat

The Importance of Your Vote

We are heading straight into one of the most important responsibilities of every American: voting for your candidate of choice on Election Day. How can CORVA emphasize the importance of this choice, other than to point out the obvious – every land use decision is a political decision. Every land use decision, whether proposed by a state or federal agency, comes down to how much political pressure is exerted by interested members of the public. And up to now, other than a few noisy individuals from organizations like CORVA, the squeakiest voices have been those affiliated with extreme environmental organizations.

I have seen the competitive nature of off-road enthusiasts alive and well at many off-road events, but I haven't often seen the same drive exhibited by individuals in efforts to save off-road access to public land. Thanks to many, the ongoing efforts to save off-road access to Johnson Valley is going well, but the smaller battles that CORVA is involved with around the state can always use more help. Whether fighting for access to 42 trails that were closed this year in the Eldorado National Forest, pushing the East Bay Regional Parks District to keep out of the running of Carnegie State Vehicular Recreation Area, or making sure access is retained for hunters and houndsmen on important Forest Service roads and trails in the Sierras, it is your vote influences that battle.

How can that be, you wonder? It is only through the influence of local communities that surround our opportunities on public land that this is possible. Start with the smaller races in local counties for Sheriff and Board of Supervisors. These positions are critically important for the support they give to areas like the Rubicon Trail. The Board of Supervisors of Inyo County, for example, is highly supportive of the implementation of AB628, a pilot program that will allow greensticker vehicles on passenger roads to access trails across the county. These are only a few examples of how local politicians are making a big difference in your access to public land. Your voice must be heard, and without voting your voice will not be heard. As motorized access advocates, part of our job is to convince you to get out and vote. If you do not vote, you lose the right to complain afterward when things do not go your way. Tell your friends, neighbors and family that CORVA is encouraging your participation in the election process and go out there and vote!

CORVA has been at numerous events the past couple of months meeting our members, and signing up new members. All this gives us an opportunity to listen to your concerns about your favorite off-road areas, and make sure you are well represented. Look for all the upcoming events for 2013 and check our Facebook group page for news and updates.

Welcome New CORVA Business Affiliate: Redlands Chrysler Dodge Jeep Ram

By Linda Wucherpfenning, CORVA VP-Sales & Marketing

CORVA welcomes its newest Associate Member, Redlands Chrysler Dodge Jeep Ram. Owner Loren Campbell is an avid off-roader and member of our CORVA club Inland Empire 4 Wheelers. In July 2012, Loren agreed to sponsor a CORVA class at Redlands Chrysler Dodge Jeep Ram's facility on writing effective NEPA comments and joined CORVA as an individual member. Loren is very interested in working to keep Public Land Access open for ALL motorized recreation and is also the co-chair of IE4W's Land Use Committee. As he became more involved with CORVA and its involvement in political advocacy and education, he decided that it was time to join CORVA as a Business Affiliate Member.

Our Business Affiliate Members are key to CORVA's success and we encourage our membership to support those who support us. If you are in or passing thru Redlands please stop by and visit Loren and his team at Redlands Chrysler Dodge Jeep Ram located at 500 W Redlands Blvd, Redlands, CA. Thank you Loren and your team!

Redlands
REDLANDS AUTO PLAZA



LOREN CAMPBELL

Vice President / General Manager

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Growing with CORVA

By Linda Wucherpfenning, CORVA VP-Sales & Marketing

Recently CORVA welcomed many new off-road clubs that have joined in our continued efforts to keep Public Land Access open for ALL motorized recreation. This emphasizes a growing involvement and interest in all land access issues within the State of California. Through these new off-road club memberships, CORVA is able to represent their concerns by participating in legislative efforts, education, and continuing communication through our alerts, newsletter, and sponsored Comments Projects. Off-road Clubs are not only interested in Motorized Recreation Access but are also involved with community service projects and are great contributors to philanthropic efforts.

CORVA is able to continue to grow and be a strong voice for all members concerned with keeping roads and trails open by the addition of valuable Club memberships, and has become known as a leader for Motorized Recreational access by the Forest Service and the BLM because of our strong involvement as represented by participation in the following areas: OHV Defense Council (OHVDC), Rubicon Trail, Johnson Valley OHV Area, San Bernardino National Forest Issues, Forest Service National Planning Efforts, UTV Bill AB1595, Comments Project for the Oregon Dunes, and recent involvement with ensuring snow mobile access to the Lake Tahoe Basin.

Thanks to the following off-road clubs for their new memberships and please look for feature articles specific to each of the following clubs in upcoming issues of our ORIA newsletter: 4x4 Freelanders, Bear Valley 4x4, Frazier Park 4x4, Inland Empire 4 Wheelers, Waywegos 4 Wheel Drive, and West Coast 4x4.

CORVA thanks all of its new members and will continue to be your VOICE!

Del Amo Motorsports, 10th Annual Parking Lot Sale

By Wayne Ford, CORVA Clubs

For ten years Del Amo Motorsports has opened its parking lot to a huge sale, free raffles, a stunt show, and last, but not least, bikini bike wash! This eased the pain of going from San Fernando Valley to Redondo Beach during "Carmageddon".

The line began to form out in front of Del Amo Motorsports around 6 am in anticipation of the opening at 8am. There were many factory and distributor representatives at this show, including we saw Fox, Tucker Rocky, Parts Unlimited, and Red Bull. In addition, there were about 30 smaller vendors offering numerous types of street and dirt motorsport products and services.



Everyone who registered received a free t-shirt and one raffle ticket. We called raffle tickets every half hour, between product demonstrations and stunt shows. Just when you thought you have seen it all in shows, I saw something at this show I had never seen before. A company set up a trailer with a bike on it, and the rear wheel sat on a roller. Anyone with \$15 could have a shot at a wheelie on this bike and many lined up for the chance.

CORVA would like to thank Nick Torrey, the event coordinator for inviting us. We handed out many bags, sold 25 maps, and had a great time helping out with the raffle.

Continued from Page 1

The Tyranny of Extreme Environmentalism

Land use policies are no longer defined by the best available science or the best possible conditions for local communities. It is no coincidence that elements of the following speech, delivered by Mike Anderson of the Wilderness Society in June of 2000 during a congressional hearing were later repeated almost verbatim as justification for the debacle that became the Forest Service Travel Management Rule. Speaking on behalf of The Wilderness Society, Mr. Anderson told a congressional subcommittee that "...we are very disappointed that the agency has made virtually no effort at the national level to control the impacts of dirt bikes, ATVs, snowmobiles, and other off-road vehicles. The proliferation of larger, more powerful ORVs is causing serious damage to soils and water quality, accelerating the spread of invasive weeds, and destroying the natural quiet and solitude of the forests. Unless strict controls on ORV use are adopted and enforced, the negative impacts of ORVs will nullify many of the positive environmental effects of the Forest Service's pending policy initiatives."

Speaking in San Francisco in April of 2003, former Chief of the Forest Service Dale Bosworth described the need for the Travel Management Rule with the following words: "We're going to have to manage... by restricting OHV use to designated roads, trails, and areas....So the great issue is unmanaged recreation." There is a very palpable sense in this statement that Chief Bosworth was reluctantly agreeing to a policy he was being forced to support from outside influences, but one he did not completely agree with himself.

It took less than 3 years for the wishes of the Wilderness Society to be incorporated into Forest Service policy. The impact of that influence should send chills down the spine of every American who previously believed in the transparency in development of land use policies by federal land management agencies.

Now Forest Service policy has come full circle for Mr. Anderson and The Wilderness Society. In June of 2012, Mike Anderson of the Wilderness Society was selected as part of the National Forest Management Act advisory committee. The very individual whose statements became incorporated into the creation of the Travel Management Rule has now been chosen as part of the committee directing the future of land planning for all our national forests. This is only one of the many incidences where the shadow of tyranny becomes evident in national land use planning efforts.

"Tyranny – a rigorous condition imposed by some outside agency or force". It doesn't take much for federal agencies to bow to an outside source of such power. As quoted in the High Country News, an online magazine with impeccable environmental credentials, a senior Obama administration official described the negative influence the Center for Biological Diversity is having on the Endangered Species Act. "CBD has probably sued Interior more than all other groups combined. They've divested that agency of any control over Endangered Species Act priorities and caused a huge drain on resources. In April, for instance, CBD petitioned to list 404 species, knowing full well that biologists can't make the required findings in 90 days." The magazine follows with the statement: "The amount of money CBD makes suing is just obscene.... They're one of the reasons the Endangered Species Act has become so dysfunctional. They deserve the designation of eco-criminals."

The reality of this environmental tyranny has to become known and understood in order to be defeated. Only the recognition of the disproportionate impact this behavior is wreaking on federal land use planning can change the paradigm to one more accepting of common sense, true scientific analysis, and economic feasibility. For until the entire community exposes and denigrates this bad behavior, federal agencies have no choice but to create land use plans designed to placate these outside sources, rather than listen to local communities wants and needs.

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OMC Offroad Food and Toy Drive

By Amy Granat, CORVA Managing Director

CORVA is proud to support Aaron Eaton and Tracey Zamora of OMC Offroad, and the 2nd Annual OMC Offroad Holiday Season Food & Toy Drive, which will take place on November 10th in Banning, California. Catching up with Aaron during the Off-Road Expo, we wondered what moved him to give back to his local community by devoting so much of his family's time and energy to this great cause. There is a very heartwarming story behind this event we thought all our members would appreciate.

In Aaron's own words, "The inspiration behind our OMC Food & Toy Drive came from being in a position as a couple when the economy took a dive for the worst. We felt the sting of a lost job within our family. Not knowing where to turn, as a family, we turned to each other and God. With not many resources available to us we looked for comfort and strength within our parish. It was then that we became aware of the many struggling families in the same situation. After reading our parish's weekly newsletter, we were informed that the parish's pantry was unable to feed as many families in the community as needed. The parish was forced to turn away 379+ people a week. Taking note of such a large number hit home for us. As a couple, we knew it was our duty to help out the families who we knew were going to bed hungry."

"This year has not changed. We know the economy has not gotten any better, so we decided to add a toy drive to help families with children, even if it means a single present on Christmas Day. Our thoughts that inspired the toy drive were, no matter what the situation, for that moment we would bring a smile to a child's face. Along with providing a toy to a family, they will also be able to enjoy a holiday meal to eat during the season. As business owners and off-road enthusiasts, we felt we could get help from our extended family and community. Every person we have met and continue to meet are the most caring and giving group in and out of the industry we love. So we decided to put together our Food & Toy Drive and have found that no one has said no to the idea and [everyone] has been more than willing to help."

"The off-road industry and companies within it are the most caring and giving group of people you could meet. Some of the off-roaders in this community will rally for something that is true and genuine and support a community in need. The greatest reward from this is a smile brought to a family or child's face when they can have that present, or holiday dinner. As a family who has come up from the ruin of the economy and hard times, we felt that we had to give back. The community that we live and do business in will be shown that the off-road community can and will help in every possible way."

On behalf of CORVA, I would like to congratulate Aaron and his family for all their efforts that benefit families and children in need in his local community. CORVA encourages everyone to attend the OMC Food and Toy Drive in Banning on November 10th, from 9:00 am to 4:00 pm. Or take Aaron's story as an inspiration to make a difference in your local area.

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