

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

Trouble in Sacramento

By Jim Woods

Governor Brown has terminated the appointment of Daphne Greene, who has served as Deputy Director of the OHV Division of State Parks effective January 1, 2012. Governor Jerry Brown's appointee has not yet been announced, but the decision could have long lasting negative effects for off road access, including the loss for family recreation throughout California at all the State Vehicle Recreation Areas (SVRA) located statewide. The State's OHMVR trust fund has been in peril since the state siphoned \$10 million received from the gas tax from its budget before it could reach the trust earlier this year, and plans for a continued removal of those funds will continue indefinitely.

The State has a long history of borrowing millions from the OHMVR trust every year, monies that are needed for acquisitions and improvements. The California OHMVR program's annual budget of \$85 million comes from primarily gas tax revenues with only about 20% coming from the Green/Red Sticker Program. With the loss of Daphne Greene, a longtime strong OHV ally, all the OHV programs - both the SVRA programs and the Grant Programs - stand to be eliminated. Jerry Brown has not been a supporter of any OHV programs and seeks to aide his ailing budget by closing the entire OHV program.

WHAT CAN YOU DO?

1. Call, write or email your STATE Senator and Legislator immediately. Tell them how important the California Off Highway Vehicle programs are to you and your family. Mention the State facilities and areas that you use and how important they are to your family, or business if that applies.
2. Write, call or email Governor Jerry Brown with the same information. Express how Daphne Greene was a champion for the off road access community (we will NOT be able to change the fact that she has lost her job, but he may consider replacing her with someone who will look favorably on the OHV programs).
3. Be prepared for CORVA to lead a legal challenge in case we have to force the State to abide by the law, and keep the OHV programs going. Send your donations to CORVA - check our website for donation details.

A Tribute to Daphne Greene



It is inconceivable to think of a better ally and a better friend to all who enjoy off-road access than Daphne Greene. Governor Brown has chosen to terminate her contract with the State of California as Deputy Director of the OHV Division of State Parks at the end of 2011, to our great sadness and consternation. Ms. Greene's contributions to the continuation of off-road access to California are too numerous to mention, and it would be hard to find a more determined person, or someone who has worked harder to defend off-highway vehicle access. I am proud to have worked with her on many projects, and I personally will miss her common sense approach and passion.

Governor Brown has taken great liberties by removing a tremendous advocate for the off-road community, and the community has to respond in kind. We are hard-working, tax-paying residents of the State of California, and our wishes, wants and needs count, but only if we express them clearly to our elected representatives.

Write letters, emails and faxes to all your state representatives, including the Governor, and make sure your voices are heard.

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



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**FREE T-SHIRTS* & FREE LUNCH
PLUS THOUSANDS OF DOLLARS IN PRIZES!**

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INFORMATION:

DATE: SATURDAY, JANUARY 14, 2012

REGISTRATION: 8:00 a.m.

LUNCH/PRIZE GIVEAWAY: 11:30 a.m.

North Dunes at Glamis Flats

South Dunes at Gordon's Well

LOCATIONS:

NORTH DUNES:

Glamis Flats (main staging area),
Gecko Road, Oldsmobile Hill,
Roadrunner Wash Road

SOUTH DUNES:

Gordon's Well (main staging area),
Buttercup (vendor row), Midway,
Ogilby Camp (past the tower
towards the south)



For more information on participating or contributing as a sponsor, please contact the United Desert Gateway 760.337.4155 www.UnitedDesertGateway.org or email us at Charla@UnitedDesertGateway.org



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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. Secondarily, 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 Report	4
17th Annual Truckhaven Challenge: January 21, 2012	5
Land Use Resources and Public Policy Report	6
Managing Director's Report	10
Educational News	11
Donate to CORVA	11
The Dumont Dunes Experience	12
Donations and New Members	13
Annual B to V Another Success!	14
Associate Members	14
2 CORVA Positions Open!	15
Membership Application	15
CORVA Calendar	16

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PRESIDENT'S MESSAGE

By Jim Woods

CORVA's Impact in 2011

A topic that comes up often is "What trails has CORVA reopened?" A better question might be, "What trails has CORVA kept from closing?" With that in mind I would like to discuss the past year (2011) and what we accomplished.

DESERT RENEWABLE ENERGY CONSERVATION PLAN (DRECP): When CORVA became involved with the DRECP, I was confused myself on what our role would be. How could we be helpful in this process? When I received a call telling me that the Hungry Valley SVRA was going to be the sight of the next solar installation, I knew exactly why we needed to be involved. We quickly made some phone calls, called a meeting and the simple oversight by the mapping people was changed and fixed to recognize that the OHV area was not the place to put a solar installation. One area saved! But since then, another map has been released and the El Mirage OHV dry lake area is on the plan for solar. CORVA again got involved and once again, along with the stakeholders in the group, we were able to remove the El Mirage OHV area from the plan. Another area saved! So, are we valuable as an involved party to the DRECP? Absolutely!

BLM SPECIAL RECREATION PERMIT SUB GROUP: After the Mojave Desert Racing (MDR200) tragedy of 2010, all procedures to hold events on public land have been drastically changed. The Desert Advisory Committee (DAC) asked for a sub-group of recreation organizations to work together with the BLM to make a comprehensive plan that all can apply for all types of OHV events held on BLM land in the future – a new permit process exactly. A CORVA Life Member serves as chairman of the DAC and we have two additional members on the SRP committee. Through our involvement, along with all the other OHV organizations, a fair and equitable process is shaping up. Even now, during this temporary time period, events are running smooth and the communication between recreation and BLM is as strong as ever. Considering that after the tragedy, the BLM thought they would just close the whole desert, we have been very instrumental in saving many areas and many events. More OHV areas kept open!

STATE WATER BOARD: At a December meeting, Gaylon Lee, the key Water Board staff member, explained the OHV portion of the proposed waiver in the following words; "None of the use on already designated OHV trails will be allowed, the Forest Service will have to apply to a Regional Water Board for allowance for each and every trail with associate documentation to allow activity". This blatantly anti-access statement illustrates very clearly why we had to oppose the waiver. What did we accomplish? We stopped the process by raising enough concerns and doubts regarding the effectiveness and legality of the waiver, and the board voted down the waiver. Afterwards our attorney, Jesse Barton, asked Gaylon for further clarification on some of the waiver language. Gaylon confirmed that volunteers working on projects in a forest could have been subject to punitive actions should a regional water board find fault with the work. Both of these accomplishments are huge and CORVA led the fight. In the future, we will be able to continue to use our forests and other areas where water crossings will be important, because CORVA will be there to keep more OHV areas open.

Everywhere there is an OHV access issue throughout California, CORVA is there: the Johnson Valley Marine base expansion (soon to be our next biggest challenge), the Plumas National Forest lawsuit (just beginning), Oceano Dunes and Imperial Valley Particulate Matter issues (dust), and our continued opposition to the Feinstein Desert Monument Bill. Opening new trails is a goal for all of us. We've lost millions of acres of OHV opportunity in California over the last 40 years, but CORVA can be proud of our victories by remembering all of the closures we have prevented.

Someone told me two years ago that our "OHV Access" glass was half empty but now we can see it as half full. We are the cork plugging up the "loss of yet another OHV area" hole and we will not stop fighting for our OHV opportunities. If you will continue to support us, we will continue our efforts until we can finally report that a new OHV access area has been opened. Cheers!

Hope to see you at the CORVA Truckhaven Challenge!





17th Annual

Truckhaven Challenge



January 21ST 2012



Ocotillo Wells SVRA
Fun for the Whole Family!

NO PRE-REGISTRATION REQUIRED! PAY AT EVENT SITE!

All OHV's Welcome!*

POKER RUN- Saturday, January 21st

Registration- Each Vehicle:

CORVA Member: \$30.00

Non-Member: \$40.00

Kids (12 and under) on ATV's/MC- \$15.00

All Prices include one poker hand and 1 raffle ticket

Great prizes for 1st, 2nd, & 3rd place Poker Hands

Great prizes for 1st, 2nd, & 3rd place in Games

START TIME 8:00 AM! Start line closes at 11:00 AM.



**SEE MAP TO EVENT
AT www.corva.org**

GREAT RAFFLE PRIZES DONATED BY THE OFF ROAD INDUSTRY

ENTER YOUR DOG TO WIN GREAT PRIZES AT THE DOG SHOW!

Course length approx. 20 miles

Alternate "difficult routes" for those willing to "GO FOR IT!"

Checkpoints have "games of skill" for more family fun and prizes!

Course closes 4:00 pm

BBQ dinner (see menu) to follow Poker Run

Trailmasters Club BBQ Dinner Menu

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

Pre- Registration opens in October (See website for details)



***REQUIRED SAFETY EQUIPMENT!**

4x4's, Baja's & buggies- Metal roof or Roll bar

ATV's/MC's- Helmet, spark arrestor

ATV's must have whips/flags!

SUGGESTED ITEMS:

First Aid Kit, Tow Strap, Spare Tire, Fire Extinguisher

Registration desk will open at 2:00pm Friday afternoon (January 20th) at the event

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

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

Need more info?

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

CELEBRATING 17 YEARS OF GREAT OFF-ROADING!!!



CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

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. This new Water Quality Management Handbook includes specific and restrictive requirements for OHV routes and will have a profound effect on OHV recreation in National Forests.

Although the US Forest Service has adopted the draft Water Quality Management Handbook that now has stringent new requirements for maintenance of Forest roads and trails, the State Water Board did not adopt the draft Waiver. What does this mean? We won an important victory, by working together and staking a stand!

Now we need to take advantage of the fact that the Water Board is going back to the drawing board and rewriting procedures with the Forest Service. This will be in the form of an agreement that would create procedures that has the potential to benefit OHV/multiple use in the forests.

At the beginning of the meeting, Gaylon Lee, the key Water Board staff member, explained the OHV portion of the proposed waiver in the following words: "None of the use on already designated OHV trails will be allowed, the Forest Service will have to apply to a Regional Water Board for allowance for each and every trail with associate documentation to allow activity". This statement sent chills down my spine, and illustrated very clearly why we had to oppose the waiver. Afterwards, our attorney Jesse Barton asked Gaylon for further clarification on some of the waiver language, Gaylon confirmed that volunteers working on projects in a forest could have been subject to punitive actions should a regional water board find fault with the work.

What we accomplished: We stopped the process by raising enough concerns and doubts regarding the effectiveness and legality of the waiver, and the board voted down the waiver.

We cannot afford to stop pursuing an equitable solution that protects water quality while ensuring multiple use continues on our forests. Water quality issues are here to stay, and although we dodged a bullet this time by working together, we have a lot more work to do. We are still taking contributions to the defense fund – our attorney Jesse Barton sat in on the meeting for 6 hours. He deserves to be thanked, but paid for his time as well. We could not have possibly done it without him.

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.

Air District Votes to Adopt Dunes Dust Rules

Oceano park could be subjected to daily fines if particulate levels exceed state limits.

The county Air Pollution Control District board of directors approved a draft rule that would subject Oceano Dunes State Vehicular Recreation Area to fines of up to \$1,000 a day if excessive amounts of dust blow from the park. The rule would hold the state park responsible for levels of dust blowing off the Dunes on windy days that exceed certain limits. The rule is intended to reduce the number of days air quality on the Nipomo Mesa exceeds state health standards for particulate pollution.

Park managers would have until July 2013 to develop a plan to reduce dust emissions. The off-highway division of State Parks and others critical of the proposed rule have asked the air district to adopt a collaborative approach that does not include fines, however the APCD rejected this approach.

The board of directors has voted several times to move forward with the process of developing a rule, most recently in September. However, resistance has stiffened recently as a result of letters of opposition submitted by the cities of Pismo Beach and Grover Beach and the Oceano Community Services District.

In addition to those letters, the district received dozens of letters both for and against the proposed rule. Many of the letters of support came from South County residents who are concerned about the health effects of the blowing dust.

A sizeable amount of the letters in opposition are critical of a scientific study done by the air district that attributed the excessive levels of dust to off-highway vehicle riding in the Dunes. The study concluded that OHV riding breaks down a crust that naturally forms on the surface of the Dunes, making it easier for sand particles to become airborne.

Continued on next page

[New York Times Features Article on Dust](#)

DENVER — Oh say, can you see across the Grand Canyon? Not as well as you used to on some days.

The question of how clean the air is in the American West has never been an easy one to answer, strange to say. And now scientists say it is getting harder, with implications that ripple out in surprising ways, from the kitchen faucets of Los Angeles to public health clinics in canyon-land Utah to the economics of tourism.

It is at least partly about dust, something that has been entwined with Western life for a long time, and now appears to be getting worse.

The region's air quality, then as now, was partly pristine and partly poor depending on when and where you looked and which way the wind blew.

But now a new and even more complicated chapter appears to be unfolding, researchers in many different fields say. From off-road vehicle use, which has in some places replaced the clumping trod of the old cattle herds, to drought's impact on plants with their soil-anchoring roots, more dust appears to be up and moving.

A study this year looking at dust generated by off-road vehicle use at the Nellis Dunes Recreation Area near Las Vegas found dust samples with naturally occurring arsenic and palygorskite, a mineral similar to asbestos, which could under certain circumstances pose potential health risks. The study, commissioned by the Federal Bureau of Land Management, said that four-wheelers and bikes stirred up as much of the mineral-laden dust as wind did.

Pollution research has mostly focused on urban areas, where air quality is historically worse, and on the tiniest of pollution particles from industrial sources, which are generally more dangerous because they can be inhaled more deeply into the lungs. The new dust problem in the West is flying under the radar: generally larger particles in areas with a lower population density involving mostly naturally occurring minerals from soil. And since dust is periodic, rather than constant — like, say, urban vehicle emissions — air quality standards rarely exceed the federal thresholds of compliance that can trigger action or an alert.

[Comment Period Closes for BLM Bakersfield Resource Management Plan](#)

The comment period on the Bakersfield RMP-RIS closed December 9, 2011. The BLM received extensive commentary from recreation groups including rock hounders and a coalition of outdoor recreation groups assembled by CORVA and the Stewards of the Sequoia. The preferred alternative B proposes a balanced approach to recreational use. It would designate Special Recreation Management Areas for Keyesville, near Lake Isabella, and near the City of Taft.

Although the Bakersfield RMP-EIS is a large scale plan, it also included "implementation level decisions" such as designation of roads and trails for motorized use. The plan does not, however, include such details as vehicle class or season of use. Presumably such details will be addressed during a later Travel Management Plan.

This was a highly collaborative effort between recreation groups and the BLM with an excellent exchange of information. Details of Travel Planning were made available via the internet, setting a new standard for transparency in land use planning. A final RMP-EIS and Record of Decision should be available in 2013. This has been a multiyear project for both the BLM and outdoor recreation interests, so 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>

Continued on next page

[Comment Period for BLM South Coast RMP-EIS Now Closed](#)

There comment period for BLM's South Coast RMP-EIS ended December 21, 2011. This plan is critical to recreation on BLM lands in a huge area that includes large portions of Los Angeles County, San Bernardino County, Riverside County to the Mexican border and Eastern San Diego County. Although the area includes many scattered parcels of BLM land that are "landlocked" within private land, there are also larger areas that have been historically been used by the public for hunting, hiking, and off-road vehicle recreation.

Lark Canyon and Plaster City OHV areas are managed by the BLM El Centro Field Office in Eastern San Diego County.

The draft Plan would close the vast majority of 356 miles of routes to off-road vehicles, leaving 44 miles open for green sticker vehicles, 99 miles for highway licensed vehicles only, and 175 miles for administrative or special permit access only.

The most accessible BLM lands consist of the larger parcels of Poppet Flats, Railroad Canyon Reservoir (Canyon Lakes), and Steele Peak. These parcels are centered around the growing communities of Banning, Beaumont, Hemet, Perris, and Quail Valley. Current management direction for the Soboba Special Recreation Management Area (SRMA), which includes Poppet Flats, is to allow for facilities which will provide for the protection of resource values and safety. Such facilities in the form of staging or parking areas to reduce potential impacts have not been developed to date.

Although no official easement exists, the Cooper-Cienega Truck Trail provides motorized access from Chihuahua Valley Road through the center of Beauty Mountain. From the truck trail other less established routes access the western and eastern portions of the Mountain.

The "public use" alternative would designate the following special recreation management areas. Various alternatives would consider designating:

Border Mountains SRMA: 50,594 acres; Badlands SRMA: 1,051 acres; Beauty Mountain SRMA: 34,199 acres; or South Coast ERMA: 47,976 acres (An ERMA is an "Extensive Recreation Management Area" that requires a less extensive commitment of resources for recreation.)

The Badlands Destination SRMA consists of the rolling hills located south of State Highway 60 just west of Beaumont, California. The area would be managed for its OHV trail riding opportunities. This SRMA is intended as a cooperative component of a proposed state and county managed OHV park. BLM would consider future day use developments to support and control OHV recreational activities. CORVA submitted comments drafted by board member Ed Stovin.

[Legislative Update](#)

Washington remains preoccupied with issues related to the budget, employment reports, and the economic downturn. It seems unlikely that there will be much movement on public lands legislation this year. However, 2011 has been a great 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.

California Wilderness Bills Before Congress:

S 138: California Desert Protection Act of 2011 (Feinstein D-CA)

Status: 1/25/2011 –Referred to the Senate Committee. Read twice and referred to the Committee on Energy and Natural Resources. No changes have occurred since the last report.

HR.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 available 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 Cmte.

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

[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). A Marine Expeditionary Brigade 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. Do the Marines really need Johnson Valley? A recent news article provides information that may help answer that question.

[Postwar Marines: Smaller, Less Focused on Land War](#)

by Robert Burns (Associated Press)

WASHINGTON (AP) -- With the Iraq war ending and an Afghanistan exit in sight, the Marine Corps is beginning a historic shift - a return to its roots as a seafaring force that will get smaller, lighter and, it hopes, less bogged down in land wars.

That's scary for the Marines because for some in Congress it raises this question: Does a nation drowning in debt really need two armies?

Gen. James F. Amos, the Marine Corps commandant, says that misses the real point. He argues that the Marines, while willing and able to operate from dug-in positions on land, are uniquely equipped and trained to do much more - to get to any crisis, on land, at sea or in the air, on a moment's notice. He is eager to see the Iraq and Afghanistan missions completed so the Marines can return to their traditional role as an expeditionary force.

"We need to get back to our bread and butter," Amos told Marines Nov. 23 at Camp Lawton, a U.S. special operations base in Afghanistan's Herat province.

That begins, he said, with moves like returning to a pattern of continuous rotations of Marines to the Japanese island of Okinawa, home of the 3rd Marine Division formed in the early days of World War II. The rotation of infantry battalions to Okinawa was interrupted by the Iraq war, which after the March 2003 invasion evolved into a bigger, costlier and longer-lasting counterinsurgency campaign than the Pentagon or the Marines had anticipated.

Amos says he plans to begin lining up infantry battalion rotations for Okinawa even before the 2014 target date for ending U.S. combat in Afghanistan.

Another element of this return-to-our-roots approach is the decision announced in late November to rotate Marines to Australia for training with Australian forces from an Australian army base in Darwin, beginning in 2012. Up to 2,500 Marines - comprising not just infantry units but also aviation squadrons and combat logistic battalions - will go there from Okinawa or other Marine stations in Japan and elsewhere in the Pacific for a few months at a time.

"As we draw down (troops in Afghanistan) and we reorient the Marine Corps, it will be primarily to the Pacific," he told Marine aviators at a U.S. base in Kandahar, noting as an aside that he doubted any of them had ever deployed to the Pacific. "The main focus of effort is going to be the Pacific for the Marines." He added that Marines will remain present in the Persian Gulf area and elsewhere as required, but not in Iraq or Afghanistan.

Regardless of the number, Amos says he is determined to shape a postwar force that is smaller and better equipped for the kind of flexible duty he champions. He plans to reduce the number of infantry battalions from 27 to 24, shed some artillery and armored vehicles and reduce the number of flying squadrons from 70 to 61. The idea is a force whose forte is not protracted ground combat but pop-up crises like the Libya mission, as well as "power projection," which the Marines do by keeping expeditionary forces aboard Navy ships in Asia, the Mideast and elsewhere.

[Lawsuit Affects Los Padres, Angeles, San Bernardino, and Cleveland National Forests](#)

The Scoping Period for the Plan Revision to open in January – watch for announcement of public meetings.

Your participation is essential. The preferred Alternative is rumored to designate huge tracts of land "back country non-motorized"

On January 3, 2011 Judge Marilyn H. Patel approved a Settlement Agreement that established the remedy for California Resources Agency, et al vs. United States Department of Agriculture, and Center for Biological Diversity, et al vs. 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.

The settlement requires the National Forests to prepare a Supplemental EIS that will make changes to zoning and recommended wilderness designation on these forests. This is an opportunity for public input. Stay tuned for developments.

Managing Director's Report

by Amy Granat

The Land Use Management Plan “Circle of Life”

Step 1: Extreme Environmentalists lobby the federal government to enact new and more restrictive rules and regulations to close access to public lands.

Step 2: Federal land managers spend large amounts of time, effort and taxpayer's money to write, take public comments on, and eventually enact new regulations.

Step 3: Extreme Environmentalists sue the federal government claiming the analysis was incomplete or incorrect and/or the rule is not restrictive enough.

Step 4: Extreme Environmentalists receive all attorneys' fees back from the federal government.

Step 5: Repeat.

The above is a vicious cycle, but it has been enormously successful over the past few years. We have all seen the end product of this “Circle of Life”, in fact we have all watched in dismay as more and more land is closed to multiple use with a vague understanding of how this occurred. CORVA decided that since maintaining this status quo is unacceptable, as an organization, we have to aggressively push and fight for the rights of all those accessing public land. During the past few months CORVA has achieved the following:

We put together and led a coalition of groups from around the state to protest the enactment of a State Water Board waiver with the Forest Service that would have greatly restricted access and volunteer work on all the forests in California. Thanks to the contributions and help of many individuals, clubs and organizations, and most of all to our attorney Jesse Barton, we succeeded in raising enough doubt as to the efficacy of the proposed waiver that the members of the water board voted down the proposal.

CORVA has been working with the Sierra Access Coalition, which is leading the lawsuit against the Plumas National Forest, with co-litigants Plumas and Butte Counties. The lawsuit has been filed, and the Forest Service put on notice that the restrictions, closures and inadequate consideration of factors during the Travel Management process is unacceptable to forest users, residents and business owners. We are also alleging discrimination against the disabled and elderly for the manner in which the Forest Service enacted all this rule greatly restricting access for the disabled and elderly without consideration as to the effects this might have on their travel on public land. Many people have questioned this aspect of the Travel Management rule, and this lawsuit has a chance of creating precedent that will positively affect all forests throughout the country. Our goal is a fair and equitable process.

We contacted the Chief of the National Landscape Conservation System in Washington DC about its policies regarding off-road access for everyone when proposing additions to the system, and CORVA has been asked to be part of the process to design an access solution. The NLCS has been used as a tool by extreme environmental groups to limit access, but now CORVA has the opportunity to influence the future of these proposals.

CORVA is seeking new partners and coalitions all the time that believe in aggressive and decisive action. We are working with nontraditional partners, and are pleased to welcome the American Land Access Association, a large organization of rockhounds dedicated to political action keeping access to rockounding areas open to our off-road family.

Whenever our members speak, we listen. We want to hear from you about your thoughts and ideas on ongoing issues. Everyone's opinion counts, and every voice deserves to be heard in this battle. CORVA is here to benefit and serve our members, and we look forward to your support. When we ask for donations, it is to continue our work and pressing issues and succeed in our accomplishments for off-road access.

Right now, we need donations for our Legal Fund. Lawsuits are an important but expensive part of our strategy to retain access, but if everyone contributes, the burden becomes manageable. Donate, and donate generously to support off-road access. It is only with your help that we can ensure our public land remains open and our sport can overcome adversity and thrive.

Making a Difference

Ed Waldheim, VP Education

This is going to be short and to the point. We have a battle on our hands to keep our access to public lands open. This challenge comes from the BLM West Mojave re-designation of the routes in the West Mojave, Barstow, Ridgecrest and Desert Renewable Energy Conservation Plan (DRECP).

In order to ensure your voice is heard in the off road community, it is very important that you attend the meetings that BLM will hold on all the desert quadrants. The following is the list of meetings:

WEMO Sub-Regions Travel Management Planning Scoping Schedule. No locations given, Contact Edy Seehafer from Barstow at eseefaer@blm.gov or Craig Beck from Ridgecrest at cbeck@blm.gov for schedules. Check the website for location of meetings at: www.ca.blm.gov.

- Jan 9, 2012: I-15 to I-40, Afton, Broadwell, East of Barstow
- Jan 18, 2012: N. Ridgecrest: N. Searles, S. Searles, Darwin, And Sierra
- Jan 26, 2012: South and East of SR 247, Juniper, Rattlesake, Joshua Tree, Wonder Valley
- Feb 7, 2012: Jawbone, Middle Knob, Lancaster
- Feb 9, 2012: North of I-15/SR 58 DWMA ACEC in Barstow FO (7 sub regions)
- Feb 14, 2012: South of SR 58 / W of I-15: El Mirage, Kramer Hills, And Iron Mtn
- Feb 16, 2012: Ridgecrest, El Paso, Red Mtn., Rand Mtns.
- Feb 21, 2012: South of I 140/E. of I-15 Pisgah, Ord Mtn, Newberry-Roadman, Johnson Valley, Stoddard

The DRECP, meets every month, so you need to keep track of its website (<http://www.drecp.org/meetings/index.html>) to see what it is up to. By January 2013 the DRECP will do two things:

1. Define zones within which renewable energy development will be encouraged (Renewable Energy Study Areas, or RESA's); these will occur in areas with high wind and solar potential AND low biological value.
2. Designate "reserve" lands to offset or mitigate the impacts of projects within the RESA's; these will be areas that are not legislatively protected already (National & State Parks, Wilderness) but that have high biological value and conservation potential.

Recreation could suffer if lands are designated for energy development or conservation. Last month the DRECP released its "soft-line" RESA's, or development zones. This draft is done with a large brush and some OHV Open Areas, including El Mirage, were within RESA's in this first draft. Yesterday I received assurances from DRECP's Director that these affected OHV Open Areas will be removed from the RESA's in the next draft when the boundary lines are refined.

Please do not be complacent! It is your "Access to Public Lands" that is under attack, I don't care if you hike, bike, motorcycle, fish, or camp, YOU ARE ALL AFFECTED. Please take part in these two potentially harmful processes and make your feelings and expertise known. Remember it is your access that is at stake. Invest your time in becoming well informed and read all the information put in this newsletter and on the website.

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:

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TOTAL \$ _____

Please make checks payable to CORVA

Donations are not deductible as charitable contributions

The Other Side of Dumont Dunes

by Diana Mead



Miner's cemetery at the former site of Tecopa

When we hear Dumont, most of us think of sand and wind. These dunes, on the northeastern side of the Mojave, are a wonderful place to play from late October through early spring. In the summer, temperatures easily exceed 120 degrees. While there are few die hards who head out in the early morning hours (when it is a mere 93!), most of us "Duners", head to Dumont in the winter months.

For anyone who owns a sand vehicle, waking up early to accompany the California Dune Masters on their morning run is a must. As many as 35 vehicles, with the club members at the front, snake back and forth across the sand, doubling back against each other. The running is fast, exciting, and like nothing I had ever done before. This club is known for its "snails", a different sort of sand buggy, that actually looks like a snail crawling up the sand. They are able to go quite slow and avoid getting buried with their dual rear wheels, but also move gracefully fast, especially if you are near the front of the line.

One member of our group Betsy Fessler writes for Sand Sports magazine about geocaching. She suggested we bring dirt tires for our dual sport cars and check out the surrounding areas one day. (photos by Betsy)

It was a short trip down toward the highway, to "Sperry Wash" and some of the neatest desert running we have ever done. Stopping periodically to find a geocache added to the excitement. The wash follows the defunct track, formerly the Tonopah & Tidewater Railroad. This area is a corridor with wilderness area to the east. We came out into Amargosa Canyon, with simply unbelievable scenery and topography. In several areas, there were huge boulders sitting on top of narrow pinnacles of hard pack gravel much smaller than the rocks they were supporting. Even though these have probably been balanced just so for hundreds of years, we couldn't help driving by very quickly, just in case that was the day for them to break free.

Our lunch stop was adjacent to the old talc mine (think talcum powder). The surrounding area is white and chalky, just as you'd expect it to look. Up until this point, the canyon was well traveled by other off road recreationists. Beyond this point however, it got a lot quieter and one could almost imagine the people who originally settled the area confronting a challenging Mother Nature.

The canyon ends at the original site of Tecopa's mining town. The town has relocated twice since the original but still exists. We traveled paved roads, which is generally acceptable in this area, to visit the old miners cemetery and find just one more geocache before backtracking through the canyon. Everything looked different going the opposite direction, especially with the sun getting lower and the temperature beginning to sink.

If you have dirt running ability, we highly recommend checking this out on your next visit to the Dumont Dunes.



Rock formation at Sperry Wash



Buggies along site of former Tonopah & Tidewater Railroad



At the entrance to Sperry Wash

MEMBER DONATIONS

CLUB DONATIONS

GENERAL

BRUCE BODENHOFER \$20.00
 TOM & MARIA FUNKHOUSER \$105.00
 RANDY LAZAR \$20.00

MERCED RUNABOUTS \$350.00

*To help us out and make a donation please
 see the ad at the bottom of page 11
 Thanks*

WELCOME NEW LIFE MEMBERS

RALPH & CATHY CASTEEL
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Annual B to V - Another Success!

Another successful event and some volunteers to thank for the annual LA/Barstow to Vegas ride. CORVA member Jim Pilon (below) is known as the "Godfather of Dual Sport". He set up the first LA-B2V dual sport ride back in 1983 to commemorate the famous LA-B2V desert race. This dual sport event was for street-legal dirt bikes only. Leaving from various locations throughout the great Los Angeles area, the LA-B2V dual sport event has been held every year since, beginning the Friday after Thanksgiving and finishing on Saturday in Las Vegas with an awards banquet. Although Jim Pilon no longer rides the event, he and his team provide 4-wheel drive sweep services for both the easy and hard way riders. Jim reports that the 2011 event will be his final event.

Eleanor (pictured below) and her husband Fred have volunteered to help at B2V for many, many years. They operated two check points - one in California City on Friday and the other in Baker on Saturday. Truly Great folks!



Another continuous volunteer at the B2V event is Paul Flanders who serves on the AMA Dist 37 Dual Sport board of directors. Thanks to all that make this event successful.



CORVA ASSOCIATE MEMBERS

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Help Wanted: CORVA Show Coordinator & CORVA Store Keeper

by Steve Hewitt

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

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

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

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

If you have any questions or would like to volunteer, contact Steve Hewitt at: steve.hewitt@corva.org or (951) 237-0233.

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We send out emails to our members but many bounce. If you have an invalid email address you will find the # symbol in front of your first name on this mailing label. We need a new email address from you.

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CORVA CALENDAR

January:

1/14 15th Annual ISDRA MLK Weekend CleanUp -- Saturday event in both North and South Dunes.
More info here: <http://www.uniteddesertgateway.org>

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

March:

3/2-4 Tierra Del Sol is proud to announce the 50th Desert Safari to be held March 2nd, 3rd and 4th.
More info here: <http://www.tds4x4.com/2010/12/2011-tds-desert-safari-register-now>

3/24 CORVA Family Fun Run (mark the date, more info coming next issue)

April: Annual OHV Lobby Day (date is be announced soon)

FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE WWW.CORVA.ORG

ATV Safety Training!

Classes are available in Glamis, Gordon's Well and Superstition Mountain. Space is limited, please visit www.atvsafety.org to enroll.

Completing this class meets the State of California's requirement that all riders under the age of 18 must be certified or be under the direct supervision of a certified adult.

ATV Safety Institute
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