



Off-Roaders in Action

2015, volume 4

- 2 Message from the President
- 3 Managing Director's Report
- 4 Land Use Report
- 6 When Dirt Biking Was Young
- 10 Noteworthy Meetings
- 12 CORVA Merchandise



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

BREAKING NEWS, TRUCKHAVEN CHALLENGE 2016 CANCELLED / DIFFICULT CHOICES

Diana Mead, CORVA President

We are sorry. We understand many of you are disappointed. CORVA run events are fun and a way to both give back to our members and raise the needed operating funds. The Truckhaven Challenge has been a popular and successful event for many years. Regulars tell us they add next year's date to their calendar right after returning home from the current event.

We have a problem for 2016. For the fourth time since 1993, an anti OHV group has filed for endangered species status for the flat tailed horned lizard. Because the California Fish and Wildlife Service has opted to study the request, no permits are being issued for the Ocotillo Wells SVRA and Truckhaven. The review period will end in February 2016, but we don't know what next steps will be.

Typically, CORVA and others who run OHV events make efforts to relocate and reschedule annual events when we lose access to a regular venue. Quite frankly, these "fixes" are difficult. It takes time to establish attendance and

operations. Often the adaptations fail to excite and fail to generate funds. CORVA has neither the funds nor the human resources to offer Truckhaven at a place other than Truckhaven. We simply cannot re-create Truckhaven elsewhere.

We are also beginning to understand that our efforts to adapt are sometimes detrimental to the fight to keep what we already have. This is the fight that CORVA is proud to lead in California. We have taken many steps ahead of other OHMVR advocacy groups and have brought them along with us. The greater our numbers the greater our visibility to decision makers.

As noted, there have been three prior efforts to have the flat-tailed horned lizard named a protected species. Each time the designation has been refused after costly analysis. What has changed?

"In conclusion, OHV activity does not appear to be a significant threat to flat-tailed horned lizard habitat throughout its range at this time, nor is it likely to become a significant threat in the foreseeable future."

Not much, although there are some strategic points being made in this latest filing that CORVA and others have commented on. It is also incumbent on CORVA to keep your seat at the table throughout this process.

After much discussion, we have decided to draw our line in the sand. The Truckhaven Challenge will be back, when we regain access to Truckhaven. We've heard from some of our loyal attendees that anyplace that isn't Truckhaven won't be the Truckhaven Challenge. We believe those comments should be heard.

Here is where you can help. CORVA earned your money at the Truckhaven Challenge. We now need to earn your money without the Truckhaven Challenge.

Stay tuned. We have some ideas for engaging you in this effort. Meanwhile, if you are angry enough to help fund the fight, we will put your dollars to very good use.

Thank you for your support.



R-E-S-P-E-C-T FOR OHV

Amy Granat, CORVA Managing Director

To paraphrase the Aretha Franklin song, when CORVA works to represent off-road recreation enthusiasts, we're asking for a 'little respect' for OHV from federal and state agencies and decision makers.

Motorized recreation is often relegated to the bottom of the proverbial barrel in terms of importance, which is confusing when it is acknowledged by these same agencies that off-roaders comprise the vast majority of their volunteer on-the-ground work force! With the addition of the high fiscal contribution to local economies from off-roading in particular and motorized recreation in general, it just doesn't make any sense. There's an old saying that respect must be earned and cannot be expected, which may hold true in some circumstances, but off-road recreation has been maligned for so long it's time to hold true to ourselves as off-roaders and demand our due.

Well-known individuals as diverse as Albert Einstein and Taylor Swift have both commented on the need for more respect in the world. Our younger members can relate to Taylor Swift, who said; "We don't need to share the same opinions as others, but we need to be respectful", and our more experienced members may identify with this quote from Albert Einstein; "Everyone should be respected as an individual, but no one idolized". Unfortunately, public land management agencies and decision-makers alike have largely forgotten these wise words and oftentimes treat motorized recreation as insignificant and something that needs to be limited, *rather than expanded to accommodate growing numbers of enthusiasts*. No less than a recreation planner for the Bureau of Land Management in Northern California publicly stated that

motorized recreation does not belong on public land; rather off-road recreation should take place only in managed parks. Unfortunately his Field Office Manager agrees with this statement, *and all off-road recreational access* on BLM land in parts of Northern California and the Sierra Nevada have been closed during the last 10 years. If this isn't an indication of a lack of respect for motorized recreation, it is hard to fathom a stronger example.

As the idolization inherent in our society for the environmental movement continues for the most part unchecked, off-roaders have to take concrete steps to reverse this phenomenon. There is nothing too radical in the steps needed moving forward, just a willingness to act as an ambassador every time you venture outdoors in your off-road vehicle. If we make sure our behavior is respect-worthy, it will be much easier to ask or demand that same support and consideration from others.

For those wondering where this demand for respect originated, relating a recent event that occurred during a meeting in Sacramento might serve as explanation. Because CORVA believes in understanding all components that might negatively affect off-road recreational access, we attend many meetings, some on far-ranging scientific and political issues. Recently, seated next to a science-minded individual representing a state agency involved in air quality I experienced an odd situation. As we conversed during a break, he asked me what agency I represented, and I responded that I represented the interests of thousands of off-road enthusiasts that reside in California. He took one confirming look at my badge and read my affiliation with the California Off-Road Vehicle

Association, preceded to rise from his chair and find a place to sit at another table. Although it is an ignorant, albeit humorous response to finding out I am a proud off-roader, it also indicates that there is a lack of knowledge and great misunderstanding of the vast amount of environmental work undertaken by off-road groups on public land.

CORVA is dedicated to representing those facts and advocating on behalf of off-road recreation. It is estimated that we are 7 million strong in California, yet many of these folks do not belong to CORVA – California's only statewide OHV organization. While we are delving into quotes from well-known individuals, there is another wise saying that proposes; "If you are not part of the solution, you are part of the problem". Let all your friends and fellow off-roaders know that CORVA represents them at every turn, at every meeting, and at every opportunity. Yet if they are not members, they become more closely aligned with those opposing off-road expansion than those supporting of off-road opportunities in California. CORVA is dynamically representing your interests but can only do as much as our members and donations allow. Those that haven't become members and haven't donated have conversely helped our enemies. So be proud of the fact that you are CORVA members supporting your statewide OHV organization, and tell everyone else to support CORVA too! Just a mere \$30.00 a year does more than anyone can possibly imagine.

CORVA LAND USE REPORT

by Bruce Whitcher, VP Land Resources and Public Policy

LEGISLATIVE AND REGULATORY UPDATE:

Federal land use bills reintroduced into Congress in 2015:

- Desert Protection and Recreation Act, S 414, (Feinstein)
- California Minerals, Off-Road Recreation and Conservation Act, HR 3668, (Cook)
- Clear Creek National Recreation Area and Conservation Act, HR 1838 (Farr)
- Central Coast Heritage Protection Act, (Lois Capps)

Pending BLM and Forest Service plans:

- Desert Renewable Energy Conservation Plan – final plan released earlier in November
- West Mojave Plan - Final Supplemental Plan delayed for further comment until January 2016
- Forest Plan Revisions for Sequoia, Sierra, and Inyo National Forests – draft environmental impact statement due for publication fall 2015
- Forest Service Travel Management Subparts A, Road Analysis, and Subpart C Over Snow Travel (presently in draft stage).

State OHV Division plans:

- Carnegie SVRA General Plan – comment period closed, final plan remains under development.

CALIFORNIA DESERT PROTECTION AND RECREATION ACT

S 414, Senator Feinstein's Desert Protection and Recreation Act, was heard in Senate Natural Resources Committee on October 8, 2015. This is likely to slow efforts by the Obama administration to designate national monuments in the area which would not provide protection to OHV areas.

Companion legislation has been introduced by Representative Cook and is also scheduled for hearing on December 9th.

If both bills pass out of committee they will need to go to consensus conference and then to the President for signature.

We have reported on the provisions of S 414 in past issues of the ORIA.

California Desert Conservation & Recreation Act S 414 (Feinstein) — summary:

Off-Highway Vehicle Recreation Areas - designates five OHV Recreation Areas totaling about 142,000 acres. This would provide congressionally designated areas for this popular recreational activity in the California Desert including the Dumont Dunes, El Mirage, Rasor, Spangler Hills, and Stoddard Valley Off-Highway Vehicle Recreation Areas. The Johnson Valley OHV and Shared Use Areas would remain as previously designated by a different act of Congress. There is a requirement for additional management planning activities for the five OHV areas.

Establishes two new national monuments, the Mojave Trails and Sand to Snow National Monuments
Creates three new wilderness areas and expands three existing Wilderness Areas, areas known as North Eureka Valley, Ibex, Panamint Valley, Warm Springs, and Axe Head (about 47,580 acres in total) and the Bowling Alley.

Designates additional small wilderness areas within Death Valley National Park

Releases portions of six Wilderness Study Areas.
Establishes the Vinagre Wash Special Management Area and Alabama Hills National Scenic Area;
Designates relatively small potential wilderness areas.

Expands three units of the National Park System; Death Valley, the Mojave Preserve and Joshua Tree.

Within Death Valley National Park, the Adds segments of five rivers to the National Wild and Scenic River System.

Title II – Development of Renewable Energy on Public Lands - establishes a new process for disposition of revenues received for the development of wind or solar energy on BLM-administered lands throughout the West.

Continues on 8

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CALIFORNIA OFF ROAD
VEHICLE ASSOCIATION

DUNE BUGGY CLUB

WHEN DIRT BIKING WAS YOUNG - HOPETOWN, CA

Roberta Woods

Back in the early days of motorcycling, there were many options for competition, both on and off road. One of the few remaining and oldest clubs in California, the Dirt Diggers Motorcycle Club (DDMC) sponsored a variety of events, including a paper chase and various field events in what then was named Venice Flats (now known as Marina del Rey), White Horse and Crater Camp along Mulholland Drive. Besides being the first club to sponsor an all-girl race called the Petticoat Scrambles, they also put on night races. They brought the first F.I.M. sanctioned race to the United States when a few of the members, who were also stuntmen, proposed holding a Grand Prix race in Hopetown.

Hopetown, originally known as Corriganville was a movie set during the week. Many hundreds of Western movies, television shows like Lassie and many of the Tarzan movies were filmed there. The location was owned by Ray "Crash" Corrigan, a famous stuntman and he opened it to the public on weekends for \$1.00 admission fee, to help make ends-meet. He still owned the property in 1962, when the motorcycles races started. In between heats, the crowds were entertained by the stuntmen and their Western shoot-outs. Bob Hope purchased the land from Corrigan in 1965 for a housing development, but it was still used as a movie set up until mid-1970.

While the DDMC held the Grand Prix in Hopetown up until 1972, the most famous was filmed in 1967 by ABC television for the *Wide World of Sports* show. The world's best riders participated, with foreign riders winning all six first place trophies – among which was Roger DeCoster, Joel Robert and Torsten Hallman for whom the THOR off road gear was named. These foreign riders shocked the Americans with their bikes which had full suspension and their riding style – they stood up!

This old poster was found taped to the ceiling of the small shed in Glendale where Jim and his brother Pat Woods worked on their Hodaka's. It is for the **12TH ANNUAL DDMC GRAND PRIX & 5TH INTERNATIONAL MOTOCROSS** is dated November 7 and 8, 1970. It reads:

2 Days of Slam Bang Action! Don't miss the BIG ONE. The granddaddy of them all. The world's top sportsman and professional riders doing their thing on the 3 mile G.P. course which will run thru Hope-Towns famous WESTERN MOVIE TOWN!

There were various race-classes, including Powder Puff and Sidehack. Entry fees were \$10.00 and were to be mailed to an address in Hawthorne or Rowland Heights only on "official DDMC entry forms" and postmarked after September 15th but before October 25th. Entries sold out for every class for the Grand Prix. As Jim remembers, "One of our Red Dots Motorcycle Club member's dad worked at the Glendale Post office. We would take our entries directly to the back door to be hand-stamped at 12:01AM on the entry opening day. We always got on the front of the starting line." If entry places **were** available, post-entry would cost \$100.00! There was a \$2,500.00 purse for the International Exhibition on November 8th with a \$1,000.00 first place for professional riders only with an entry fee of \$20.00.





Poster belonging to Jim Woods

The most significant and fondest memory of Hopetown was the mud hole. Conrad E. Palmisano reports, "On race day I would work as a flag safety man. The most popular corner to flag was the mud hole, where many riders would get stuck and need help to get their bikes free. It gave a young guy a good reason to get covered in mud and feel that you were really part of the experience. I have many race buttons from those years. I have many fond memories of those days."

Tim Hibbard of Camarillo, CA remarks, "I raced Hopetown in the early 70's for 3 years. As a desert racer, it was one of the Grand Prix's that I looked forward to. Never did all that well, as the mud hole always seemed to gobble me and my Husky up. But I really liked the course."

By 1975, the DDMC could not get the permits necessary to hold the Grand Prix, and the era of Hopetown was gone forever. Today, there is a small Corriganville park just south of the Hopetown development in Simi Valley with a few remaining foundations marking where once the exciting Western movies were filmed and thousands came to see the Stuntmen, and the motorcycle Grand Prix races - when dirt biking was young.

For more information on the Dirt Diggers Motorcycle Club visit their website at: www.dirtdiggersmc.com.

California Minerals, Off-Road Recreation, and Conservation Act, HR 3668 (Cook) — summary:

Title I: National Off-Highway Vehicle Recreation Areas

Designates six existing off-highway vehicle areas as “National Off-Highway Vehicle Recreation Areas.” These are Johnson Valley, Spangler Hills, El Mirage, Rasor, Dumont Dunes, and Stoddard Valley. Three of these OHV areas would be expanded by a total of roughly 61,000 acres. The six OHV areas total just over 300,000 acres.

Title II: Wilderness

Designates approximately 342,000 acres as wilderness. Existing roads and trails within the wilderness are preserved through cherry-stems to maintain public access. Releases approximately 154,000 acres of existing wilderness study areas for recreational and economic use.

Title III: National Park System Expansions

Adds approximately 68,000 acres of land to the National Park System, including Death Valley, the Mojave National Preserve, and Joshua Tree.

Title IV: Wild, Scenic, and Recreational Rivers

Title IV designates 77 miles of wild, scenic, and recreational rivers. Three of these are in the San Bernardino Mountains: Deep Creek, Holcomb Creek, and Whitewater, while the other two are in Inyo County: Amargosa River and Surprise Canyon. These designations will maintain all current legal off-highway vehicle use.

Title VI: Mojave Trails Special Management Area

Title VI designates a “special management area” covering approximately 965,000 acres in the Mojave Desert northeast of the Marine Corps Air Ground Combat Center. Additionally, it designates approximately 1,400 miles worth of roads and trails for OHV use.

Title VII: Sand to Snow National Monument

Title VII establishes a national monument covering approximately 140,000 acres of federal land between Joshua Tree National Park and the San Bernardino National Forest in San Bernardino and Riverside Counties. Currently, nearly all of this land is designated as part of the San Geronio Wilderness or part of the Big Morongo Canyon Reserve. It protects hunting, hiking, and the use of off-highway vehicles on designated trails within the Monument.

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REP. VARGAS INTRODUCES THE “IMPERIAL VALLEY DESERT CONSERVATION AND RECREATION ACT OF 2015”

Press Release, November 18, 2015, Washington, DC — Today, Congressman Juan Vargas (CA-51) introduced the “Imperial Valley Desert Conservation and Recreation Act of 2015” (H.R. 4060). This bill designates and transfers land in order to protect key habitats and creates new recreational areas including permitting motorized recreation on designated routes.

“The Imperial Valley desert is home to vast amounts of diverse terrains that are of incredible importance to the people of our region and to the State of California,” said Rep. Vargas. “This bill would enable residents and visitors to enjoy the unique desert while partaking in outdoor activities in the appropriate designated areas.”

The bill would impact three major areas within Imperial Valley and transfer or designate over 86,000 acres of land. The Bureau of Land Management (BLM) would transfer land to the Anza-Borrego Desert State Park to be managed as state wilderness.

BLM would also be authorized to transfer land to Imperial County to expand the Holtville Airport. Finally, the Imperial Valley Desert Conservation and Recreation Act would establish the Vinagre Wash Special Management Area, a total of 81,000 acres in eastern Imperial County, to protect and enhance wildlife management, recreational, cultural and ecological resources.

“Imperial County is one of the most environmentally diverse areas in California, with thousands of miles of BLM wilderness areas, wildlife and desert vistas,” said Rep. Vargas. “I want to make sure we take care of the incredible natural resources Imperial Valley offers, to ensure that our children may enjoy them for generations to come.”

REP. SAM FARR TO RETIRE – EFFECT ON CLEAR CREEK BILL REMAINS UNKNOWN

Rep. Sam Farr (D-Carmel), who announced Thursday he will not seek reelection, says he wants to focus on being a “full-time grandpa.”

Farr, 74, made his retirement announcement at a news conference in Salinas, saying it’s time to come home after more than two decades in Congress.

Farr was first elected to Congress in 1993 in a special election to succeed Leon Panetta.

Farr serves on the House Appropriations Committee, which oversees the federal budget. He is the highest ranking Democrat on the House agriculture appropriations subcommittee.

He also led the 2012 effort to re-establish Pinnacles National Monument into the country’s 59th national park.

Farr represents California’s 20th District, which includes Monterey and San Benito counties and the cities of Salinas and Santa Cruz.

RELEASE OF FINAL WEST MOJAVE PLAN (WEMO) DELAYED

We recently received information that the WEMO Plan Comment period has been extended until January 2016.

Many groups, including the California Off Highway Division, requested more time to study the draft plan and to provide comments.

The West Mojave Plan’s preferred alternative would designate approximately 10,000 miles of route as “open” to off road vehicles.

The more restrictive Desert Renewable Energy Plan will be implemented first. The WEMO Route Designation Plan will now need to conform to provisions of the DRECP. The DRECP sets aside large areas of BLM lands for conservation purposes and has the potential to restrict the use of many of the “limited use” areas, known as “L” lands.

Continues on 15



NOTEWORTHY MEETINGS

MORE UPDATES FOR DAC, FOREST, OHMVR COMMISSION AND WEMO MEETINGS

Listed below are meetings that are open to the access community to participate in. All these meetings are facilitated by Ed Waldheim (unless noted otherwise) with e-mail notices of agendas sent out to interested parties who are friends of Access to our public lands. We call them OHV Leadership meetings. Why? Because everyone who recreates has to go with wheels, thus they become OHV, be it a motorcycle or a Cadillac, if you go off the pavement you are OHV.

Contact edwaldheim@aol.com or at (760) 373-0033. Phone number provided after meeting location are only in case you get lost or need directions, they are not to find out about the meeting. For that, please contact Ed Waldheim.

REOCCURRING MEETINGS: (FACILITATED BY ED WALDHEIM)

Friends of El Mirage: 2nd Wednesday of each month 9 a.m. to 11.30 a.m. at the BLM El Mirage Visitor Center. 75 Colusa Rd. El Mirage, CA 92301. Deliveries: 20471 Mountain View Road, El Mirage, CA 92301

(760) 388-4703

www.elmirage.org

Conference call: 760 984-1000 Access Code 618478#

Friends of Jawbone: 3rd Wednesday of each month 9 a.m. to 10.30 a.m. at the BLM Jawbone Station (off Hwy 14) P.O. Box 1902, Cantil CA 93519, Deliveries 28111 Jawbone Canyon Rd. Cantil, CA 93519

(760) 373-1146

www.jawbone.org

Conference Call 760-984-1000 Access Code 618478#

19th Annual Moose Anderson Days: April 23, 2016. Visit www.jawbone.org for specifics.

California Trail User Coalition (CTUC): National Forest Association Angeles, meets each month, 3rd Wednesday at 5 p.m. Meetings are at 3550 Foothill Blvd. Glendale, CA 91214

www.ctuc.info

San Bernardino National Forest OHV Leadership meeting Quarterly.

Next meeting February 3, 2016 6 p.m. to 8 p.m. at Forest Supervisor office. This will be meeting lead by Forest Service to get input on grants.

Angeles National Forest OHV-CTUC Leadership Meeting quarterly. This meeting will be run by Forest Service for Grants public comment.

Next meeting will be February 2, 2016 at 1 p.m.

Angeles Forest Supervisors office at 701 N. Santa Anita Ave., Arcadia, CA 90106.

Contact edwaldheim@aol.com

Los Padres National Forest OHV Leadership meeting, quarterly.

The next meeting will be February 4, 2016 from 10 a.m. to noon it will be Forest Service meeting to take public comments on proposed Grants.

6755 Hollister Ave. Suite 150 Goleta, CA 93117
(805) 968-6640

California Desert BLM OHV Leadership meeting, quarterly.

Next meeting February 18, 2016, 4 p.m. to 6 p.m. This will be BLM sponsored Public meeting to take input on grants.

Regular OHV leadership meeting will be June 16, 2016 at 1 pm to 3 p.m.

22835 Calle San Juan De Los Lagos, Moreno, Valley 92553

(951) 697-5200.

Contact edwaldheim@aol.com

Sequoia National Forest & Bakersfield BLM OHV Leadership Meeting, quarterly.

Next meeting will be February 1, 2016 at 1 p.m. New time, this meeting will be chaired by Forest Service and public announced for comments on what Grants public would like to see.

105 Whitney Rd. Kernville, CA 93238

(760) 376-3781

OTHER MEETINGS – CA AND BLM

CALIFORNIA STATE PARKS

Off-Highway Motor Vehicular Recreation (OHMVR) Grants Dates

- Work shop in Southern California Ontario will be January 11-12, 2016
- Northern California January 14 to 15, 2016
- Preliminary Grants are due March 7, 2016
- Final Grants are due May 2, 2016

At all our OHV leadership meetings Staff have been pushing for us to start thinking about grants for next year and what it is you want agencies or nonprofits to

apply for. Get involved, it all is public land, and we have to be part of the solution so we can enjoy our sport.

Desert Manager Group go to web site for next meeting www.dmg.gov

BLM Desert Advisory Council (DAC) - Meets quarterly, check BLM website for dates at:

www.blm.gov/ca/st/en/info/rac/dac.html

Contact Steve Razo (951) 697-5217

DAC - Dumont Dunes Sub Group quarterly meeting at BLM Barstow office at 2601 Barstow Rd. Barstow, CA 92311

(760) 252-6000

Contact: Randy Banis rbanis@sundancemedia.com



CORVA MERCHANDISE

CORVA accepts donations for all merchandise listed below.

Although your donation is not tax deductible, they are one way CORVA raises funds to continue to fight for Off-Road recreation access. When you promote CORVA by wearing a shirt or hat, displaying stickers, etc. you are helping spread the word to your fellow off-roaders. Show them you support CORVA – Order Today!

Just fill in the items you want, mail the form with your check and we will get your order processed quickly. Once we have received your order, we will send you a confirmation email so you will know when your items have shipped. All orders, other than stickers, are sent via US Priority Mail.

T-Shirts are available in sizes Small, Medium, Large, XL, XXL and XXXL. Please indicate desired size in the space provided.



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- CORVA Cozies (set of two) \$10.00
- CORVA Trucker Hat \$20.00
- CORVA Stickers (new) - Small \$2.00
- CORVA Stickers (new) - Medium \$2.00
- CORVA Stickers - Large \$10.00
- T-Shirt and Hat Combo (Shirt size: _____) \$26.00
- Gift Pack Combo #1 (Incl. 1 trucker hat, 2 coffee cups, 2 cozies and 1 sm sticker) \$40.00
- Gift Pack Combo #2 (Shirt size: _____) (Incl. 1 t-shirt, 1 trucker hat, 1 coffee cup and 1 sm sticker) \$40.00
- Gift Membership (Incl. 2 stickers and monthly newsletter. We'll send an acknowledgement along with your gift.) \$30.00

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

Questions? Send your email request to: CORVA.store@corva.org (you can scan and upload your order via email too). And if you have a special request or rush order, just let us know.





THE DESERT RENEWABLE ENERGY CONSERVATION PLAN (DRECP) FINAL ENVIRONMENTAL IMPACT STATEMENT RELEASED

Summary:

DRECP is a landscape level plan that amends the California Desert Conservation Act of 1980.

- “Open, limited and closed” designations will be replaced by new land use designations as National Conservation Lands, ACEC’s and Special Recreation Management Areas.
- Route designation is site specific and will follow in the West Mojave Plan and other travel management plans but will need to conform to conservation provisions of the DRECP.
- The DRECP covers over 9 million acres of California’s desert.

DRECP designates areas for specific uses

- Development Focus Areas – slated for renewable energy development
- ACEC’s have been expanded and require a 1% maximum disturbance cap
- National Conservations Lands (NCL) are designated for conservation purposes and include a 1% disturbance cap
- Special Recreation Management Areas (SRMAs)
 - no energy development allowed
 - SRMAs may allow or limit motorized use
 - BLM worksheets for SRMAs include details of what use may occur and where, but use must conform to conservation limits as specified.

Current OHV Open Areas – Spangler, Dumont, Raser, Stoddard, and El Mirage

- No energy development will be allowed
- These will have SRMA planning requirements but do not have conservation overlays. At this time, it does not appear that they will be subject to disturbance cap calculations.
 - Exception is Christmas Canyon ACEC within Spangler Hills

What is at stake:

- Over 14,000 miles of routes are within planning area
- Land ownership and management patterns make establishing route connectivity a potential challenge
- DRECP will not affect travel within the vast majority of the desert because this is already restricted

by existing designations; however the “limited use” lands may be affected.

- How routes that cross private land will be addressed is still an open question
- Routes within Development Focus Areas (DFA’s) will mostly remain available
- Renewable Energy Rights-of-Way
 - Where development affects trail management corridors, an analysis must be performed to ensure that it does not substantially interfere with the nature and purposes of the trail, and that mitigation/compensation results in a net benefit to the trail.

Concerns:

- Conservation designations may restrict OHV use in areas traditionally open to motorized travel
- Adaptive management could be a problem for users
- Language in some sections of the plan is intentionally vague
 - Could be ripe for litigation
- Effectiveness of monitoring may be an issue
 - Budgetary limitations
 - Lack of adequate staff

UPDATE – FLAT TAILED HORNED LIZARD PROPOSED FOR LISTING

The California Fish and Game Commission, responding to a Center for Biological Diversity petition, recently made the flat-tailed horned lizard (*Phrynosoma mcallii*) a candidate for species protections under the California Endangered Species Act. The lizards are now protected under California law, making it illegal to kill, harm or capture without state authorization. According to the Center, California’s state wildlife officials will gather data and analyze the status of the lizard, commonly known as the horny toad, and make a final protection determination next year. The Center for Biological Diversity has fought for federal listing of this species for years. Each time the USFWS has withdrawn the application for listing because it is not warranted. Flat tailed horned lizards are found throughout the Imperial Dunes and Ocotollo Wells SVRA’s. Listing of the species could adversely impact these important recreational areas.

Continues on 16



Land Use Report, continued, from 15

U.S. TRYING TO PROTECT SAGE GROUSE WITHOUT LISTING IT AS AN ENDANGERED SPECIES, BUT THE DEVIL IS IN THE DETAILS

“With the stroke of a pen, the Obama administration’s oppressive land management plan is the same as a listing” of the bird as an endangered species, said Representative Rob Bishop of Utah, the Republican chairman of the House Natural Resources Committee.

Sage Grouse habitat extends to California and Nevada

Battle shifts to local land management plans

The Bi State Plan for Eastern California and Nevada will limit organized events, potentially close roads and trails through a disturbance cap, and impose seasonal closures to protect sage grouse. This would affect popular recreation areas along Highway 395 between Bridgeport and Carson City.

USFS FOREST PLAN REVISIONS FOR INYO, SEQUOIA, AND SIERRA NATIONAL FORESTS

CORVA is monitoring developments closely. A Wilderness Evaluation and Inventory process is nearing completion. The Draft Environmental Impact Statement for the Forest Plan revisions will be released in the fall.

US Forest Service Travel Management Subpart A

This complex and rather confusing effort by the Forest Service to determine the minimum necessary road system continues. Although this planning project specifically excludes roads and trails previously designated by Travel Management Subpart B, many of these Forest designated route systems are heavily dependent on Forest roads for connectivity. In some cases, road closure proposals have recommended the destruction of key connecting routes leaving OHV routes as isolated segments that cannot be accessed. This requires careful attention by local user groups who have an intimate knowledge of local roads and trails. CORVA has been monitoring and facilitating developments in these areas.

Continues on 18



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Travel Management Subpart C – regulation of over snow vehicle use

Five-Forest Over-Snow Vehicle Use Designation Analysis

- The Lassen, Tahoe, Eldorado, Stanislaus, and Plumas National Forests are beginning an analysis, based on Subpart C of the Travel Management Rule, to allow, restrict or prohibit over-snow vehicle (OSV) use through the designation of roads, trail and areas on National Forest System Lands. These analyses will support the decisions to designate over-snow vehicle use on National Forest System roads, trails, and areas on National Forest System lands.
- In addition, the national forests will combine the analysis needed for OSV use designations with analysis to formalize the identification of National Forest System Snow Trails that will be groomed for OSV use.

- An over-snow vehicle is defined as “a motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow” (36 CFR §212.1).
- These forests are undertaking the Subpart C analysis in order to:
 - provide a manageable system of trails and areas designated for over-snow vehicle use, consistent with and to achieve the purposes of Travel Management Regulations at 36 CFR part 212;
 - ensure that over-snow vehicle use is well managed to promote safety of all users, minimize impacts natural resources, and minimize conflicts among the various uses.
- These forests are also undertaking the analysis to identify and formalize the system of over-snow vehicle trails that will be groomed to meet the terms of a court-required settlement agreement.

Continues next page



Land Use Report, continued

- The project will undergo analysis under NEPA which provides opportunities for input from local communities, local government, and all interested parties.
- The Lassen National Forest began their NEPA analysis first, followed by the Tahoe, Eldorado, Stanislaus, and Plumas National Forests. Each Forest will prepare a separate Environmental Impact Statement.
- The Forest Service’s goal in designating over-snow vehicle use is to ensure that the use of over-snow vehicles is well managed to promote the safety of all users, minimize impacts to natural resources, and to minimize conflicts among the various uses. Once the NEPA decisions for the designation of roads, trails and areas have been issued over-snow vehicle use that is inconsistent with the designations would be prohibited under 36 CFR part 261.
- These designations will apply to the lands on each of these five national forests that receive adequate snowfall for over-snow vehicle use to occur.

- Currently, the five national forests manage approximately 1,000 miles of groomed OSV trails. These estimates, by forest, are currently being validated and refined utilizing Geographic Information Systems (GIS) and will be updated, if needed, once this validation step is completed.

National Forest Trails (Approximate)	Groomed Miles of OSV
Eldorado	50
Lassen	400
Plumas	200
Stanislaus	60
Tahoe	300

There are financial limitations on the size of each forest’s snow trail grooming program and the frequency at which the grooming occurs.



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Editor

Clayton Miller
clayton.miller@corva.org

Newsletter Design

Chris Kennedy
ck@ckladesign.com

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Friends of El Mirage
www.elmirage.org
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Friends of Jawbone
www.jawbone.org
3rd Wednesday

CORVA Board Conference Call
4th Monday

Upcoming Events

CORVA Family Fun Run
Hungry Valley SVRA
April 2, 2016

WHAT IS CORVA?

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

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

We work with land managers for responsible off-highway vehicular access and recreation opportunities. Secondly, we educate our membership on the constantly changing rules and regulations and promote conservation, clean-up and trail maintenance projects.

We participate in lobbying activities in both Sacramento and Washington DC. We work closely with the State Department of Parks and Recreation providing input to

the Off-Highway Motor Vehicle Recreation (OHMVR) program from the users' standpoint.

We provide a valuable resource to land managers in the form of dedicated OHV and OSV enthusiasts who believe in using our public lands responsibly.

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

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

We are dedicated to protecting our lands for the people, not from the people.

For more information, contact Amy Granat, Managing Director:
amy.granat@corva.org or 916-710-1950

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