

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

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Off-Roaders in Action

August 2014



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

COALITION BUILDING: A SURE ROAD TO SUCCESS

Amy Granat, Managing Director

Why do coalitions work? Because they bring together many voices to speak as one; many people working together become a powerful force that cannot be ignored.

Last year when a lawsuit was filed by Public Employees for Environmental Responsibility and the Desert Protection Council against State Parks in regards to the management of Ocotillo Wells State Vehicular Recreation Area, there was a loud outcry heard from concerned off-roaders all over the state that continues to this day. They feel their park is in danger, that their park has been targeted by those who do not value motorized recreation or the experiences they hold so dear. This concern is understandable. After all, Ocotillo Wells is one of the most popular state parks, not only among the State Vehicular Recreation Areas, but also when measured against the entire system of 280 state parks in California. It has become clear there are many, many off-roaders that consider this park as their own.

What is clear is that facts don't lie; usage at the State Vehicular Recreation Areas located all around the state is extremely high. These state parks provide families with children a safe place to ride; for beginning off-roaders there are well-maintained trails to practice their skills; and for the more experienced there are areas that present amazing challenges. In addition, while our motorized state parks supply all of the above experiences in abundance, they are also rich with natural resources and are excellent places for bird-watching and wildlife viewing.

But a possible dark cloud looms in the offing. Although the lawsuit has been filed against only one of the 8 State Vehicular Recreation Areas, once one park is threatened, all parks that allow off-road recreation could potentially become targets. These groups that filed this lawsuit are not neophytes; rather they represent quite the opposite. These organizations, along with close allies, have already filed numerous lawsuits against off-road activities around the state.

But just as the Lone Ranger rode to the rescue in old television shows, now a coalition has been built (CORVA, Tierra Del Sol Four Wheel Drive Club and Ecologic), bringing the strength of our combined forces together with two of the best pro-OHV attorneys in the state to ride to the rescue for off-roaders in California. Our combined forces bring us strength and our combined skills bring considerable knowledge and power to the table.

Definition of Coalition: A group of citizens, associations, and/or businesses united by a common purpose or viewpoint about a policy challenge.

While we are advocating for Ocotillo Wells and following the course of the lawsuit, the Parks Forward Commission has been working hard to evaluate the myriad of problems facing the state park system in California. After numerous instances of abuse were uncovered, this commission was brought together by Governor Brown and Secretary of Natural Resources John Laird to determine what could be done to save our parks. A draft document has been released that has some interesting proposals, some that could benefit off-road recreation, and a couple that may not adversely affect off-road recreation but bear watching. For example, recreation and boating do not appear in the lists of important issues to consider. But the most interesting proposal in the draft is the idea that the creation of a new non-profit association is necessary to support parks. This organization would serve as an advocacy and fundraising group for state parks. Up to now there had been another non-profit organization that had held considerable influence when determining the future of parks. Their vision of the future does not include State Vehicular Recreation Areas or a well funded Off Highway Motorized Recreation Division of State Parks. Now it seems a strong possibility their voice would be muted and diminished in importance. That would be a very positive outcome from the Parks Forward Commission for the future of off-road recreation in California.

We're not celebrating yet, but maintaining vigilance. Politics at times seems to move at a glacial pace, at other times issues pop up seemingly overnight. Whichever occurs, CORVA has the most experienced people watching political goings-on in Sacramento, and advocating for off-road interests. This is where we need you to become part of our coalition, because together our voices will be stronger. But we need your families and friends to join our coalition as well. Only in this way will we become a voice to be reckoned with.

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MESSAGE FROM THE PRESIDENT

Harry Baker, President

I am in Montana for the summer working on issues regarding family property following my Father's passing last year. I hope that everyone has a wonderful summer.

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

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

Thanks, Harry



MANAGING DIRECTOR'S REPORT

Amy Granat, Managing Director

"You Can Do Anything In This World If You Never Give Up"

Advocating for the preservation and restoration of OHV recreation and motorized access on California public lands is not for the faint of heart. Every day brings another battle or proposal with the end goal of removing motorcycles, 4WDs, or ATVs from areas they had traveled unimpeded for many years. Every other day brings news of an anti-OHV organization protesting loudly against access for motorized vehicles on public land that has managed to gain the attention of politicians and press, enabling them to spread their venomous and discriminatory message. And yet against all odds, we persevere because in our hearts and souls, CORVA knows that we must never give up! After all....you can do anything in this world if you never give up.

But there is a caveat to this story: vowing never to give up is one half of the equation, the other half of the equation is having the knowledge, fortitude and willingness to try new and different efforts to retain off-road recreational access. Gone are the times off-road advocates can sit in their comfortable chairs, talk with each other and hope to retain motorized access on our public lands in California. What didn't work very well for us a few years ago is certainly not going to work well for us today. Off-road advocates have to be more educated about science, the effect of fire on rural and

forested environments, and the sustainability of roads, trails and areas open to OHV access. We need this knowledge in our back pockets ready to use when anti-OHV groups resort to emotional pulls to try and close more access to motorized vehicles. Only the cold hard science and knowledge that off-road trails are environmentally sustainable can help save and possibly restore access around California.

Because the California Off-Road Vehicle Association (CORVA) is not limited in our advocacy to type of OHV, or purpose of traveling off-road, we find the avenues to assert our influence and knowledge to have a greater depth and acceptance than others whose missions are narrowly defined. This gives CORVA greater ability to change the conversation regarding off-road access, and bring those previously thought to be against motorized vehicles to an understanding that motorized access is a completely sustainable use of public land. Coupled with our professionalism when dealing with land managers and politicians, CORVA represents a more insightful and accomplished way to keep off-road access, and off-road businesses thriving.

Effective off-road advocacy combines tenacity and bravery with patience and persistence. CORVA thanks all of you who travel with us on these efforts and invite you to bring more friends and family to this journey. Your support is the key that makes this all possible.



LAND USE UPDATE

Bruce Whitcher, CORVA VP for Land Resources and Public Policy

California Director of State Parks Announces Retirement — Acting Director Appointed

The Director of State Parks plays key role in the future of the OHV Division and has final authority for approving grants.

Anthony Jackson, the former Marine parks general who took over California's parks department with a mandate to reform the troubled agency, is leaving after 18 months on the job.

Jackson became the department's director in the wake of an accounting scandal, and he is departing in the middle of an ongoing review of park operations. His last day was June 30.

"It has been a challenging, but ultimately fulfilling tenure at California State Parks," Jackson said in a statement.

Jackson was praised by Natural Resources Secretary John Laird.

"He came to the department during its darkest hour, bringing stability and consistency," Laird said in a statement. "After almost 40 years of public service" -- including 36 years in the Marine Corps -- "he has more than earned the right to retire to private life."

The parks department suffered a black eye in 2012 when it was revealed that officials had hidden millions of dollars at the same time the state was planning to close parks. The director was forced out, and Gov. Jerry Brown appointed Jackson in her place.

Jackson's goal was to restore public confidence in the department while also seeking new funding for more than \$1 billion in overdue maintenance work at state parks.

Although Jackson has made assurances that accounting problems are finished, soul-searching over the future

of California parks has continued. The Legislature created the Parks Forward commission, which is reviewing department operations and making recommendations for improvement.

Despite some improvements, a draft report from the commission said more changes are still needed.

"Despite years of well-intentioned external reports and internal strategic plans, the Department has not yet been able to achieve the magnitude or scope of change needed," the report said.

California's state parks system has a new acting director.

Lisa Mangat, whose résumé includes tours of duty with several state departments, is taking the helm of the \$654 million California Department of Parks and Recreation following Anthony L. Jackson's abrupt resignation earlier this year after just 18 months on the job.

Jackson, a retired Marine Corps major general, took over parks after a Sacramento Bee investigation in 2012 revealed the department ran an off-the-books employee leave buyout program and sat on tens of millions of dollars, all while soliciting charitable contributions and planning to close facilities during a deep budget crisis. The scandal cost several high-level officials their jobs and prompted lawmakers to create a commission charged with recommending how to reform the troubled department's finances, operations and culture.

Mangat served as Jackson's special assistant starting in October 2013, according to an internal memo issued Wednesday that announced her promotion. Before that, Mangat was a program manager at the Department of Finance,

worked at the Legislative Analyst's Office and was a consultant in the Legislature. She launched her state career in 1988 as an analyst for the Department of Social Services.

Mangat has bachelor's degree in philosophy from the University of California, Davis, and an MBA from the California State University, Sacramento, according to her biography on the Department of Finance website.

New Regulations Planned for Red Sticker Vehicles

New rules regulating red sticker OHV emissions, primarily evaporative loss emissions, are scheduled for release December 2015. Prior to that date, California Air Resources Board (CARB) staff has been directed to test red sticker vehicles, compile and analyze the data, conduct a survey, and report their findings to CARB at its November 2014 meeting.

Public workshops have been held to discuss the survey and testing process. California State University Sacramento will be facilitating the survey with assistance from the Off-Highway Motor Vehicle Recreation (OHMVR) Division and CARB.

There are concerns regarding the types of motorcycles that will be used in the testing process. The OHV Commission is engaged in the process, as are the manufacturers. The goal is to make sure the tests are conducted with appropriate vehicles and to have independent third party contractors monitor the testing process.

"Parks Forward" Revised Report Due in July

Report could lead to significant restructuring of State Parks

Two key findings form the foundation for the remainder of the report. First, California's parks system is debilitated by an outdated organizational structure, underinvestment in technology and business tools, and a culture that has not rewarded excellence, innovation, and leadership.

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Second, only broad-based, fundamental change will transform the system into one that will transform parks and the parks experience to once again lead the nation and world in meeting the needs of citizens and visitors for decades to come.

- A huge opportunity exists to enhance protection and stewardship of parks by leveraging the vast talent and resources available among California's business, volunteer, and nonprofit leadership.
- Existing state parks do not adequately serve California's current or projected future populations, particularly youth and people of color.
- Lack of staff training and capacity, as well as state and Department processes, severely limit the ability to broaden visitation, expand services, and increase revenues.
- Department structure and organizational culture impede risk-taking, innovation, and entrepreneurship.
- Department technology, tools, systems, and procedures do not produce adequate data on cost, revenue, or visitor use to support operational budgeting and financial planning at the park unit, sector, district, or department level.
- Funding shortfalls create growing maintenance, operational, and programming obligations; and undependable levels of annual funding make it difficult to make thoughtful funding decisions.
- Significant barriers exist to prevent many talented and motivated staff from attaining leadership positions, including salary compaction, unequal training and benefits, and a management structure favoring promotion among peace officer class.
- State processes and requirements discourage coordinating regional management and stewardship of state parks with other protected lands.
- State parks stewardship and management practices are under-equipped to address current threats such as climate change, invasive species, park fragmentation, and road development, which, left unchecked, will irreparably degrade California's natural and cultural resources and impair California's important aquatic resources.

Federal Rule to Regulate Snowmobiles Now Open for Comment

Under the Travel Management Rule (TMR) subpart B, the Forest Service must establish a system of routes and areas where motor vehicle use is allowed. The TMR treats snowmobiles, also known as over snow vehicles (OSVs), differently from other types of motor vehicles because an OSV traveling over snow results in different impacts on natural and cultural resource values than motor vehicles traveling over the ground. Consequently, in contrast to motor vehicles, it may be appropriate for OSVs to travel off route.

On March 29, 2013, the United States District Court for the District of Idaho ruled that subpart C requires the Agency to designate routes and areas where motor vehicle use is permitted and routes and areas where motor vehicle use is not permitted on National Forest System (NFS) lands, consistent with Executive Order (EO) 11644, as amended by EO 11989, sec. 3(a), but does not dictate where and when motor vehicle use can occur on those lands.

Specifically, the Forest Service plans to amend subpart C of the TMR to require the Forest Service to designate NFS roads, NFS trails, and areas where OSV use is allowed, restricted, or prohibited. The decision regarding allowed use would be based on an analysis of the impacts.

The difference in management of motor vehicle use and OSV use on NFS lands stems from differences in their associated settings, activities, environmental impacts, and public preferences. National forests and grasslands change when snow blankets the landscape. Vegetation camouflages, animals burrow, and water transforms into ice. Recreationists and others accessing snow-covered National Forests and Grasslands typically trade hiking boots for skis and snowshoes and motor vehicles with tires for those with tracks and sleds.

Unlike other types of motor vehicles traveling cross-country, OSVs traveling cross-country generally do not create a permanent trail or have a direct impact on soil and ground vegetation. In some areas of the country, OSV use is therefore not always confined to roads and trails.

Comments are due by August 4, 2014. ADDRESSES: Submit comments electronically by following the instructions at the Federal eRulemaking portal at www.regulations.gov.

Comments also may be submitted by mail to the U.S. Forest Service, Attn:

Joseph Adamson, Recreation, Heritage, and Volunteer Resources Staff, 1400 Independence Avenue SW., Stop 1125, Washington, DC 20250-1125. If comments are sent electronically, please do not send duplicate comments by mail.

Settlement Reached in Travel Management Lawsuit on the Stanislaus National Forest

The Stanislaus National Forest on Friday closed several off-highway-vehicle trails to motorized use as part of a settlement of a lawsuit. Several of the trails closed were short trails near a popular campground at Utica Reservoir, virtually guaranteeing that Memorial Day weekend recreationists would arrive to find unexpected closures.

The forest in 2009 designated which roads and trails within the forest would be open to motorized use. That travel management plan came after years of hearings and controversy, with environmentalists seeking to limit damage from dirt bikes and other motor vehicles and OHV enthusiasts seeking to keep as many trails open as possible.

Several environmental groups sued, saying the plan did not do enough to minimize the damage caused by motorized use. Those plaintiffs are the Wilderness Society, Public Employees for Environmental Responsibility, and the Central Sierra Environmental Resource Center.

Forest Service officials said that the trail closures are temporary and affect 40.3 miles of trail in three ranger districts, or about 14 percent of the OHV trail system within the Stanislaus Forest.

Heidi Rieck, a law enforcement patrol captain for the Stanislaus Forest, said rangers would initially be educating motorized recreationists about the closures rather than issuing tickets.

"We understand it takes time for people to become familiar with changes," Rieck said. "After the initial educational period, we will start to incorporate other enforcement actions."

Authorities said they would publish additional information including maps at www.fs.usda.gov/main/stanislaus.

OVERCOMING YOUR OBSTACLES AND LIVING YOUR DREAMS

Courtney Holland, founder Ventura County Offroad Show

“There are no secrets to success, it is the result of preparation, hard work and learning from failure” — Colin Powell

My background is not in the tradeshow industry, so the challenge to develop, manage and promote an all off-road tradeshow in a new market did not come lightly. My first thought was to ask friends and colleagues what they thought of the idea. Some positive and a lot of negative feedback, I was still determined to make it a reality.

At first I thought I could bypass a lot of the work by attending other like styled events to glean insight as to how they do it and use that knowledge to create mine. While some of those ideas worked, others did not or could not. So, from scratch it had to be. While the development came somewhat easy the promotions and marketing are still challenges after three years.

It was in 2010 that I made my first attempt, ending in a resounding failure and subsequently postponing for an entire year. But I learned a lot from that and in April of 2012, I was able to open the gates on the 1st Annual Ventura County Offroad Show. Terrified that no one would come, those fears laid to rest when a line began to form 20 minutes before the show opened. Three years of hard work had finally paid off, and true redemption came just a few months later to my surprise in the form of a three page article by Tom Morr in the October issue of Petersen’s 4 Wheel and Offroad Magazine titled “Seashore Show”.

While the first Ventura Show was good, I knew it could be better. So back to the planning I went. I wanted the next show to offer more for the people walking through the gate, participation wise. Hence the addition of the diesel dyno; we all play in some form or another. And



getting there is a big part of it. The dyno offered the participant an opportunity for bragging rights the same way as winning a race, yet with your tow rig. Its addition to the show has created a draw for the diesel performance crowd and been a huge success for the show. I also added R/C car demos for the youth off-roaders.

The second year added a live jeep build to the show. Because this show is designed to be affordable for the vendors to come out, and the attendees walking

in, I wanted to keep the build affordable as well. I choose to do a mild build on a Jeep Cherokee; the idea was to keep the entire project affordable for the entry-level off-roader. All products installed provided as advertising for the company.

While the build did add a challenge of getting parts, it did not bring the draw we expected to the show. Again, bad marketing reared its ugly head and I saw no increase in attendance.

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Read about the Ventura Show online:

Petersen’s 4Wheel & Offroad: www.fourwheeler.com/events/131-1210-the-ventura-county-off-road-show/

Diesel Power Magazine: www.dieselpowermag.com/events/1402_the_2013_ventura_county_offroad_show/

17TH ANNUAL BIG BEAR FOREST FEST

by Don Alexander, CORVA VP Sales & Marketing

The Inland Empire 4 Wheelers Hosts Another Sellout 4x4 Event

With a sellout crowd, the Inland Empire 4 Wheelers (IE4W) hosted the 17th annual Big Bear Forest Fest over the Father's Day weekend in June. The event has grown from a few club members to over 400 rigs, making Forest Fest a premiere 4 wheeling event in SoCal. Only the Tierra Del Sol Desert Safari draws more rigs. Entrants can select from 26 different runs over the three day event. And this year's festivities were highlighted by the huge Saturday night BBQ and raffle. The value of prizes for this year's raffle topped \$40,000. Vendors filled the parking lot at the Snow Valley Ski area, offering participants the opportunity to see and touch some of the fastest goodies available for avid 4x4 enthusiasts. Many of the vendors are CORVA supports and advertisers.

IE4W uses the Big Bear Forest fest to raise funds for many important causes.

The funds raised are used to donate to various land use efforts. CORVA is one of the benefactors of this event as is the San Bernardino National Forest Adopt-A-Trail program. This event allows IE4W also use the funds to donate to local charities and the club has created two college scholarships. The fact that Forest Fest is one of the best run 4x4 events in the US makes it a win-win for all concerned. Because of the efforts of the IE4W, they were selected the CORVA Southern District Club of the Year for 2013.

CORVA had a great presence at Forest Fest with Harry and Helen Baker, Linda and John Wucherpennig, Mike Moore, Wayne Ford and Christie and Don Alexander. All are current or former CORVA Board members. Our display was ideally-located and attracted a good deal of attention.

I had a chance to participate on several runs on Friday and Saturday to

shoot some photos. The black diamond trail Gold Mountain, just east of Big Bear Lake, was Friday afternoon, led by IE4W member Bill Henry. Split into two groups, the run featured over 35 rigs. Saturday morning saw two runs on the challenging Dishpan Springs trail, a picturesque black diamond run just north and east of Lake Arrowhead. This run saw participants starting east to west with a rest stop at Deep Creek. The first run through was lined up and ready to head back west to east as the second run made it to Deep Creek. The run leaders timed it perfectly. The early run was led by Poison Spyder's Larry McRae. The second run was led by Redlands Jeep GM Loren Campbell. Both runs were great and all participants had a great day of wheeling.

Watch for the 2015 edition next Father's Day. More Info at <http://ie4w.com/>



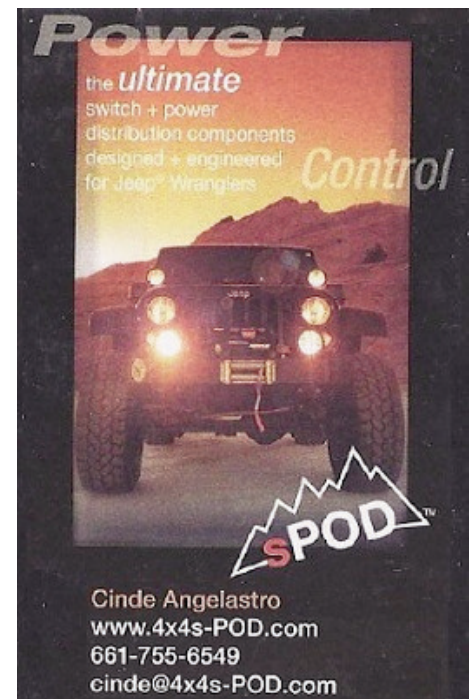
< Overcoming Your Obstacles, cont.

Plans are already in the works to bring more live demos and live entertainment with a little more excitement and attendee participation, with more marketing and advertising to increase people's awareness of the show to the local population as well the high desert and central valley off-road communities, and hopefully northern California residents.

2014 was the "Year of Learning" for me, with the added stress of having to move the show a month later than previous years. It was just as difficult, if not more, than both previous years. Attendance was down for a number of reasons, yet success still came out of the show for vendor sales. Each year I continue to learn from my mistakes, and try not to repeat them. As long as I'm learning from them and utilizing the feedback in a positive manner, success and growth

will be inevitable. The Ventura County Offroad Show is ready to take that next step and with the addition of key individuals to help it along. I hope that 2015 will be bigger than all three years combined.

All the hard work that goes into this event does not come without rewards, some big and some small; being published in two separate nationally recognized publications not once but twice. Or having those that said you couldn't do it, come to the show and congratulate you on such a great job against all odds. More than anything the most satisfying part of it all is seeing the enjoyment in the faces of the attendees coming out to show support for the off-road community and to the Ventura County Offroad Show.





Native Americans first crossed the desert on foot. Explorers and Traders crossed on mules and horses. This spring the Bear Valley 4x4 Club crossed the desert in Jeeps.

BEAR VALLEY 4X4 ON THE MOJAVE TRAIL

Nobby & Deanna Schnabel, Bear Valley 4x4 Club

The Mojave Trail is a historic route under the care of the Mojave National Preserve. The dirt road stretches 140 miles from the old Fort Mojave (on the west bank of the Colorado River), and extends to the site of the old Camp Cady (on the west bank of the Mojave River), in California.

The trail is a leisurely trip, with interesting, well-marked stops, along the way. Historical markers tell of Spanish Missionary Juan Bautista de Anza who crossed the trail in 1776; Jedediah Smith, the first American to travel the desert in 1826; Kit Carson and John Fremont who crossed in 1844; and forts and ranch development that followed once the US Government took over the trail in 1848. Along the way there are interesting side trips to abandoned mines, homesteads, and watering holes. The highlight however is the National Park Service museum located in an old railroad station about midpoint on the Kelso-Cima Road.

More than Bear Valley 4x4 Club members participated in the trip in 14 Jeeps in mid-March, at just the right time to see the desert flowers in bloom and a little more wildlife than one might expect in a desert environment. RC Stock spearheaded the trip and arranged for two nights of camping at designated sites to accommodate the large party. (Camping is much more flexible for backpackers and small off-road vehicle groups). The trail is well marked with caroms. However, shifting sands and intersecting roads require diligent attention. And all visitors must carry their own water.

For more information on the Mojave Trail, contact the National Park Service at www.nps.gov/moja/planyourvisit.



RC Stocker, left, and Nobby Schnabel identify the Mojave Trail on a map.



Mojave Trail visitors are invited to pick up a rock along the rail and deposit it upon the pile located at Soda Springs. Bear Valley 4 x 4 Club members were happy to comply.



Traveling from the east to west, the Club began their expedition in Laughlin, Nevada and ended outside Barstow, California.



LAND OF EXTREMES: A LONG ROAD NEARS ITS END, AS MUSEUM COMES TO LIFE

Neal V. Hitch, Imperial Valley Press

Over the next year, the Imperial Valley Desert Museum will be fabricating and installing a permanent exhibit called the Land of Extremes. It will be an exhibit on the human adaptation to the desert environment.

That is just a big way of saying that it is really hard to live somewhere that is so hot and has so little water ... but people have been doing it for more than 10,000 years.

Telling this story, in fact, has been one of the primary objectives of the Imperial Valley Desert Museum Society since its incorporation in 1974. Over the summer, this story will unfold in a series of articles that will be included in the Saturday edition of the Imperial Valley Press.

The Imperial Valley Desert Museum has been a dream for more than four decades. The museum in Ocotillo opened in March 2012 after more than 13 years of construction. Since that time, more than 9,000 people have come out to Ocotillo for programs and activities. In December the museum became an approved curation facility for federal archaeology collections.

Soon, we will achieve the dream of being a fully functioning and operational visitor center welcoming thousands of visitors to the recreational and environmental opportunities of our deserts.

To many people in the county, this has been a long time coming, but success of finally getting the museum open owes to the grassroots organization behind the museum.

The Imperial Valley Desert Museum Society was incorporated in 1974 to support the "promotion and expansion" of the Imperial Valley College Desert Museum, which had been founded in 1969. Under the direction of Michael Barker and Jay von Werlhof, both anthropology professors at IVC, the college operated a small museum in downtown El Centro.

The museum was ahead of its time for the Imperial Valley, with an outstanding archeology program run by the college and a Carbon 14 dating laboratory, one of just three in California.

But in 1979, the downtown building was destroyed in an earthquake. I am sure no one knew the path that lay ahead.

Von Werlhof came to teach at the IVC in 1973. When he arrived in the Valley, there were 109 recorded archaeological sites. Over the next several years, he documented more than 10,000 additional sites.

Under his direction, the Imperial Valley Desert Museum Society managed cultural and educational activities throughout the Valley. The main objectives were the preservation and investigation of cultural sites that pertained to early man. The society promoted the idea that Imperial County held "the key to the antiquity of man in the Western Hemisphere."

Sometime around 1984, plans were drawn up and a fundraising campaign was initiated for a new Desert Museum. And in 1987, an Act of Congress transferred 24 acres of federal land in Ocotillo "for the purpose of constructing and maintaining a public museum."

In the early 1990s work began at the site in Ocotillo. Everyone in the county thought that a new museum was right around the corner. But there was a long road of fundraising ahead. In 1999, a federal transportation enhancement grant, in the amount of \$238,000, was received to put in a parking lot, trails and picnic shelters. "It Used to be a Dream," the society announced. Fundraising continued. Family pledges were made at \$2,000, with the donation paid annually over 10 years. People were asked to buy a square foot of the new museum for \$55 ... 1,200 were sold.

During the 1990s, over \$350,000 was raised locally, all in small gifts. It was

decided that the building would be "built as income allows on a pay-as-you-go basis."

In 2000, Duggins Construction erected the exterior of the museum. Not until 2005, did the society receive a large grant from the California Cultural and Historical Endowment to finish the interior of the building.

The Desert Museum's primary focus since 2011 has been the inventory and re-curation of the IVC archaeological collection. This prehistoric artifact collection is one of the most significant collections in Southern California because it documents the lifeways of the earliest people in our region. When von Werlhof led students into the desert, he taught that people began living here 10,000 to 12,000 years ago. In recent months, an archaeology site in Jacumba was positively dated to 8,400 BCE (Before the Common Era).

The story of how people adapted to living in such an extreme environment is exciting. It is a story that still affects those of us living in the Valley today. In the coming months the story will unfold at the Desert Museum as construction of exhibits gets underway. It is an exciting time at the museum. Finally, we can truly say it used to be a dream.

Neal V. Hitch is director of the Imperial Valley Desert Museum in Ocotillo.



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LETTER TO CORVA REGARDING NIGHTMARE GULCH

Jerry D. Grimsley

The emergency closure of Nightmare Gulch and subsequent decision that the vehicle trail is “not sustainable” is just the latest in a long history of deceptions and downright lies on the part of the Parks Department.

How many people remember back in the late 60’s, early 70’s when the California Department of Parks and Recreation requested the transfer of the original tract of land from the BLM to the State under the R&PP Act? It was to create the Red Rock Canyon State Vehicle Recreation Area. Once the State got title to the land, they conveniently forgot about that, and overnight it was Red Rock Canyon State Park. Needless to say, many in the OHV community who has supported the land transfer felt double crossed by the State.

How many people remember back in the early 80’s when the State Park sought to expand their boundaries to include Nightmare Gulch, again under the R&PP Act. State park personnel told a packed auditorium that there was no vehicle use in Nightmare Gulch. Only when I refused to be silenced did they finally admit that there was a vehicle trail in the canyon.

Let’s move forward to the 90’s and the passage of the Desert Protection Act. Prior to its passage several members of the

OHV community met with State Park personnel to discuss Nightmare Gulch issues. One of our people had a map showing greatly expanded boundaries for the park. The State Park personnel said they had no knowledge of the map and that there were no plans to expand their boundaries. They described the map as someone’s “Pipe Dream”. You guessed it. When the Desert Protection Act passed, the new State Park boundaries were exactly as shown on the map. Wasn’t that a coincidence!

Now with the stroke of a pen, the State Park has dictated that the vehicle trail in Nightmare Gulch is “not sustainable”. I have been using the trail since 1970. Exactly what is it that makes the trail not sustainable today, when it has been sustainable for the last 44 years? Don’t let State Park personnel say winter storm damage. I hiked the canyon after the emergency closure and the winter storm damage was trivial compared to other years.

On the heels of that, the OHV community gets a letter from State Parks asking for our help in educating the public because some bad people compromised the closed area. Excuse me? The State Park has locked me out of the area. Pardon me if I fail to care.

GLAMIS CLOSED SIGN REMOVAL

Ed Stovin, CORVA Assistant Southern Regional Director - Grants

The American Sand Association (ASA) held a closed sign removal event on June 14 in the dunes at the end of Gecko Road.

Recently, the judge ruled that the closures, which had been in place since the year 2000, could now be re-opened. This means the closed signs can be removed. While it is fantastic that the 49,000 acres will be open for duning again, there will be a new closure of about 10,000 acres in the southwest side of the dunes to help the Peirson’s Milkvetch.

We met at 5:00 a.m. (yawn) to get an early start and beat the heat. The event was organized by the ASA’s Nicole Gillis as a way for us to celebrate this historic outcome. Most participants used side by sides to access the dunes and carry signs. BLM staff joined the event and brought out special devices designed to remove the signs. Since I am a motorcycle guy, I brought a bike, which wasn’t very useful, so I rode in the BLM rescue buggy (as a passenger, not a rescue) to help shuttle signs back to camp. It was great fun riding in the buggy and during the event we removed dozens of signs. We cleared all the signs from the Roadrunner camping area to about a half mile east of China wall. The BLM will be saving the good signs to use in the new closure.

Temperatures were really not bad, hitting about 103. We finished up around noon and plan to do more as weather allows.

FLAT TAILED HORNED LIZARD

By Ed Stovin

On June 10th, the Center for Biological Diversity filed a petition to list the flat tailed horned lizard as endangered in the State of California.

Environmentalists have tried three times to list this lizard as endangered in the Federal list. Each time common sense prevailed and the lizard was not added to the list. This time the tactics have changed by going after a State listing.

When you look at the tactics used by environmental organizations, it is clear that they are going after off-road vehicle users.

This lizard lives all over Imperial County (as well as Riverside County, Arizona and Mexico) and there are a number of OHV areas they would love to shut down. Ocotillo Wells, Superstition Mountain, Plaster City and the Imperial Sand Dunes are all habitat for this lizard. Should this listing take place, we could expect significant losses of recreational land as a result. Past listing attempts have failed because the lizards numbers are holding steady and several agencies have programs in place to monitor the lizard.

CORVA plans to stay involved in the process taking place and will keep you informed of any updates or actions you can do to help.



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Friends of El Mirage
www.elmirage.org
2nd Wednesday

Friends of Jawbone
www.jawbone.org
3rd Wednesday

CORVA Board Conference Call
4th Monday

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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