



Off-Roaders in Action

Summer 2019

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DEDICATED TO PROTECTING OUR LANDS **FOR**
THE PEOPLE, NOT **FROM** THE PEOPLE.

PRESIDENT'S MESSAGE

Ken Clarke, President

This year our CORVA Annual Meeting was presented in two-parts. We held the first part on April 27th, in California City. The agenda included discussion on the three critical issues facing OHV that will be decided during the next few months. These are:

- SB767: the sale of Carnegie SRVA expansion property
- Oceano Dunes SVRA
- Red Rock Canyon State Park

The Board of Directors voted to have legal counsel look into what actions CORVA can take on these issues. We also held elections for 3 positions on the Board of Directors, during Part 1 of the Annual Meeting. I am very pleased to announce that I was reelected for another two years to serve as President of CORVA. Thanks to everyone for your support. Bruce Whitcher was reelected as Vice President of Land Use & Public Policy. Thank you, Bruce, for your many years of service. During Part 2 of the Annual Meeting a vote was held for Vice President of Sales and Marketing, and I am very pleased to report that Charlie Lowe was voted to fill that position. We still have an open position for Secretary on the board. If you feel you have the skills to fill this position please contact me or any member of the Board of Directors. During Part 2 of the 2019 Annual Meeting, the Board of Directors also voted on proposed bylaw changes and recipients for the 2018 CORVA Awards.

We were very happy to have many members attend our 2018 Annual Meeting and contribute to the discussions. One of the more upsetting statements I heard was one individual who stated; "No one in Southern California cares about Carnegie SRVA because it's in an area that we will never visit". Let me state firmly that to CORVA, every OHV Recreation Area is holy ground and everyone in California has to commit to protect every inch of our land and our opportunities. We cannot ignore problems in California regardless of proximity to each of us, because it may create a negative precedent for all OHV opportunities. We must support Motorized Recreation everywhere in our State! SB767, promotes the sale of the Carnegie SVRA expansion area. although it is a "local" issue, the precedent could be used to justify the sale of any State Park because of wealthy NIMBYism. This bill has worked its way through the Senate and is currently in the Assembly as of the printing of this issue. We cannot let this effort led by people that hate the way we

recreate to succeed! Our Lobbyist has stated that it's not looking good for us at the current time. We need to make some noise! I am asking everyone to call or write their Senator and Assembly person now. All you need to do is call, email or fax your local Legislator, give them your name and address, then tell them you oppose SB767. It is important to flood their phones, faxes and emails now! As always, if you do not know who your Senator or Assembly Member there is a link on CORVA's Home Page that will take you to a web site to input your address. Or you can contact me or your local Board of Directors member and we will help you out. CORVA will continue to fight this bill, but you must contact your Legislator - they need to hear from you!

As you head out to enjoy the OHV roads and trails in our beautiful state, remember that we've had a very rainy Winter and Spring in California that could really impact our trails. Please be respectful of our trails if they are wet and muddy and avoid travel.

I want you to know that CORVA is always thinking of new ways to protect what we love. We can only do this with your support, so talk a friend into joining. One way I have supported CORVA is through my employer's 'Giving Program'. I set the amount I would like to donate from each paycheck and the company matches my donation dollar for dollar. If your employer requires you to donate to a 501c3 we have the means to accept your donations. Call us if you have any questions.

As always, we at CORVA are grateful for your support. Thank you!



OFF-ROADERS AND OUR OFF-ROAD PARKS ARE UNDER ATTACK

Amy Granat, Managing Director

As we were going to press with this issue of CORVA's Off-Roaders In Action, we were stunned by the Coastal Commission press release issued in conjunction with notice of an upcoming meeting, proposing to stop motorized recreation at Oceano Dunes SVRA.

This announcement took the community by surprise and also shocked the staff of the Off Highway Motorized Vehicle Recreation Division of State Parks, who had been working cooperatively with the Coastal Commission for many years. To put it bluntly, our OHV community and those running our SVRA's were stabbed in the back in a very underhanded manner by the Coastal Commission.

We believe the proposed changes are thinly disguised discriminatory actions against all those that enjoy motorized recreation, and motorized beach access with their families. Not only will this negatively affect the local economy, the cavalier attitude of those in charge at the Coastal Commission show that they are elitists, ignoring all the people from the Central Valley that spend weeks at Oceano in the summer to escape the valley heat. There are no State Parks in the Central Valley, so Oceano Dunes holds a special place in their hearts.

It's too easy for those in the Coastal Commission to stand in judgement and ignore those that don't live on the coast and can't afford million-dollar homes. Although the Coastal Commission was created to protect Californian's access to the coast, the proposal to stop OHV access to Oceano Dunes proves that they have lost their way. Instead of supporting access for all Californian's, this proposal (being pushed by staff with the Coastal Commission) shows they are actively engaged in picking and choosing among those who they believe are 'worthy' of coastal access, and choosing to disregard everyone else.

The allegations of damage to the dunes are exaggerated or simply untrue. **The OHMVR Division of State Parks literally has the highest mandated standards for environmental protections to land under its management**, a fact that has been conveniently ignored by the staff with the Coastal Commission. Everything about the proposal is promoted by radical environmentalists being led by an ideology full of hate for OHV.

Along with all our colleagues in the OHV Community, we are fighting hard against this proposal. Starting in 2020, CORVA celebrates our 50th year as the statewide advocacy association fighting for your

off-road rights. CORVA's first meeting was actually held at Oceano Dunes! Motorized access to this park is very important to CORVA, very important to our members and very important to the OHV Community. We promise to protect OHV access to the dunes with everything we can bring to the table.

While we're fighting to save Oceano Dunes SVRA, Carnegie SVRA is also under attack in the California Legislature *for the third year in a row!* Again, we find ourselves targeted by wealthy individuals who have money to spread around to local and state representatives. These "representatives" have introduced yet another bill designed to privatize land that was bought and paid for by the OHV Community. Why don't politicians see that they are being used by these elitist groups? We don't know for certain, but there's an old adage that says; "Follow the Money". If these politicians haven't been bought and paid for by this group of wealthy individuals, the politicians probably would agree to talk and meet with us, and at least to try to understand our points of view. Instead, we find ourselves ignored by these politicians who are gleefully trying to steal this area of Carnegie SVRA from the OHV community.

CORVA is testifying in the Legislature and actively lobbying against this bill, SB 767. As we go to press with this issue, the future of the bill is still in flux. We will report any changes on our social media sites, so please stay tuned!

THE ENVIRONMENTAL SCAM

For years the environmental community has perpetrated a scam against America, and by extension the American people.

What started as a very innocent movement to protect some wild places in the country from development, has through the years turned into something akin to Frankenstein's monster.

To be clear, there is nothing wrong with protecting wild places from development, so long as that protection doesn't go so far that it ends up keeping ordinary Americans away from public land. This is what happens in land either congressionally designated as Wilderness, or designated by federal management agencies as recommended wilderness or wilderness study areas.

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CORVA ANNUAL MEETING, PART 1 AND PART 2

California City, April 27th: The Board of Directors of the California Off-Road Vehicle Association held our 2019 Annual Meeting, Part 1 at the Best Western Hotel.

It was a day filled with important conversation regarding the myriad of problems facing off-road recreation opportunities in California. The Board of Directors set the priorities for the coming year focusing on issues facing off-road travel in Red Rock Canyon State Park, the constant legal and legislative challenges threatening Carnegie SVRA and the Alameda/Tesla expansion area, and the ongoing environmental issues diminishing opportunities in Oceano Dunes SVRA.

The Board of Directors also held elections, and the following individuals were elected to fill these positions:

- **President:** Ken Clarke
- **VP of Land Use and Public Policy:** Bruce Whitcher
- **Secretary:** position left vacant

Conference Call, May 30th: The Board of Directors of the California Off-Road Vehicle Association convened Part 2 of the 2019 Annual Meeting. An election was held to fill the following position:

- **VP of Sales and Marketing:** Charlie Lowe

In addition, voting was held for the 2018 CORVA Awards, with the following winners:

- **Off-Roader of the Year:** Jim and Roberta Woods
- **Los Aventureros Conservation Award:** Imperial County De Anza Rescue Unit
- **Looney Duners Award for Charity:** Orange County Dualies
- **Northern Club of the Year:** Frank Raines RC Crawlers
- **Southern Club of the Year:** Point Mugu 4WD Club
- **ABA Political Activism Award:** Butch Meyner

Special Congratulations to Past Presidents Award Winner Roberta Woods!

« Managing Directors Report, continued from pg. 3

President Lyndon Johnson signed the Wilderness Act into law in 1964, and initially 9.1 million acres had been identified as suitable for the designation that is defined poetically as “untrammeled by man”. Fast forward to 2019, and we now have over 109 million acres of congressionally designated Wilderness, which does not include any of the other land that have been labeled with wilderness-type designations by federal agencies.

Wilderness designations do nothing to help people or improve environmental conditions. All of these areas had previous designations that prohibited development and protected wildlife habitat. Any claim to the contrary is incorrect. But there are real risks inherent in wilderness-type designations. Because management and maintenance activities are prohibited in Wilderness, these areas are proving catalysts for

feeding catastrophic wildfires. Additionally, wilderness-type designations can ruin livelihoods by decreasing recreation opportunities. With these truths laid bare, environmental organizations continue to push for more and more wilderness-type designations. Many people ask why this is the case, and the easiest way to explain this is to again repeat the adage; ‘Follow the Money’. Every time additional wilderness acreage is proposed the environmental organizations pushing for this designation receives thousands of dollars in donations from misguided folks who don’t understand the negative consequences.

With your support of CORVA we continue to bring these truths home to federal management agencies and other responsible officials. It is only with your donations and memberships that we can continue this critical effort. Thank you for your support.

VALLEY OFF ROAD RACE ASSOCIATION IS BACK!

This past May 4th VORRA was excited to host an unofficial "Test and Tune" at Prairie City State Vehicular Recreation Area in Rancho Cordova to introduce race enthusiasts to the 'new' and improved association.

VORRA is especially excited to be back at Prairie City, which is considered home turf for the racing organization.



A little background: Valley Off Road Race Association, or VORRA, was established by Ed Robinson in 1975. He created a unique racing association to host races in Northern California and Nevada. The very first VORRA race took place on June 1st of 1975, at what was then called McGills Cycle Park, now known as Prairie City SVRA.

Over the years off-road racing has changed a great deal, but the Robinson family created a lasting legacy with VORRA that is still relevant today. VORRA has always prided itself in being a family-oriented organization, and the many trans-generational racing teams born from VORRA are testament to that fact.

The past few years were difficult for VORRA, and the future seemed uncertain. Just when many thought VORRA days may be numbered, Ed Robinson was inducted into the Off Road Motorsports Hall of Fame (ORMHOF) in October of 2018. The induction ceremony was a touching tribute that reignited a fire, and it became clear to many that VORRA still had an important role to play in the racing community. The night of the induction, VORRA ownership was transferred to the hands of BJ and Laura Butcher, thanks to Dave Cole of King of the Hammers and Ultra 4 fame. He saw the passion that BJ and Laura have for the association, and knew they were the right people to bring VORRA back!

VORRA has always played a large part in the lives of BJ and Laura, and they are committed to having the association return to its roots, and be the thriving race

series it has been in the past. BJ and Laura are also dedicated to maintaining the association's grass-roots environment. "VORRA very much considers itself a family - it always has been and always will be", states Laura Butcher. For the VORRA family, racing is a tight knit group of folks where everyone is always welcome.

At the moment, VORRA is still awaiting a permit to race at Prairie City. CORVA is working with the state to restart the permitting process at Prairie City, and we are sure an arrangement will soon be reached. After 43 years of races at Prairie City, it wouldn't be right to forgo grass-roots racing at the SVRA. This is exactly why VORRA held the "Test and Tune" together with a free BBQ in May. It was a great way to get the VORRA family together at a location that many members consider a second home. The turnout was encouraging, with well over 100 people attending as a show of moral support. Many families came out with their off-road vehicles for a day of fun. All the attendees were unanimous in their belief that VORRA should be back racing at Prairie City as soon as possible.

Through the years VORRA was known as a great place to start racing and learn the skills needed to move on to bigger races. VORRA is the only organization to offer both short course races and desert races as part of its overall season championship as well as offer the option of competing in multiple classes for Cars, Trucks, Pilots, UTV, Rock Racers, and motorcycles. All of this combined makes VORRA a unique racing experience, that has something for everyone.



VORRA is not just a lifestyle, it's a family! BJ and Laura would love for you to be a part of it.

For more information visit vorraracing.com or email vorraracing75@gmail.com

CORVA LAND USE REPORT

Spring 2019

NEW RED ROCK CANYON STATE PARK GENERAL PLAN UNDER DEVELOPMENT

A new planning effort is underway to revise/update the current Red Rock General Plan. These revisions will include new properties added since the plans inception in 1982. They will further establish clear goals and guidelines for future management, development, access and use of park property in relationship to adjacent public lands.

We recently reported on the public meetings related to the Red Rock held on March 26 and 27 in the last ORIA. State Parks has since released concept plans that are available on the Red Rock Planning website. http://www.parks.ca.gov/?page_id=25064

None of the draft plans included reopening Nightmare Gulch to vehicular travel, and none included OHV travel on Black Rock Canyon Road. All draft concepts would close the Cudahy Camp area to motorized travel. Northern vehicular access to Last Chance Canyon would be available only via Pleasant Valley Road.

CORVA has been intimately involved in the Red Rock planning process for many years. We last filed comments on a plan revision that was proposed in 2008.

The comment period on the concept plans was extended through August 1, 2019. Please send in your comments on the draft concepts by 11:59 p.m. PDT on August 1 via mail to:

California Department of Parks and Recreation
Attn: Katie Metraux, Planning Manager
1725 23rd Street, Suite 200
Sacramento, CA 95816

Or by email to: info@RedRockGP.com

Background:

In January 1982, a General Plan was approved for Red Rock Canyon State Park. The unit consisted of 3,015 acres, with the Department negotiating for an additional 6,400 acres of adjacent land from the Bureau of Land Management (BLM). The general plan proposed a number of improvements for the park, as well as policies to protect the scenic resources. Through subsequent land acquisitions and agreements, the Park has grown to about 27,000 acres.

In 1994, the California Desert Protection Act (CDPA) was signed into law. The law provides for certain lands within the California Desert Conservation Area to be transferred to the State of California and incorporated with the existing Red Rock Canyon State Park. The intent of this action as defined by the CDPA is to provide maximum protection of the region's outstanding scenic and scientific values.

Following the CDPA, the BLM began the process of transferring 20,500 acres (Last Chance Canyon Addition) to California State Parks. The result of which effectively tripled the size of the Park. A Memorandum of Understanding (MOU) was developed between the two agencies so that land not yet conveyed, or not able to be immediately conveyed due to encumbrance of unpatented mining claims, might be properly managed. The MOU gives the Department management responsibility for all 20,500 acres, regardless of the status of conveyance, with the exception of the mining claims.

OCEANO DUNES SVRA UPDATE

May 1, 2019 - State Parks presented the draft Particulate Matter Reduction plan to the SLO County APCD, State Parks and the Scientific Advisory Group at a public workshop at the South County Regional Center. After taking public comment, the APCD will conduct a review of the plan and work with State Parks and the Scientific Advisory Group to finalize the plan, due for release by the fall of 2019.

State Parks developed the draft Particulate Matter Reduction Plan in response to the Abatement Order (SOA) issued to State Parks by the Air Pollution Control District. The Plan includes a time line for reduction of dust emission from the Dunes, with an annual Report and Work Plan prepared with assistance from the Scientific Advisory Group for each year of the five-year term of the Particulate Matter Reduction Plan.

The PRMP provides the best current information regarding the ability of the OHMVR Division to install dust control measures at Oceano Dunes SVRA that will achieve federal and state ambient air quality standards. It will also provide information about the long-term feasibility, support, and implementation of dust control measures at Oceano Dunes SVRA.

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OVERLAND EXPO

By Vinnie Barbarino (OHV Positive)

For the first year, CORVA attended Overland Expo West in Flagstaff AZ, where it has been held for the last few years.

We didn't know what to expect since we've never been before, but what an incredible experience! First of all, if you're fans of off-roading and camping, and have never been to Overland Expo, then you must plan to attend next year.

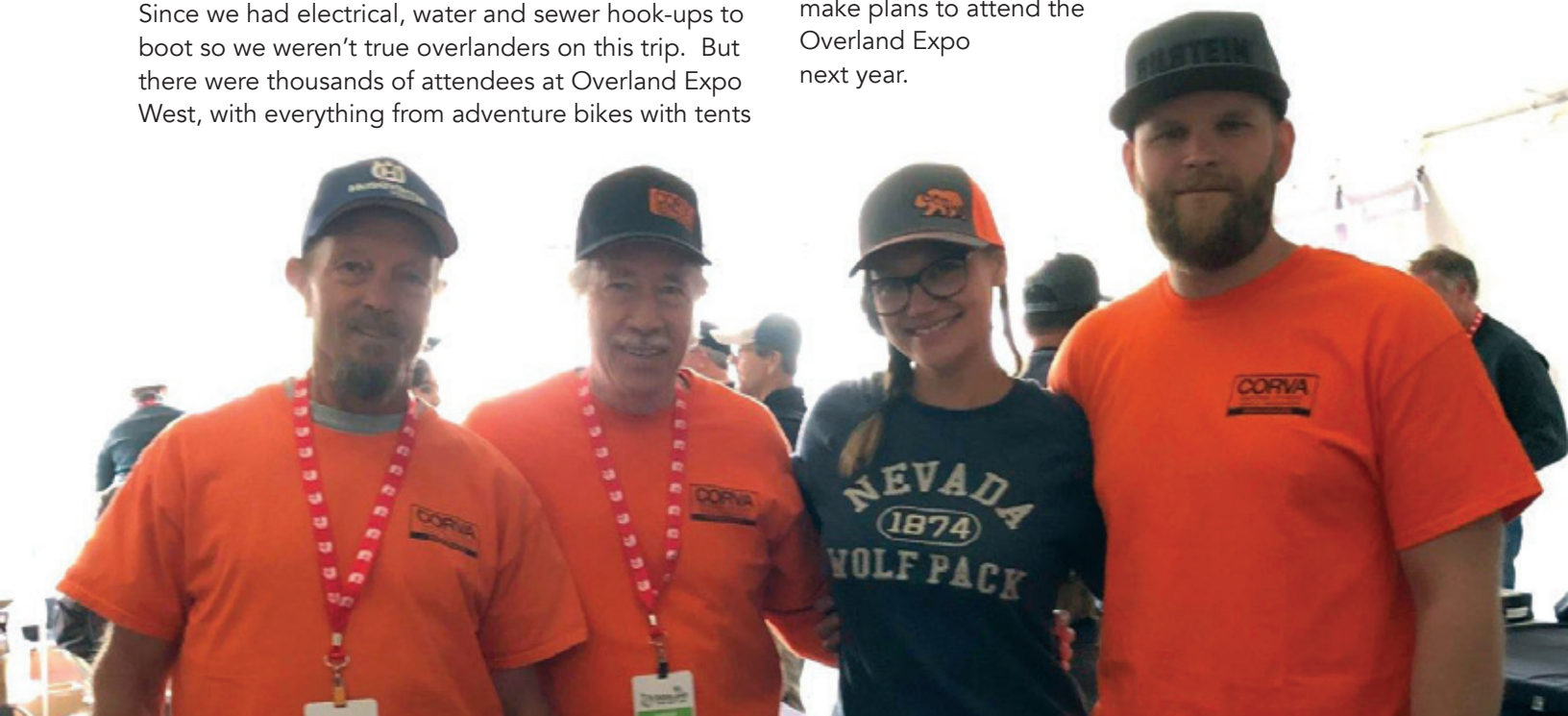
If the term "Overlanding" is new to you, here's a good explanation. Overlanding is self-reliant form of travel in off-road areas that highlights travel to remote destinations, where the journey is considered the principal goal. It's an important worldwide phenomenon. Many Overlanders don't really consider themselves to be off-roaders, but it is CORVA's responsibility to explain the connection. By definition, anyone that travels off pavement is an off-roader. It doesn't matter what form of off-road vehicle is used for travel. Whether it is a motorcycle, side by side, truck or Jeep, all are off-road vehicles. Heck, even a 6 wheeled, 5 ton Unimog overland vehicle is an off road vehicle. And we saw several of these HUGE multi wheeled vehicles at the Overland Expo.

Overland Expo West was held at the Fort Tuthill County Park in Flagstaff Arizona. Fort Tuthill is a U.S. Military campground that dates back to the 1800's. It's the perfect place to hold the weekend-long expo. Most of the attendees and vendors camped right on site all weekend. Travelling with a 5th wheel toyhauler, we were considered too large, and not technically an overland vehicle so we stayed at a nearby RV park. Since we had electrical, water and sewer hook-ups to boot so we weren't true overlanders on this trip. But there were thousands of attendees at Overland Expo West, with everything from adventure bikes with tents

to those 5-ton multi-wheeled overlanding vehicles that look like they run in the Dakar Rally, and everything in-between. If you want to learn how to live off the grid then Overland Expo West is definitely the place to be.

Speaking of "off the grid", one of CORVA's newest business sponsors is "Off The Grid Surplus". They were at the Expo, along with fellow sponsors Ian and Brittany from "Wheel Every Weekend" in San Diego. Our friends from American Adventurist, Rigid Supply and OC Overland were there as well. Todd from Trailsoffroad came by to visit with us and wants to become more involved with CORVA by helping us identify off-road trails that need our attention. sPod Products also came by to talk with us and we look forward to connecting with them soon. We could have had a better location for our CORVA display because somehow we ended up in a big tent that was mainly reserved for films and authors. We believe a lot of people walked right past the tent, not knowing that CORVA, California's statewide advocacy association was there as well! On Friday there were quite a few people who stopped by our table to visit from California, but that tapered off considerably on Saturday and Sunday. We did get the word out about our mission to "Protect Public Lands For The People Not From The People"! All in all, it was a good weekend.

If you're interested seeing how others camp, overland, wheel off the grid or want to learn how to boil water with nothing but the sun make plans to attend the Overland Expo next year.



MotoMart
at Carnegie



Visit motomartatcarnegie.com
Located at Carnegie State Vehicular Recreation Area



Skat-Trak USA
PERFORMANCE PRODUCTS



« Land use report, continued from pg. 7

Dust controls needed to meet only some of the SOA's air quality objectives would significantly diminish park operations. There would need to be significant reductions in the SVRA's camping and recreational capacity. This calls into question the long-term viability of the SVRA.

PMRP implementation would need to allow the continuation of the Oceano Dunes SVRA management in compliance with the OHMVR Act in order to maintain the existing sources of funding from the OHMVR Trust Fund that have funded many conservation efforts, including the Snowy Plover management plan.

EFFORT TO STOP CARNEGIE SVRA EXPANSION CONTINUES

The next hearing for SB 767 is with the Assembly Water, Parks and Wildlife Committee on Tuesday, June 18, 2019, 9:00 am, Room 444 in the Capitol. The bill continues to move through the legislative process despite opposition from OHV representatives.

SB 767 (Glazer) will change state law to allow the State Parks Department to dispose of the 3,100 acre Alameda-Tesla Expansion Area (referred to as "Tesla Park," by those in support of this legislation) in order to require permanent preservation of the land if it is determined by the Department to be in the public interest. Proceeds from any such sale would be returned to the OHMVR Division.

SB 767 is similar to the last year's bill that did not pass.

WEST MOJAVE ROUTE NETWORK DESIGNATION PLAN SUPPLEMENTAL FINAL EIS RELEASED

Alternative 5 considers the recommendations of cooperating agencies, the public, and BLM specialists

and reflects the best combination of decisions to achieve BLM goals and policies, meet the purpose and need, and address the key planning issues. When completed, the Record of Decision (ROD) for the LUP Amendment will provide comprehensive long-range decisions for (1) managing transportation and travel management resources in the West Mojave Planning Area and (2) identifying allowable livestock grazing management uses on BLM-administered public lands.

The West Mojave Route Network Project (WMRNP) and Final Supplemental Environmental Impact Statement (SEIS) describe and analyze alternatives for the planning and management of a transportation and travel network and livestock grazing on public lands and resources within the West Mojave Planning Area, and administered by the BLM, California Desert District Office. The West Mojave Planning Area is located in southern California, in the northwestern third of the California Desert Conservation Area, and comprises approximately 9.4 million acres of land. Within the Decision Area, the BLM administers approximately 3.1 million acres of public lands.

Through this Land Use Plan (LUP) Amendment, the BLM is amending the 2006 West Mojave (WEMO) Plan to address specific issues raised in a federal court partial remand of the 2006 WEMO Plan and to consider new data and policies, emerging issues, and changing circumstances that have occurred since the 2006 WEMO Plan Record of Decision was signed.

When completed, the Record of Decision (ROD) for the LUP Amendment will provide comprehensive long-range decisions for (1) managing transportation and travel management resources in the West Mojave Planning Area and (2) identifying allowable livestock grazing management uses on BLM-administered public lands. Protests are accepted for 30 days following publication of the Record of Decision.

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PRESIDENT TRUMP SIGNS SWEEPING LANDS PACKAGE INTO LAW

Mar 12 2019 —U.S. Sen. Lisa Murkowski, R-Alaska, today commended President Donald J. Trump for signing S. 47, the John D. Dingell, Jr. Conservation, Management, and Recreation Act, formerly known as the Natural Resources Management Act, into law. The bipartisan legislation contains more than 120 public lands, resources, sportsmen, conservation, and water management bills. The Senate passed the bill by a vote of 92 to 8 on February 12, and the House passed it on February 26 by a vote of 363 to 62.

S. 47 contains provisions sponsored by 50 Senators and cosponsored by nearly 90 Senators in the 115th Congress. Most notably it includes the Desert Protection Act, which was sponsored in the Senate by Sen. Feinstein and in the House by Rep Cook, R Apple Valley, which sets aside the desert OHV open areas for future use.

Other measures included are:

- Permanently reauthorize the Land and Water Conservation Fund, with key reforms to strengthen its state-side program;
- Increase access and opportunities for hunting, fishing, and other outdoor recreational activities on federal lands;
- Provide for economic development in dozens of communities through land exchanges and conveyances;
- Improve western water management by increasing local control, promoting investment, and facilitating the recovery of endangered species; and
- Conserve treasured landscapes in communities, where such designations are locally supported.

Most significantly, the National Resources Management Act includes the California Desert Protection and Recreation Act. Its inclusion is the culmination of over five years of work on the issue by Sen. Feinstein and Rep. Cook as well as over a decade of work by activists on the ground. This bill has widespread support from local governments, recreational groups, and conservation groups, as well as significant bipartisan support.

This landmark legislation would designate or expand six Off-Highway Vehicle (OHV) Recreation Areas in the California desert. These are Johnson Valley, Spangler

Hills, El Mirage, Rasor, Dumont Dunes, and Stoddard Valley. This bill creates additional protections for OHV users and ensures that these areas cannot be closed administratively. Creating the nation's first system of Off-Highway Vehicle Recreation areas also will ensure that OHV activity is conducted in appropriate locations, protecting other parts of the desert. The established or expanded OHV areas would total approximately 200,580 acres. Combined with the nearly 100,000 acres that make up the existing Johnson Valley OHV Recreation Area, this bill will ensure that over 300,000 acres are permanently open for OHV use in the California Desert.

This legislation would also designate approximately 18,000 acres of existing federal land as the Alabama Hills National Scenic Area. This would restrict large-scale projects such as renewable energy generation, while preserving all existing recreational and commercial uses of the Alabama Hills. Activities such as filming, hiking, mountain biking, rock climbing, hunting, fishing, and authorized motorized vehicle use would be unaffected.

It would also designate approximately 375,500 acres of wilderness in the California Desert, while releasing approximately 124,000 acres of existing wilderness study areas in the Cady Mountains and Soda Mountains. Additionally, it adds approximately 39,000 acres of land to the National Park System, including significant acreage at both Joshua Tree National Park and Death Valley National Park. For Joshua Tree, it would add approximately 4,500 acres of land on the northern border. Death Valley National Park would be expanded by about 35,000 acres.

It would establish the Vinagre Wash Special Management Area to protect 81,000 acres of public land in Imperial County, while preserving motorized recreation along designated routes. This bill would designate or expand approximately 77 miles of wild, scenic, and recreational rivers in the San Bernardino Mountains and near Death Valley.

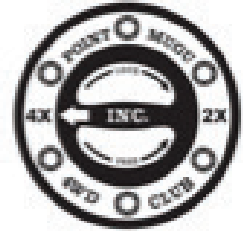
It prohibits the development of renewable energy generation facilities on approximately 28,000 acres of BLM land near Juniper Flats and conveys 934 acres of BLM land to the State of California to be included in the Anza-Borrego Desert State Park. It also directs the Secretary of the Interior to negotiate with the California State Lands Commission on land swaps involving state school lands within the California Desert Conservation Area and establishes a Desert Tortoise Conservation Center along the California-Nevada border.

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Family Fun Run

August 17, 2019



A fundraiser for CORVA presented by POINT MUGU 4x4 CLUB



Raffle - Poker Run - Games - BBQ

This event is open for all OHV Vehicles!

Event starts Saturday August 17, 2019 9:00AM, Hungry Valley SVRA for a Poker Run, and fun vehicle events, Saturday night Bar-B-Que and Raffle!

WHERE: Hungry Valley SVRA-Gorman, CA

Registration at Honey Valley Group Campground, Follow signs from either entrance.

Registration from 8:00 a.m. to 12:00 p.m. Saturday, Pre-registration available at www.corva.org

WHEN: Saturday, August 17th, 2019 Rider meeting 9:30 a.m. at Honey Valley Group Campground. Poker Run starts at 10:00 a.m. Last participant starting course, 2:00 p.m. Games at check points on Poker Run, Off Road Games at campground, Dinner 5:00 p.m., Raffle 6:00 p.m. along with a campfire after dinner.

WHAT: CORVA FAMILY FUN-POKER RUN (5 CARDS PER HAND)

CORVA family members: \$30.00 1st hand and registration, Non-members \$40.00, Extra cards \$5 each, Dinner (Price TBD), Raffle & 50/50 tickets \$1.00

HOW: POKER RUN-BEST 5 CARD HAND WINS - Games-Highest point total wins 1st, 2nd and 3rd Place Prizes Awarded.



Register online at Corva.org or at the event, Pre-register and save!

CORVA MERCHANDISE

CORVA accepts donations for all merchandise listed below. Although your donation is not tax deductible, it is 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!!

We make the process easy, too. Order online at the CORVA Store or 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 confirming email so you will know when your items have shipped.

All orders are shipped via USPS. You can expect to receive your order quickly, usually no more than a week.

Thank you for helping to support CORVA. Don't forget to order extras to give along with a Gift Membership for all those off-roaders in your family! If you have any suggested items that you might want that are not listed, send us an email. We are always looking to promote CORVA!



CORVA Merchandise Order:

- CORVA Orange Logo T-Shirt** (size: _____) \$20.00
Please include \$5.00 shipping \$5.00
- CORVA Grey Bear Logo T-Shirt** (size: _____) \$20.00
Please include \$5.00 shipping \$5.00
- CORVA Cozzies** (set of two) \$10.00
- CORVA Flex-fit Hat** \$20.00
Please include \$5.00 shipping \$5.00
- CORVA OHV Styles Sticker** (appx. 5"x3") \$2.00
- Traditional CORVA Sticker** (appx.6.7"x3.5") \$2.00
- CORVA Stickers - Large** (appx 12" x 6") \$14.00
- NEW! CORVA California Stickers** (appx 6" x 1.5"):
 - Orange / Bear \$3.00
 - Orange / White \$3.00
 - Black / Bear \$3.00
- NEW! CORVA California & Bear Graphics Sheet** \$25.00
Appx. 11.8" x 11.8" – Heavy Duty Graphic Material created for CORVA by RideAVIK
- NEW! CORVA Pint Glasses** (set of 4) \$40.00

Check Enclosed for \$ _____
(Make checks payable to CORVA)

Ordered by:

Name _____

Email (for order confirmation) _____

Address _____

City/State _____

Zip _____

This is a gift for:

Name _____

Address _____

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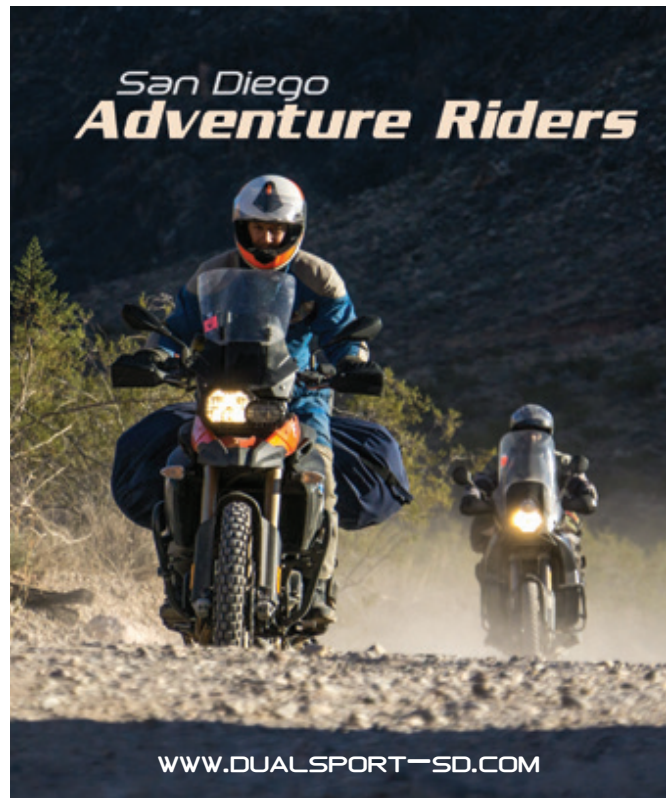
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JEEPS OF SOCAL

Charlie Lowe

On Friday the 3rd of May, Vinnie, Heidi Ward and I attended the Jeeps of SoCal Meetup in Corona.

Jeeps of SoCal is a 4WD group that comes together for events advertised solely through social media. CORVA has participated in two of their exciting events in the last few months and was invited to come to the latest Meetup by their leader, social media guru Erin Hicks.

On behalf of Jeeps of SoCal, Erin generously volunteered to donate ALL proceeds of the raffle at this Meetup to CORVA! The event was attended by about 100 jeep and 4x4 owners, with many young families. Jeeps of SoCal offered some great prizes donated by 4 Wheel Parts and others, and to our amazement raised over \$480.00!

During the event we found out that Erin was not even a CORVA member, and we knew we had to correct that immediately. Vinnie, Heidi and I bought her an annual membership on the spot. We want to encourage Erin, and all the members of Jeeps of SoCal to become more involved in CORVA. To begin, we've asked Erin to write an article for our CORVA



Off-Roaders in Action magazine. We are hoping to make her group an official CORVA club.

This event was encouraging on so many levels. It is a testament of the effectiveness of social media, and also shows that CORVA is dedicated to engaging the younger generation.

Big kudos to Jeeps of SoCal!



FOREST PLAN REVISION UPDATE

Inyo National Forest released their draft Record of Decision of the Forest Plan Revision in August 2018. CORVA filed an appeal of this decision.

Due to public comment and changed vegetation conditions on the Sierra and Sequoia National Forests, these forests released a separate revised draft EIS in 2018.

Sierra and Sequoia Forest Plan Revision Final Documents (EIS and draft Record of Decision) expected by February- March 2019. AS of this issue of the ORIA no final Forest Plan documents have been released.

OVER SNOW TRAVEL MANAGEMENT PLAN UPDATE

OHV advocacy groups have been extremely busy dealing with Forest Service Travel Management Subpart C that requires designation of routes and areas where over snow travel will be allowed. Originally the Forest Service was not going to take action on this rule; however a court decision following a lawsuit by Snowlands and other environmental groups has forced the Forest Service to develop new regulations for over snow travel.

Plumas NF Snowmobile Draft Plan comment period extended to March 1 due to government shutdown.

The public comment period remains open regarding the U.S. Forest Service over-snow vehicle plans (motorized vehicles like snowmobiles and UTVs) for the Plumas National Forest. CORVA has filed comments on the Plumas OSV plan, along with the Sierra Access Coalition, who we have worked with for many years. We plan to file an appeal when the opportunity to do so becomes available.

LASSEN NF SNOWMOBILE DECISION RELEASED

The Lassen NF released their Record of Decision (ROD) for Over-Snow Vehicles on 3/29/18. SAC, as well as CORVA and several other groups, filed an objection to the decision.

The decision creates restrictions for OSV including the following:

- 12" minimum snow depth for cross country riding
- 6" minimum snow depth for riding on roads
- Designates 5 open areas for cross country OSV riding in the Ashpan, Bogard, Fredonyer, Jonesville, and Morgan Summit area
- Designates 17 crossings of the Pacific Crest Trail

CORVA attended the LNF objection resolution meetings, and we await the final outcome.

EL DORADO NF SNOWMOBILE DECISION RELEASED

CORVA submitted an objection letter along with most other interested groups. We are awaiting a response.

Tahoe National Forest Releases Final EIS and draft Record of Decision on Over Snow travel – February 5, 2019.

The Forest adopted Alternative 2 that is significantly more restrictive than current management. CORVA has submitted an objection letter, along with most other interested groups. We are awaiting a response.

STANISLAUS NF SNOWMOBILE FINAL EIS AND DRAFT RECORD OF DECISION RELEASED MAR 27, 2019.

Stanislaus NF has released their final Environmental Impact Statement and record of decision for Over-Snow Vehicles (OSV).

Although we did not file an objection on the Stanislaus, CORVA has been accepted as an "interested party" in the objection process. A tentative meeting for objections has been set for July 2, 2019, and CORVA plans to attend to advocate on your behalf.

CORVA advocates on behalf of all Forest users and will appeal at every stage of the planning process. We will staunchly oppose any attempt to restrict motorized access to public lands.



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NEW REGULATIONS FOR REDSTICKER MOTORCYCLES PASSED

Amy Granat, Managing Director

For a few years the California Air Resources Board (CARB) has been investigating potential changes to the redsticker/greensticker program for motorcycle registrations. Many off-road organizations were involved with staff from CARB during this time, alongside manufacturers and motorcycle dealers.

Although some of the meetings became heated, for the most part staff listened attentively and made changes as deemed appropriate to the program/proposal that was submitted to CARB for review and a vote. On April 25th CARB passed new regulations for motorcycle registrations.

The number one stated purpose for change to the redsticker program, was that manufacturers have been slow to develop and offer cleaner technology on new model 2 and 4 stroke bikes. The redsticker program was instituted to allow manufacturers to slowly improve emissions for 2 stroke bikes, with the anticipation that fewer and fewer redsticker bikes would be sold to consumers. Much to the concern of CARB, for model year 2017/8 almost 50% of all non-street legal (OHV) bikes sold in California were redsticker models. Instead of decreasing, purchases of 2-stroke bikes were increasing, necessitating these new regulations.

These are the key components of the new rules:

1. New rules were developed to allow manufacturers time to improve technology
2. redsticker sales (other than verified competition bikes) will cease in 2022
3. All redsticker bikes including model year 2021 will be grandfathered into the greensticker program. They will still receive redsticker registrations until the Department of Motor Vehicles runs through their stockpile of redstickers.
4. Although redsticker sales will end in 2022, redsticker riding restrictions will continue until 2025. After 2025, redsticker riding restrictions will cease.
5. Starting in 2027, more stringent emission standards will go into effect.
6. Cost of redsticker models are predicted to increase for consumers an average of \$300 starting with the 2022 model year.

Manufacturers will be subject to fleet averaging to achieve CARB emission standards, encouraging the development of lower emission models. CARB is predicting that manufacturers will add more greensticker models to satisfy consumer preferences. Currently

For enthusiasts, the most important components of the new regulations are the following:

- These regulations will not affect existing redsticker bikes.
- These regulations will not affect competition bikes.
- These regulations will not affect youth models.
- Competition bikes WILL ONLY be authorized for competition use, along with a minimum of practice sessions. Competition bikes will not be sold for general recreational use, or be legal for general recreational use.

CORVA'S RESPONSE TO THE CALIFORNIA AIR RESOURCES BOARD

CORVA supports the thoughtful way CARB staff have worked with all stakeholders since the initiation of the process. Staff has been sensitive to the needs and expectations of enthusiasts, dealers and manufacturers. But, what has been presented by staff to the California Air Resources Board for the vote is a vision of the best possible outcome, presented with the best possible intentions.

In life, rarely does implementation of any plan go as seamlessly as what has been presented. CORVA believes flexibility during implementation will be the most critical component to predict success as we proceed through the changes of the next few years. CARB has to acknowledge that the alterations as presented today will also affect the lives of California citizens and the livelihoods of California businesses. Small businesses are the backbone of economic viability in California, and CORVA wants to make sure that motorcycle dealers, who can only sell CARB-approved models that manufacturers chose to produce, remain viable and successful. Monitoring of this part of the program will be critical.

CORVA finds that for the most part, California citizens want to do the right thing, but to do so they have to understand the current rules and regulations. This will require communication between CARB and the motorcycle-riding public as the changes are enacted. Most importantly, we have to ensure that CARB respects motorcycle enthusiasts and listens to their concerns. We look forward to continuing our work with CARB staff as these new regulations are enacted.

BASE CAMP TRUCK MEET DONATES OVER \$4,400 TO CORVA!

Join CORVA in thanking Base Camp Truck Meet for their generous donation! We would like to introduce you to the founder, MJ Aguilar, and find out what this new group is all about.

MJ Aguilar started Base Camp Truck Meet because of his passion for off-road recreation. First he began holding 'Mod Days' at his home in Fremont twice a year to help people install lifts, accessories, and other after-market accessories on their vehicles. While MJ was helping others, he was also helping build a new community in the Bay Area for 4WD enthusiasts. Every time he held a Mod Day, anywhere from 30-50 people would show up with their vehicles at his home to take part. Eventually the City of Fremont noticed and offered MJ an opportunity to hold an event at their city community space. The city offered to provide entertainment, including games for kids, live music and food trucks. All the city wanted from MJ was to spread the word and bring as many people as possible to this free event. The first Base Camp Truck Meet succeeded beyond expectations with close to 1000 attendees!

MJ invited nine businesses to showcase their wares at Base Camp Truck Meet, including 4WD shops and vendors from Northern California and even two from Nevada. All of these vendors plus 4 additional local sponsors contributed to the raffle that generated the

money that was donated to CORVA. In addition to the raffle, the event featured 55 trucks at the same community space at no cost to the owner. All the vehicle owners were provided with exclusive t-shirts from the event. In addition, approximately 100 additional trucks were parked just outside the gates of the community center.

MJ states; "With so many people getting into the offroad/adventure scene, I wanted to have this event to bring all these people together to network, share ideas, and have a good time. That's why I decided to call the event, "Base Camp," because it's symbolic for everyone to meet all in one place at the beginning of this camping season, then branch off and do their own thing this summer. From all the reviews that I've heard, this event was a major success in that it was able to do exactly that - build community."

Every spectator received a poker chip to put in the cup for the vehicle with the best modifications. We are proud to announce that Mitch Veleztan's Toyota Tacoma won first place!

We would also like to thank the vendors and sponsors are below who helped make this event a great success:

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OFF-ROADERS IN ACTION
Volume 31 Issue 2

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Want to contact CORVA? Send an email to info@corva.org or call 916-710-1950.

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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