

**CORVA**  
CALIFORNIA OFF-ROAD  
VEHICLE ASSOCIATION  
[www.corva.org](http://www.corva.org)

# OFF-ROADERS IN ACTION

## Who Speaks for Me?

By Amy Granat, CORVA Managing Director

Attending government meetings can be intimidating to anyone new to the political arena. Walking into a legislative committee for the first or even second time can be compared to a meeting of a secret society; everyone knows everyone else and they're speaking a language understood only by fellow members. Because insiders proliferate in any political setting, an entrance by a perceived outsider becomes that much more difficult. Many of us remember the feeling of dread that descended upon us entering high school for the very first time; the experience as an outsider in politics is not dissimilar.

The same scenario applies when walking into a Forest Service or BLM meeting as a member of the public. Attending a land use planning meeting a federal agency must hold to comply with NEPA (the National Environmental Policy Act) can seem equally intimidating. Gone is the impression that people are speaking a language largely unknown to the general public, now it is obvious that people are speaking a language based on acronyms that is difficult, if not impossible to follow.

By now many members of the public are probably nodding their heads and wondering... who speaks for me?

Every Member of the CORVA Board of Directors Speaks For You.

At public and private meetings throughout the state, CORVA is there protesting, advocating and representing your interests on land use plans, and writing comments on federal and state issues. CORVA is the off-road watchdog hovering over the political horizon looking for anything that might be perceived as a threat against motorized access and OHV recreation. And once we grab onto an issue, we don't let go until we see the process through to the end.

Continued on page 4

## CORVA Annual Meeting Recap

By Helen Baker, Assistant Southern Director - Legislation

As the sun sets on the 2013 CORVA Annual meeting, I look forward to another two full years of working to keep access opportunities available for the motorized community. The title may have changed in that Harry now goes from a private citizen to President of the only statewide organization that represents all forms of motorized use, but the passion has not waned. I know that many more days of traversing the state to meet with constituents, legislators, and industry personnel is in our future. It is an awesome responsibility and we gladly accept the challenge.

Thank you to outgoing CORVA Board members Jim Woods, who moves to the position of Past President and trusted advisor, and to Katherine Kelsey who leaves the position of State Secretary, but not her position as willing volunteer. Congratulations to Bruce Witcher, who was reelected to the position of Vice President of Land Resources and Public Policy, and to Linda Wucherpfennig, elected State Secretary, and Don Alexander, elected Vice President of Sales and Marketing.

CORVA is a very dynamic organization and we are proud to have been members for many decades and look forward to many more. I guess all I can say is that the journey begins....



CORVA President Harry Baker (right) with Past President Jim Woods (left)

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

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## WHAT IS CORVA?

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

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

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

*We participate in lobbying activities in both Sacramento and Washington DC. We work closely with the State Department of Parks and Recreation providing input to the Off-Highway Motor Vehicle Recreation (OHMVR) program from the users' standpoint. We provide a valuable resource to land managers in the form of dedicated OHV 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. We do this by commenting on many environmental documents on issues that affect us.*

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

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

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## **PRESIDENT'S MESSAGE**

**By Harry Baker**

### **Why I Am Proud to Be CORVA's Next President**

I joined CORVA over 30 years ago because CORVA was engaged in the effort to keep public lands open for all of us to use, and because CORVA was also a force in the public policy legislative arena. Those basic tenets are still the driving force of CORVA, keep all public lands open for all the public and influence the legislative process. I am very pleased and humbled to be part of CORVA as the incoming President. I realize that I have some very large shoes to fill as CORVA moves into the future. The past leadership has done an excellent job of keeping CORVA in the forefront by representing all users of public lands. Together with the membership and the board, we will advance our cause, as was given title to by then-Governor Pete Wilson, so many years ago to, "Dedicate ourselves to protecting our lands for the people, not from the people."

The effort to save the Johnson Valley OHV from being annexed by the 29 Palms Marine Base took a major step forward when Congressman Paul Cook introduced HR1676, Johnson Valley National Off-Highway Vehicle Recreation Area Establishment Act.

Although this is an important step, until we are able to get this bill through Congress and signed by the President, we must remain vigilant and involved. I would like to thank everyone for their passion for saving Johnson Valley, especially Kim Carpenter, Steve Kuehl and Ed Waldheim, who were instrumental in engaging Congressman Cook's support.

Several other major initiatives are in motion throughout California and CORVA is involved. Clear Creek, El Dorado Forest, Ocotillo Wells, Plumas Forest, the four Southern California Forests and the Rubicon come to mind.

The news is not all bleak. CORVA membership is on the rise, CORVA members sit on many important committees and councils with managers of Federal and State lands, CORVA is working with Friends Groups on local and community issues and CORVA members are getting out and enjoying our public lands at club runs, CORVA events, and family outings.

My sincere thanks to the members of the board who are leaving their position, for their hard work over the years and to all members of CORVA for their dedication and support.

See you in the ORIA next month or out somewhere enjoying our public lands.

Continued from Page 1

### **Who Speaks for Me?**

But as great as our efforts to protect your off-road interests, everyone has to be willing to do their part. CORVA will supply the educational tools and years of advocacy experience, but you have to supply the willingness to get involved, write comments, and attend meetings about issues that are closest to your heart. Whether it is a project that threatens your adopt-a-trail, proposes new wilderness, or calls for restricting firewood cutting in the northern forests, your passion can make the biggest difference and reap the greatest rewards and protect your access.

When CORVA started the Comments Project years ago in response to Travel Management, we had no idea that threats against off-road access would grow exponentially in the years after that planning period ended. From Johnson Valley to Clear Creek Management Area, to new Travel Management issues with over-the-snow access; it is clear that the need for educating off-road activists has grown and is more important than ever. Greater understanding always leads to greater ability to fight against closures, and that is what CORVA offers. The NEPA process can actually help off-roaders actually keep trails open because it is a system of laws written to encourage participation by all Americans in land planning processes. This is what the CORVA Comments Project teaches to anyone who thinks their club, their organization or their town can benefit from a workshop. Please get in touch with CORVA and we will be happy to plan a workshop to fit your needs.

For everyone else, it is time for The Three P's: Participation, Political Action and Positive PR. While we can always add a few more words such as persistence and proactiveness to the list above, the first three represent sure keys to success for the off-road activist. The willingness to engage and participate, the drive to meet with politicians all the while displaying the most positive attributes can help us even the score with anti-access enthusiasts while retaining or perhaps gaining more motorized access.

As the months go by, CORVA will have more advice and more ideas for following the Three P's. In the meantime, we want to hear from you. We want to hear about your successes and your questions; and your visits with your local, state and federal politicians. We will publicize what you have done in the hopes of promoting these positive experiences to others in the off-road world. People depend on CORVA everyday to be their spokesman and their watchdog, and we are depending on you to help us achieve our goals to keep public access to all our public lands.

**CORVA Recognizes the Heroes of Off Road**

The candidate list read like a Who's Who of off road activism and activity. In the end, although all were worthy, only one would emerge in each category. The 2012 CORVA Award recipients are:



**Kim Carpenter (center) receiving the American Buggy Association Edward H. Waldheim Political Activism Award**

**George Thomas Memorial Trophy For Off Roder Of The Year: Congressman Kevin McCarthy**

This trophy is presented to the one individual whose contributions to the betterment of off-roading during the preceding year are worthy of this very special recognition. The recipient may be any individual who has provided special help to off-roading. The person does not have to be a member of CORVA or any affiliated organization.

**Looney Duners Trophy to Charity: Inland Empire 4 Wheelers**

To be eligible for this award, the club must belong to CORVA. The award goes to the club that donates the most time and effort to charity. Money is not a factor.

**Los Aventureros State Conservation Award: The San Bernardino National Forest Adopt A Trail Program**

This award is presented to the individual club/group, which during the year, has contributed the most towards conservation.

**American Buggy Association Edward H. Waldheim Political Activism Award: Kim Carpenter**

To have one's name added to this plaque requires exceptional activity in dealing with elected officials and civil servants. This means personal contact as well as effective letter writing. While significant success is not always possible, it is important that some progress toward a goal was achieved. In addition, this person's efforts should always increase the perception of CORVA as a political powerhouse.

**Past Presidents Trophy: Wayne Ford**

This trophy is sponsored by the Past Presidents of CORVA. Unlike the aforementioned trophies which are voted upon by the CORVA Board of Directors after hearing nominations, this trophy is at the sole discretion of the Past Presidents. The recipient is an individual who has shown great merit and achieved honorable accomplishments on behalf of the off-road community.

**Northern & Southern Club Awards:**

- Northern: Modesto Ridge Runners
- Southern: Bear Valley 4X4

These awards are given annually to one club in each region, Northern and Southern. Each club shall submit what it deems to be its outstanding project for the year. These projects will be considered by the Board of Directors, which shall award the trophy to that project it deems best bolsters the image of off-roading.

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## **CORVA Land Use Resources and Public Policy Report**

**By Bruce Whitcher**

**CORVA VP of Land Resources and Public Policy**

### Clear Creek Management Area – the Battle Continues

*OHV Commission Holds Special Meeting On May 3 to Discuss Clear Creek  
Congressman Sam Farr reintroduces federal legislation to keep area open*

Mr. Farr, Mr. Valadao, and Mr. Denham introduced HR 1776, which was referred to the Committee on Natural Resources. The language of this bill is very similar to that introduced last year. It would establish a Special Recreation Area that would have a management plan based on the 2005 Management Plan that allowed OHV use within the CCMA. The Secretary will have two years to develop a final management plan for the area. This will be a major test of the newly appointed Sally Jewell, known more for her environmentalist credentials than as a proponent of motorized recreation.

The bill includes provisions designed to address problems encountered with management of the area, including:

1. A hazards education program to inform people entering the Recreation Area of the asbestos related risks associated with various activities within the Recreation Area, including, but not limited to, off-highway vehicle recreation.
2. A user fee program for motorized vehicle use within the Recreational Area and guidelines for the use of the funds collected for the management and improvement of the Recreation Area.

Let's keep in mind that this bill would also designate the Joaquin Rock Wilderness area, long sought by wilderness advocates, as well as protection for "Wild and Scenic Rivers", including LARIOUS CANYON, SAN CARLOS CREEK, CANTUA CREEK, PICACHO CREEK, and WHITE CREEK AND TRIBUTARIES.

At this point it seems that the motorized recreation community has little to lose by supporting this bill. The Preferred Alternative in the Final Environmental Impact Statement would close the entire area to motorcycles and would allow motorized trail use by 4X4, ATV and UTV's but only for 5 days per year.

Possible protest points from the OHV Commission meeting:

- CCMA PRMP fails to accommodate some level of OHV recreation under permitted and managed conditions in the Serpentine ACEC.
- CCMA PRMP has no provision for off-highway motorcycle recreation either within the Serpentine ACEC or via managed conditions on CCMA lands outside the Serpentine ACEC.

CORVA has filed a protest of the Final EIS based on the lack of opportunity for motorcycle use. This is clearly inconsistent with BLM's Comprehensive Travel and Transportation Management policy. Filing a protest is not necessary to maintain CORVA's right to pursue litigation, but helps build a stronger case if a lawsuit is filed.

CORVA continues to work for you and will pursue every viable option to maintain access to our public lands.

### Johnson Valley National OHV Recreation Area (From the ARRA Newsletter)

Major developments in protecting the Johnson Valley OHV Recreation area from extinction have occurred in the last two months. Rep. Paul Cook (R-CA) introduced legislation, HR 1676, that would allow the Marine Corps to expand its 29 Palms training area into adjacent Bureau of Land Management land while at the same time establish, on a permanent basis, the Johnson Valley National OHV Recreation Area. As we have reported on numerous occasions, the very existence of this important OHV recreation area had been threatened by the expansion advocated by the Marine Corps.

Rep. Cook fashioned a compromise approach that seeks to accommodate the needs of the Marine Corps while at the same time ensuring that OHV recreation will continue to exist in Johnson Valley. Rep. Buck McKeon, Chairman of the House Armed Services Committee, co-sponsored the Cook legislation. Since the House Armed Service Committee will be incorporating the Cook legislation into the FY14 Defense Authorization Act, McKeon's co-sponsorship is of critical importance.

OHV organizations, especially in California, but from all areas of the United States, have worked hard to protect this important OHV area. This coordinated approach with all sectors working together made this legislative solution in the House of Representatives possible.

Senate disposition of this issue remains uncertain, so we have much work to do. But, for now, we can all take great pride in what is being accomplished on this issue in the House of Representatives.

Continued on next page

## Clear Creek Final Environmental Impact Statement Released

Limited use of designated routes by street legal vehicles and ATV/UTV's will be allowed. The remaining route network would be "Closed" to vehicles based on the feasibility of managing risk to human health and the environment from airborne asbestos emissions generated by management and visitor use activities.

BLM acknowledges that controversy exists regarding the human health risks associated with exposure to naturally occurring asbestos. The EPA risk assessment and the IERF report both highlighted the need for further research to determine effective strategies to reduce risk to CCMA visitors. The BLM would consider changes to designated route systems and the transportation network in the future. At a minimum, the BLM will re-examine the body of peer-reviewed data available on this subject within three years.

Transportation and Travel Management & Recreation Opportunities – Numerous individuals and organizations commented that additional acreage should be recommended for motorized and non-motorized recreation. As a result, approximately 21 additional miles of vehicle routes in the Serpentine ACEC have been added for limited vehicle use under the Proposed Action that include major routes R1, R10, R13, R14, R15, and other minor routes including T103, T104, T151, T153, and T158. An additional 2.75 miles of existing routes are proposed to be designated open in the Condon Zone and in the Cantua zone near Wright Mountain.

The remaining route network would be designated "Closed" to vehicle use based on the feasibility of managing risk to human health and the environment from airborne asbestos emissions generated by management and visitor use activities.

What the proposed plan would do:

- Prohibit camping and staging for recreation in the Serpentine ACEC, except at Jade Mill Campground. Camping and staging would be allowed outside the ACEC.
- Motorized access in the Serpentine ACEC by permits only, visitor use limited to 5 days/year for motorized activities. Limit use for non-motorized activities to 12 days/year.
- Limit visitor use in the Serpentine ACEC to one half-hour before sunrise to one half-hour after sunset (i.e. day use only), except at Jade Mill Campground.
- Vehicle use in the Tucker, Condon, Cantua, and San Benito River Zones would be limited to highway licensed vehicles and ATV/UTV use only on designated routes identified on the Proposed Action Map.
- Develop and maintain approximately 30 miles of routes and trails in the Condon, Tucker, and Cantua Zones for non-motorized recreation.

## Southern California National Forests: Angeles, Cleveland, San Bernardino, and Los Padres

### *Public Comments Sought for Land Management Plan Amendment Environmental Impact Statement*

Comment period closes Thursday, May 16, 2013.

CORVA has submitted extensive route-specific comments on the Land Management Plan Amendment. This will be a critical decision for the future of motorized recreation on the four Southern California Forests. Forest Service officials are seeking public comments on the Draft Supplemental Environmental Impact Statement for a Proposed Amendment to the Land Management Plans for the four Southern California National Forests (the Angeles, Cleveland, Los Padres, and San Bernardino).

The environmental impact statement analyzes the proposal to modify the existing land use zones allocations in selected inventoried roadless areas to include more back country non-motorized and recommended wilderness areas. It also analyzes the proposal to modify the land management plan monitoring framework. The statement evaluates alternatives for both topics, including an alternative that would recommend most of the study area as wilderness. The environmental impact statement can be found on the project webpage at: [http://www.fs.fed.us/nepa/nepa\\_project\\_exp.php?project=35130](http://www.fs.fed.us/nepa/nepa_project_exp.php?project=35130).

#### How to Comment

Comments may be sent via e-mail to: [socal\\_nf\\_lmp\\_amendment@fs.fed.us](mailto:socal_nf_lmp_amendment@fs.fed.us), or filed through the project web page listed above.

Send written comments to: Cleveland National Forest, 10845 Rancho Bernardo Road, Suite 200, San Diego, CA 92127-2107, ATTN: LMP Amendment

For further information, contact Project Manager Bob Hawkins at: [socal\\_nf\\_lmp\\_amendment@fs.fed.us](mailto:socal_nf_lmp_amendment@fs.fed.us) or visit the project website listed above.



## State of California Department of Parks and Recreation Off Highway Motor Vehicle Division 2012/2013 Grants and Cooperative Agreements Program

### 2012/2013 Grant Cycle - Important Dates

Mon, May 6	Applications final filing date
Mon, June 3	Intent to Award posted on the OHMVR Division's website
Tues, June 4 to Wed, July 3	Thirty (30) calendar day appeal period
Fri, July 5	Final awards posted on the OHMVR Division's website upon resolution of any appeals

Grant applications were due for final submission by Monday May 6. Now we begin the long wait to see who gets funded.

Everyone should give a big thank you to the very hard working and dedicated staff who administer the OHV grant program. They work long hours, even into the evening and on weekends, helping applicants complete their applications. They are ready to answer every question. They are to be commended for their service to all Californians.

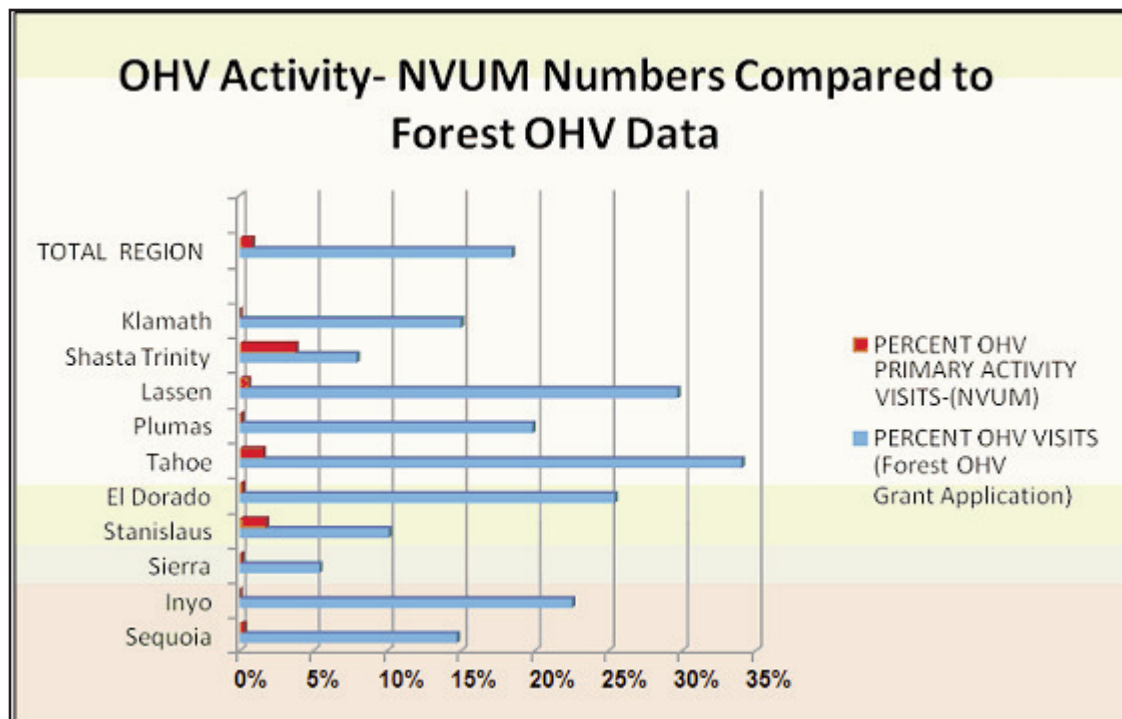
### Natural Resource Manager

#### *National Visitor Use Monitoring Survey - More Questions than Answers*

We really have to thank our strong advocate Chris Horgan of the Stewards of the Sequoia for tackling obscure regulations that affect our access to California's public lands. Most of our readers have probably never heard of the National Visitor Use Monitoring Survey, yet this survey is critically important to outdoor recreation across the Nation. This survey, conducted every few years, is the basis for all planning for outdoor recreation on America's National Forests. (For more details visit the Stewards of the Sequoia website: <http://www.stewardsofthesequoia.org/>)

There are many both inside and outside the Forest Service who question the validity of the Forest Service National Visitor Use Monitoring or NVUM studies.

The Forest NVUM studies for ten Sierra Region Forests have determined that Off Road (OHV) recreation accounts for a mere 0.85% primary activity for recreation in those forests or less than one percent of recreation. However the Forest Service provided actual OHV visitation numbers to the State Off Highway Motor Vehicle Recreation Division. These actual OHV numbers tell a very different story. They show OHV recreation primary participation to be 18.5% for the ten forests, over 21 times higher than the Forest NVUM study 0.85%. This represents a huge disparity for OHV recreation. At 18.5% participation, OHV recreation would be the second most popular form of recreation instead of twenty second. The graph at the bottom clearly shows the discrepancy in the NVUM numbers.





## *Dunes Subgroup Meeting*

By Ed Stovin, Assistant Southern Director - Grants

As a CORVA director, I have recently been appointed to the BLM DAC ISDRA Subgroup. What all those letters means is the Bureau of Land Management has a group of people to advise them on issues within the California desert (Desert Advisory Counsel, or DAC). Within the DAC are some subgroups that focus on specific areas. I have been appointed to the subgroup for the Imperial Sand Dunes Recreation Area, the area that has Glamis, Gordon's Well and Buttercup. We recently had a meeting (my first) and the following is a report on that meeting.



Three topics of interest coming to the meeting are changes in fees, release of the business plan, and release of the RAMP (Recreational Area Management Plan). Though much more than that was covered at the meeting, here are some highlights.

Area manager, Neil Hamada began with an area report. Of interest, this past season had about 900,000 visits, a 10% decrease from last year. Ranger stations have closed and seasonal rangers have been released. Grants have been applied for from the State OHV division. Their Facebook page is growing in "Likes" and is regularly updated. Restroom maintenance will go out for bid this summer, trash not until the end of 2014 season. The BLM are now looking for campground hosts, something dedicated duners may want to consider. If interested, search "El Centro BLM Imperial sand dunes campground host" and it should be first.

There is a new Law Enforcement Ranger, Ian Canaan, who discussed law enforcement issues, including numbers of contacts, citations and arrests, and staffing, and he also told a story about their discovering a large dumping of trash just outside the area. Upon examination, several pieces of trash had names and addresses, allowing them to pursue pressing charges. He showed a satellite picture of a beautiful house in Riverside with a big, expensive truck in the driveway and a dunes pass visible on the dashboard. This address was in the trash and can expect a visit from law enforcement soon.

Brian Puckett, emergency medical service ranger, discussed medical calls. Calls were down about 20% from last year and about the same as the year before. There was only one OHV related fatality. Many more severe accidents occurred in the north than the south, and many victims were taken away by helicopter. Interestingly, many seasonal rangers had their season cut short by 4 weeks due to sequestration.

In other news, the RAMP record of decision should be released very soon, needing only one more signature. Lots of talk ensued about the business plan. Some members of the subgroup had thought the draft of the plan would be available for review at the meeting, but as it turned out, the BLM still needed another month to work on it. The plan is sort of the nuts and bolts of how the dunes are managed, with the big topic being the new fee structure. BLM's Tom Zales discussed the new fees and, as of the meeting, this was proposed, not final. They would do away with the annual pass and only have weekly passes, with the first weekly pass costing \$35, and the second \$25. Much discussion followed, naturally. One main reason for stopping the annual passes is that they tend to be shared with friends, cutting down revenue. The increases were a result of orders from "higher-ups", who want to eliminate the deficit experienced in the past few years. The draft plan will contain the fee structure, and the subgroup and public will have 30 days to comment. For your information, the dunes cost in the area of \$5M a year to operate. Costs come from areas such as Law Enforcement, Emergency Medical services, trash removal, restroom maintenance, road repair and maintenance, education, and area management.

I personally believe that the BLM staff really are doing very good work for the off-roading public. When we have issues with them, it is important to remember that they are working from inside a bureaucracy they did not create and that they have to comply with many legislative "acts" that constrain them in ways that are hard to understand sometimes. It is my feeling that the price of fees should be as low as possible to do the job. Any fee increase would need to be justified by the BLM before I could agree on it. Duners can look forward to updates on fees and other dune issues in the coming months.

***WHEN DOES YOUR MEMBERSHIP EXPIRE?***

*Look on your mailing label to find out.*

## All J Motorsports

By Norm Layton

Less than four months ago, CORVA member Quinn Thomas, owner of All J Products, a Business Affiliate of CORVA in Big Bear Lake, and CORVA members Mike Bedwell and Norm Layton, sat around a campfire in Johnson Valley, reflecting upon the 2012 King of the Hammers race. Desert racing and motorsports had been a lifelong passion of all three, but over the years various commitments had prevented all three from realizing their dream. That night, a plan was born.

With that campfire meeting behind them, the planning for the 2013 King of the Hammers proceeded quickly and furiously. As soon as they arrived home, they started putting together a plan, and with help of friends in the Bear Valley 4x4 Club, a CORVA Club, they soon had the manpower they needed to proceed. They would enter the King of the Hammers Every Man Challenge, in a modified stock Jeep.

Within days All J Motorsports had enlisted the help and support of another strong CORVA member, GenRight Offroad. After several meetings with GenRight owner Tony Pellegrino, Quinn, his wife Heather, and Norm had a clear understanding of the task at hand. In the days since, Quinn and Norm have been busy visiting and picking up race Jeep parts at GenRight Offroad, PRP Seats, Currie Enterprises and Raceline Wheels.

We are truly grateful for the amount of support from our sponsors and their confidence in our effort. In the coming weeks we will have several more sponsors coming on board, including Savvy, Blackmagic Brakes, and Alltech Motorsports. The level of support goes beyond just monetary support and parts, and we have come to realize the strength of our industry and our choice of recreation are based upon the people and their values. It has been an eye opening and humbling experience.

We know we can't guarantee a win or even a finish, but we can guarantee the highest possible effort and the highest level of professionalism to promote our sport and outdoor recreation. Here is a short bio of each of the members of the All J Motorsports team:

Co-driver Quinn and his wife Heather have made All J Products an innovative builder of Jeep accessories and custom Jeeps. With full fabrication capabilities and a large following in the Jeep community, some of the nicest, most capable Jeeps in the country are coming out of Quinn's Big Bear Lake shop. With trails like Dishpan, John Bull, and Johnson Valley's Hammers just minutes away from their shop, Quinn's Jeeps are trail tested and proven tough over the very KOH course we will race.

Driver Mike Bedwell is the owner of MAD Fabrication and Mad Motorsports, with sprint car and NASCAR experience starting in the 1970's, Mike is an experienced and valuable addition to our team. Mike's off road driving skills go back to the 1950's when his father was one of the founding members of the Chuckwalla Jeep Club,

Crew Chief, Norm Layton has Jeep experience dating back to the early days of Jeeping and off road racing. Norm built his first V8 powered Jeep in his garage at age 17, along with the help of Chuckwalla members and Brian Chuchua. In 1974, Norm began his pit crew experience, that included a championship at the Orange Show and setting up cars for Speedway 605 and later Irwindale Raceway.

As you can see, racing runs in the blood of All J Motorsports. You can read about some of their other great crew members on the All J Products Facebook page.

As wonderful as the early All J Motorsports effort has been, the cloud of closure hangs over the race site, Johnson Valley. Johnson Valley represents 50% of all state open use area, and its loss would be devastating to motorized recreation use of public lands. All J Motorsports is grateful to CORVA and their affiliated groups, as the battle to save Johnson Valley fights on against overwhelming odds. The fight is winnable and as a bill moves through Congress, our hopes are high that this jewel of public recreation can remain open to the people.

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# Managing Director's Report

by Amy Granat

## The CORVA Baton Passes!

During a very productive Annual Meeting held in May in Visalia, Harry Baker was elected as President of CORVA to continue our battle: Fighting for your right to access public land. It was an exciting meeting that also brought Don Alexander to the CORVA Board of Directors. Harry brings years of experience and involvement in land use issues, and Don brings his own wealth of experience in off-road issues and education to the board. We are honored and proud to work with Harry and Don!

This past month has seen a number of issues come to the forefront. CORVA submitted two sets of protest comments to the BLM regarding the Final Environmental Impact Statement for the Clear Creek Management, supported Congressman Paul Cook's bill to designate The Johnson Valley National Off-Highway Vehicle Recreation Establishment Act, and submitted 3 sets of comments on the reconsideration of new non-motorized and recommended Wilderness areas in the 4 Southern California forests.

We also met with the Pacific Southwest Research Station, the scientific arm of the Forest Service, and gave them the following information to consider for land use planning, which is based on peer reviewed science:

*As advocates for off-road access and OHV recreation, CORVA has found that the need to explore or the need to see something else beyond the known, runs very strong in people who enjoy motorized forms of recreation. Many call this the "Adventure Gene". Individuals with this gene are more likely to be risk-takers and adventure seekers, and possession of this gene may account for that yearning for exploration that seems to define those who participate in all forms of off-road recreational pursuits.*

*Many if not most off-road enthusiasts must have been blessed with the Adventure Gene, because as a group, we are much more likely to seek out challenging activities, new trails, and new areas. This need to explore is very real, and we contend that all federal agencies must supply opportunities for exploration for people like us, individuals who visit our National Forests, and love to explore. It is more than a legitimate use of public land; it is a need based in our genetic makeup, and the recognition of this fact should bring forth more opportunities, more options, for people to enjoy public land with all types of motorized vehicles.*

CORVA advocates for off-road access by thinking outside the box, looking for new allies and new avenues for assuring motorized access continues unabated into our futures. Join us and join the organization that honors our history by moving boldly into the future. We'll see you all over the state, in meetings and on the trail!

### NOT A MEMBER?

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The Modesto Ridge Runners would like to invite you to participate in our  
**"ANNUAL HIGH DESERT RALLY"**

**August 9th-11th, 2013**

This year's entry fee is \$275.00 for 2 people, with 2 nights room (double occupancy Fri. & Sat.) at the El Capitan Motel and Casino in Hawthorne, NV, two dinner tickets for the Awards Banquet Saturday night, two rally T-shirts and two Event Pins.

All rally vehicles must have Seat Belts for every person riding in the vehicle, a Fire Extinguisher and a Shovel (G.I. folding type is permitted). All green sticker vehicles must be equipped with a Forest Service approved spark arrester. This is a NON-REFUNDABLE entry fee for all rally vehicles. The Forest Service will be checking all vehicles prior to the run.

There is secured parking in the lot behind the Motel. TOW UNITS, TRAILERS and SUPPORT VEHICLES MUST PARK IN THE BACK LOT NO EXCEPTIONS. RALLY VEHICLES WILL BE THE ONLY VEHICLES PERMITTED IN THE MOTEL PARKING LOT FOR THE NIGHT.

Schedule:

Friday August 9th: Vehicle check-in at the Motel parking lot 12:00pm to 5:00pm. Re-open 7:00pm to 9:00pm.

Saturday August 10th: Vehicle check-in at the Motel parking lot at 5:00am to 6:00am.  
 7:00 a.m. MANDATORY Drivers Meeting in the parking lot behind the Motel  
 7:30 a.m. Sheriff Escort to the staging area  
 8:00 a.m. First Car out on the Rally  
 6:30 p.m. Cocktails, lies, and stories  
 8:00 p.m. DINNER, AWARDS, RAFFLES AND 50-50 DRAWING

Sunday, August 11th: YOU'RE ON YOUR OWN. HAVE FUN AND BE SAFE!!!

RESERVATIONS ARE ON A FIRST COME, FIRST SERVE BASIS, SO MAKE YOUR RESERVATION EARLY!

QUESTIONS OR REGISTRATION?

Call Gordon (209) 537-8202, Ron (209) 538-6743, or Jimmy McGinthy (209) 537-1680,

Or mail to:

Modesto Ridge Runners  
 PO Box 577911  
 Modesto, CA 95357

CUT OUT AND MAIL IN

**MEMBERSHIP APPLICATION**

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# CORVA CALENDAR

**June:**

- 6/8 Waywegos 37th. Annual Kids Run
- 6/8-9 4WPW Truckfest - Ontario
- 6/12 Friends of El Mirage Meeting
- 6/14-16 IE4W Big Bear Forest Fest
- 6/19 Friends of Jawbone Meeting
- 6/19 SBNF Adopt A Trail Meeting
- 6/29 Rescue 3 Golf Tournament

**July:**

- 7/13 SEMA Action Network Car Collector Appreciation Day
- 7/13 Channel Islands 4X4 Swapmeet
- 7/27 All J Products Open House  
([www.boulderbars.com](http://www.boulderbars.com))

**August:**

- 8/9-11 Modesto Ridge Runners Annual High Desert Rally

**Gordon's Well**  
**RV PARK & STORAGE**

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For rent or storage contact the  
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RV Park next to Dune Diner  
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