

**CORVA**

CALIFORNIA OFF-ROAD  
VEHICLE ASSOCIATION

[www.corva.org](http://www.corva.org)

# OFF-ROADERS IN ACTION

## *Comments Project Team Hard At Work*

The CORVA Comments Project Team is hard at work on the many Travel Management draft EIS's being published by the Forest Service. Travel Management will determine where you can ride on California's National Forests.

The CORVA Comments Project team recently submitted over 50 comment letters on the Sierra National Forest DEIS in conjunction with the Stewards of the Sierra. Sierra NF is the site a many OHV opportunities and events including the Bass Lake Dual Sport, the Dusy- Ersham and Spanish Lakes 4x4 trails as well as other important routes. The requests for an extension filed by CORVA members helped get us more time to research the document, which is over 500 pages. The Comments team is now hard at work on The Sierra National Forest Travel Management DEIS comment period closed on June 30.

Region 5 has released an unprecedented number of draft EIS's simultaneously. Comment periods of Draft EIS's for the Klamath, Six Rivers, and Lassen National Forests have now closed.

The CORVA Comments Team is awaiting the release of Records of Decision from Inyo National Forest, Sequoia National Forest, and Tahoe National Forest. The Team will then begin analyzing these documents and preparing a response. If you recreate at any of these forests mentioned please let us know, after all you're the experts when it comes to these areas.

*[commentsproject@corva.org](mailto:commentsproject@corva.org)*

## *Barring OHVs From Dirt Roads Is Eco-Overkill*

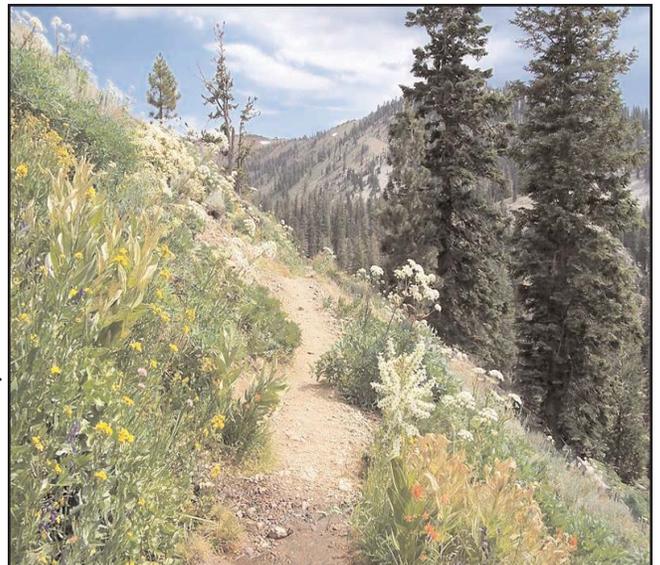
*By Record Searchlight Editorials*

Our view: The forest Service's new Travel Management Plan needlessly cuts off riders' access to routes. Officials cite safety hazards but offer no evidence of a real problem.

Take a look at nearly any standard map of the Shasta-Trinity National Forest and you'll see clear distinctions among the quality of roads that let forest visitors know where they'll encounter smoothly paved forest highways and where the family sedan might get high-centered on a backwoods logging track.

Take a look at the maps on display at recent Shasta-Trinity workshops on the forest's new Travel Management Plan, however, and Fenders Ferry Road, a mainly dirt road around the north side of Lake Shasta, might as well be Highway 44.

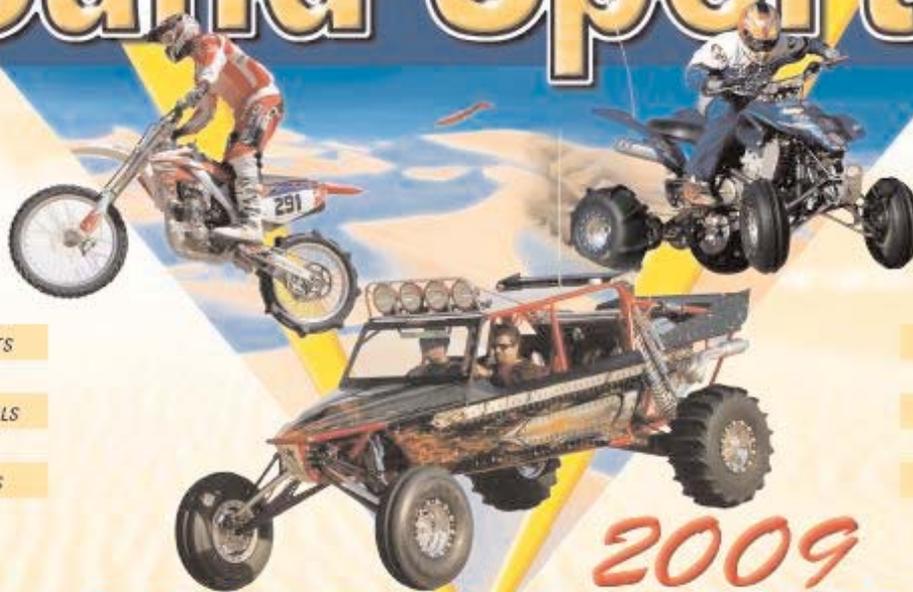
At least, that's the case when it comes to off-highway vehicles, which would be off-limits for most of the length of Fenders Ferry and many other remote dirt roads in Shasta, Siskiyou and Trinity counties that the U.S. Forest Service deems suitable for passenger vehicles. The step would drastically - and needlessly - restrict riders' recreational opportunities.



*continued on page 9*

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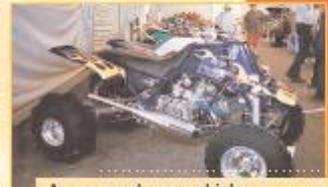
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## WHAT IS CORVA?

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

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

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

*We participate in lobbying activities in both Sacramento and Washington DC. We work closely with the State Department of Parks and Recreation providing input to the Off-Highway Motor Vehicle Recreation (OHMVR) program from the users' standpoint. We provide a valuable resource to land managers in the form of dedicated OHV enthusiasts who believe in using our public lands responsibly.*

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

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

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

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## **PRESIDENT'S MESSAGE**

**By Jim Woods**

### **Don't Forget Your OHV!**

With all that is going on in the national news over our Health Care Reform, the California drought and prison reform, it may seem rather quiet with OHV concerns. Nothing could be further from the truth. Our Green Sticker Trust fund is gone – “borrowed” to help the California budget deficit. As you will read in the CORVA Land Use column, Bruce Whitcher reports about the California State Budget - OHV Trust Fund, and the “California Desert Conservation and Recreation Act” that will be introduced soon.

The “Act”, or as I call it Senator Feinstein’s Act will include new Wilderness (no access) areas, mostly in existing Wilderness study areas. It also proposes new National Monuments and a new National Off-Highway Area as well. While there is much to lose, there is also a wonderful new opportunity for real National OHV Areas nationwide, including Johnson Valley.



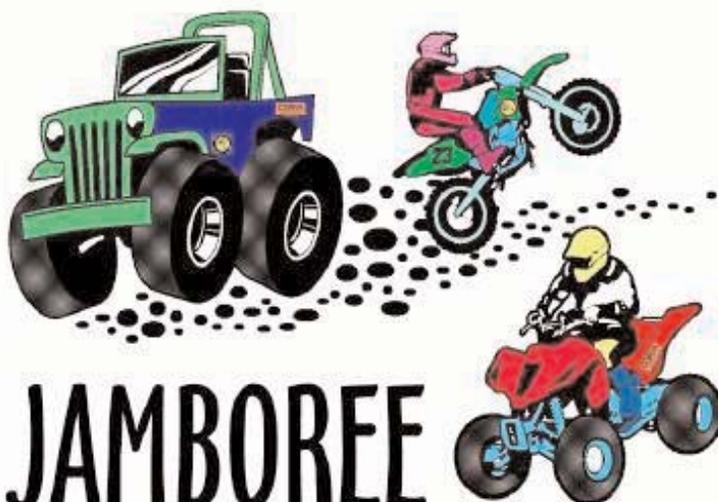
CORVA was invited with other statewide OHV groups to meet with Senator Feinstein’s staff to review the first drafts and maps of the bill. The complicated process was informative but it did not take long for my head to start spinning. We are very fortunate to have Bruce Whitcher, Harry and Helen Baker, Randy Banis and many other dedicated and concerned friends of CORVA and Off-roading working together on this bill. While any loss of current OHV-use land is too much, we are working together on everything from maps to language of the bill to minimize our losses. The introduction of new types of off road management and policies will be introduced that will make our OHV future interesting to say the least. I left the meeting with a positive attitude about the process and looking forward to working with Senator Feinstein’s office. Read your ORIA or check our Web Site at [www.corva.org](http://www.corva.org) for the latest information on these and other issues around our state.

We are still working on Johnson Valley as well. The marines are still working on their plan for the area and participated in the Feinstein meeting. Keep in mind that the Johnson Valley area is adjacent to the Mojave area that Feinstein’s Act would incorporate. Our OHV use will forever be changed once both plans are finalized.

Meanwhile, don’t forget why we at CORVA do what we do. On the weekend of Sept. 26th and 27th CORVA will be holding our Southern Jamboree in California City. Then on October 24th and 25th we will have our Northern Jamboree at Frank Raines County Park. These are both wonderful family style events with something for everyone.

This is what we work so hard for – simply to be able to recreate on public land. So come out and join us for a weekend or two of Off-Road fun and adventure. If you can’t join us at either event, then just go camping with your family and friends. CORVA and the OHV community are facing huge land losses, a loss of funds and constant pressure from anti-OHV groups. National headlines rarely bring attention to our struggle. Still, we need to enjoy our freedom of choice for as long as we can. Let’s choose to enjoy our OHV use.

I hope meet with you all at either of our Jamborees. We’ll have a great time in Cal-City. And don’t forget your costumes for the Northern Jamboree Trick or Treat party!



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**For More Info:**

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#### Directions:

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Turn left on Randsburg Mojave Rd. (Turns into Twenty Mule Team Pkwy.)

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

**By Bruce Whitcher**

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

- **[The State Budget and the OHV Trust Fund](#)**

The State budget crisis has been resolved, at least temporarily. Every possible funding cut has been implemented and many important state programs have been eliminated. The OHV Trust Fund was forced to loan the general fund even more beyond the \$90M. But that said, the Trust Fund and the Grants program was preserved and the 2009-2010 grants are now funded. It could have been worse.

“After nearly 20 hours in session, lawmakers this afternoon came to an agreement on a budget. The agreement was reached by cutting billions of dollars from almost all state programs, borrowing heavily from local governments, reducing state workers' pay through furloughs and reforming some of the ways the state does business.

As some of you will remember, back in 2003, the Legislature appropriated \$22M for acquisitions of non-motorized buffer lands in the vicinity of Prairie City SVRA, Onyx, and the Central Valley (Bakersfield). The remainder of these funds, approximately \$17M, were reverting this year. We had hoped to have the Legislature “reappropriate” these funds again this year, but we were unable to do so. Instead they are being transferred to the General Fund in this budget cycle.

In addition, the Legislature transferred the \$5.6M which was to be used for Route Designation and implementation for the BLM and USFS.

So the total amount to be transferred from the OHMVR Trust Fund is \$22M. This is considered a loan. Unlike the \$90 million which was borrowed from the OHV Trust Fund earlier in the year and is supposed to be repaid in 2013, there is no date specified for repayment of this loan.

Motor vehicle fuel tax from off road use makes up 85% of the revenue that funds OHV recreation in California. Other sources such as Green Sticker fees and SVRA entrance fees make up the rest. Expenditures from the OHV Trust Fund must be to enhance OHV recreation, but OHV funds also finance environmental protection programs and even return \$8M annually to State Parks for “administration”.

CORVA receives early notification of all developments related to the OHV Trust Fund through our Sacramento connections. Timely notices will be posted on the CORVA Website. Thanks to all of you who wrote letters of opposition to the unfair diversion of OHV Funds to other purposes. We owe tremendous thanks to those who set up the OHV Trust Fund and endowed it with significant protection under the law.

- **[BLM Officials Meet with CORVA to Discuss OHV Policy](#)**

“The OHV community will have to play a more active role in both acquiring and maintaining public lands for OHV recreation.”

BLM state officials recently held discussions with CORVA representatives. Existing designated routes will continue to be available for use, but new OHV areas will probably require public/private partnerships for acquisition and management. Existing BLM holdings may have to be expanded through private acquisitions, and more of the management responsibility will have to be assumed by outside entities because of the lack of available resources within the agency. The Counties, generally uninvolved but sharing the responsibility for recreation, should become more involved and help fill this role.

“There is simply not that much land available for OHV recreation given the existing limitations of OHV use on public lands”. BLM cited difficulties with providing law enforcement and the high cost of managing OHV recreation areas as concerns. The BLM has spent millions to defend areas such as the Imperial Dunes against opposition from environmentalists. The agency expects use of existing designated routes and areas to continue, but states that in the desert, “traditional use may have to change”, and cites military expansion, national monument proposals, and energy projects as competing factors that will affect OHV recreation.

“We need to start thinking outside the box and develop new concepts of OHV opportunity. OHV will have to coexist with other uses. Large areas set aside for OHV recreation have proven extremely difficult to manage.” As land managers, BLM is obligated to consider OHV together with all other forms of recreation. “When user conflict or resource damage becomes a problem, it’s difficult to keep those areas open”. Some segregation of OHV use will be necessary. “Multiple use” works best when use of an area is light, and the concept begins to fail as use increases.

Continued on next page

- **California Desert Conservation and Recreation Act Taking Shape**

The California Wilderness Coalition (CWC) has been holding meetings with representatives of US Senator Feinstein to establish new wilderness areas in the California Desert. CORVA has been invited to attend stakeholder meetings and provide critical input as the bill takes shape. We have a very experienced and highly qualified group working on this issue. You should be proud of your CORVA representatives.

The new CWC wilderness proposal includes a reduced number of new wilderness areas and National Park expansions within Inyo, San Bernardino, Imperial, and San Diego Counties. New wilderness areas proposed by the California Wilderness Coalition include the Great Falls Basin north of Trona, the Avawatz Mountains, the Cady Mountains, The Soda Mountain, the Kingston Range and the San Gorgonio Mountains. There have been reports that the Slate Mountains and the Malpais Mesa in the Inyo Mountains around Cerro Gordo have been removed from the proposal. The proposal includes Wild and Scenic River designation for Surprise Canyon and the upper section of the Amargosa near Shoshone that was donated for conservation purposes by the landowner. Areas in the northern Panamint Valley and areas within north Death Valley National Park are likely to be included. CORVA land use specialists have reviewed every one of these areas and have recommended existing routes be kept open. Most of these areas are not OHV recreation destinations.

As previously announced by Senator Feinstein, there will be a Mojave National Monument that includes land donated by Catellus Corporation for conservation purposes, land donated by the Wildlands Conservancy, and existing wilderness areas. Relatively little of the land within the proposed Monument is presently open for OHV recreation, and it appears that motorized travel on existing designated routes within the Monument will be preserved.

This bill is a unique opportunity for the OHV community to be at the table during the drafting of a major conservation bill. For the first time any of us can recall we are being taken seriously as stakeholders. This affirms that OHV recreation is a valid use of public lands. This represents a major advance compared to the Boxer - McKeon bill where negotiations were much more contentious.

CORVA is working to preserve traditional uses of the desert including "off roading" but also equestrian endurance rides, mountain biking, and vehicle access for such activities as gem and mineral collecting, spring wildflower viewing, and family backcountry touring and picnic outings. Special thanks is due to Helen and Harry Baker, Randy Banis, Mark Howlett, Dave Beaumont, Ron Schiller, Wayne Nosala, Matt Hensel, Bob Ham and many others who have worked very hard on this proposal.

- **BLM Solar Energy Programmatic EIS and how it might affect OHV recreation**

We received the following information. Only four solar areas were named in California:

- Imperial East -- 12,830 acres between I-8 and the Mexico border, about 5-10 miles west of the Imperial Sand Dunes Recreation Area (aka Glamis)
- Iron Mountain -- 109,642 acres just north of Hwy 62 adjacent to Rice, 5-10 miles northeast of Joshua Tree National Park (JTNP)
- Pisgah -- 26,282 acres to the north and south of I-40 in the Troy Lake area between Newberry Springs and Ludlow.
- Riverside East -- a 202,295 acre swarthy along the north of I-10, with a large cluster at Desert Center, immediately adjacent to JTNP, and another large cluster northeast of Blyth.

The Pisgah study area overlaps some of what was part of the proposed Cady's wilderness, as does the Solar One project. Further, on July 7, we received the following clarifications from the California Desert District Office:

"The segregation of Solar Energy Study Areas does not affect motorized access via designated open routes of travel during its two-year period. These study areas are the only study areas that will be analyzed in the Programmatic Environmental Impact Statement. As for numbers of applications inside and outside the study areas, it's easiest for us to count the number inside, which we believe to be 26."

- **Johnson Valley**

Discussions regarding this critical area for OHV recreation continue. Although the military has indicated some willingness to accommodate existing uses of the area, it seems likely that much of Johnson Valley will ultimately be included in the base expansion. At this point we are awaiting the release of the draft EIS that will reveal the alternatives under consideration.

CORVA submitted comments on the notice of intent to prepare a draft EIS prepared by the Marines. The deadline for comments was January 30, 2009, however it is frequently the case that comments continue to be accepted after the deadline. If you sent comments, thanks!!

More information on the Partnership for Johnson Valley website: <http://www.pfjv.org/com.pdf>

### **BLM's California Desert District Receives \$8.3 Million in OHV Grants**

In a news release from the BLM dated July 9, 2009 BLM's California Desert District manager, Steve Borchard announced the California Desert District will receive about \$5.6 million in grants from California's Off-Highway Motor Vehicle (OHV) Recreation Program. About \$3.2 million in OHV grants will go toward the operation and maintenance of designated routes that reduce impacts upon wildlife and their habitats. In addition, the grants will provide support services for high-quality OHV programs in recreation areas such as Dumont Dunes, El Mirage, and Imperial Sand Dunes.

California's OHV Recreation Program, a division of California State Parks, awarded BLM about \$1.3 million to ensure protection of visitors at OHV recreation areas and to protect the natural resources of public lands through law enforcement. Another \$3.8 million was awarded BLM for restoration, education, and safety projects. The California Desert District comprises 67 wilderness areas, all of which were closed to OHV use upon designation in 1994. However, 1,400 trails and ways crossed the 4,000 miles of wilderness boundary, encouraging illegal egress by desert OHV users. The BLM will employ boundary signing, preparation and distribution of current maps, education and outreach, 'hard barrier' [e.g., fences, barricades], a law enforcement presence, and 'soft barrier' [vertical mulch] construction as part of its restoration efforts.

Program funding for OHV grants comes from fuel taxes attributable to the recreational use of vehicles off highway, off-highway vehicle registration fees, and fees collected at State Vehicular Recreation Areas. For further information, please contact Mike Ahrens, BLM El Centro Field Office, 760-337-4422.

*continued from page 1*

### **Cont' Barring OHVs from Dirt Roads is Eco-Overkill**

The Forest Service launched its Travel Management Plan to put the brakes on cross-country riding that can tear up creeks and meadows and cut erosion-prone new trails into hillsides. It's hard to see any argument with that goal.

In typical bureaucratic overkill, though, the Forest Service also intends to bar quads and dirt bikes from dirt roads that it designates "Maintenance Level 3." The agency's own documents describe these roads as "typically low speed," and on the maps they're labeled "rough." Officially, however, they are fit for passenger-vehicle traffic, and the Forest Service asserts that the California Vehicle Code thus bars mixed use of OHVs and licensed cars and trucks except in very limited circumstances.

The California Highway Patrol - an agency that knows a thing or two about the Vehicle Code - says otherwise. In a 2007 letter to Regional Forester Randy Moore, CHP Deputy Commissioner J.A. Farrow stressed that unpaved roads that have seen mixed use for years are not "highways" in the eyes of the law, and there was no legal hitch to allowing both licensed cars and trucks and green-sticker OHVs.

The Forest Service claims to be following state law but has nonetheless blazed its own legal path, citing the potential safety hazards of mixed use. Nobody wants to come around a blind corner and have a head-on collision with a 10-year-old on a dirt bike, argued Shasta-Trinity Deputy Supervisor Scott Armentrout.

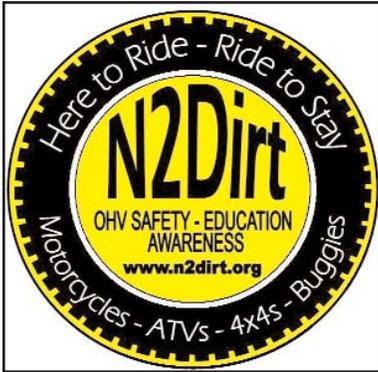
It's easy to imagine problems on busier routes, but so far the trouble exists primarily in the imagination. Shasta-Trinity officials say they have no data about the number of accidents - if any - caused by clashes between OHVs and passenger vehicles. They point to the county Sheriff's Office, but Sheriff Tom Bosenko said he's unaware of any particular problems. For his part, county Public Works Director Pat Minturn said he couldn't document any OHV-auto collisions on the county's dirt roads, where mixed use is generally allowed.

The Forest Service's plan makes a few nods to OHV access by opening scattered, short stretches of these dirt roads to connect riding loops, but it still senselessly blocks many more routes in the name of fighting a hypothetical problem and with no particular environmental benefit.

Off-highway vehicles face great restrictions under every version of the new plan. Leaving open dirt roads where there is no history of problems isn't much for riders to ask.

Record Searchlight

1101 Twin View Blvd. Redding, CA 96003



## EDUCATIONAL NEWS

From the ATV Safety Institute

### SAFETY TIPS

- \* Ride with a partner.
- \* Wear appropriate protective gear such as a helmet, eye protection, long-sleeved shirt, sturdy pants, over-the-ankle boots, and gloves.
- \* Be certain each rider has a map and knows where the group is headed.
- \* Before leaving the trailhead, choose rest stops and meeting places for your group, in case you become separated.
- \* Stay on the correct trail if you become separated, and let the group find you.
- \* Be prepared for vehicle break downs.
- \* Ride within the limits of your skill and endurance.
- \* Know how to properly operate and control your vehicle.
- \* Maintain a safe following distance.
- \* Keep headlights on at all times so others can see you.
- \* Provide direct parental supervision for riders under the age of 16.
- \* Complete a rider safety course before operating an ATV.
- \* Never carry passengers on an ATV unless it's designed for that purpose.
- \* Do not use drugs or alcohol -- riding an ATV requires a high degree of skill and judgment!

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## [Kennedy Meadows Trails](#)

A member writes:

I just read your article in the July 2009 CORVA magazine regarding the hard work you put into clearing Rattlesnake Trail. I just got back two weeks ago from a 3 day riding trip in Kennedy Meadows. I tried the Rattlesnake trail for about 6 miles, and decided it was too late in the day to continue the remaining 4 miles to the end. The trail was in great shape. Thanks for clearing the trees. As you know, just one large tree crossing a tight single track trail can make things extremely difficult. It seems that more and more of the burned trees are starting to fall across the trails due to their deteriorating condition. Again, thanks for the trail work.



Pictured is Bob Reed the Trail Boss for the BPMC

I did my first riding trip in Kennedy approximately 6 years ago. Unfortunately, I never knew what the area looked like prior to the big fire. I hear it was spectacular. I do have a question for you. I was surprised to see so many "whoops" or "bobby bumps" throughout the trail networks. They seem to be getting worse every year. I was talking to an old timer in the Troy Meadows campground about this and he stated that those "whoops" are actually added to the trails. He felt this was the wrong approach to the trail maintenance and it was ruining the riding experience. If in fact they are adding these "whoops" to the trails, I tend to agree this is ruining the trails. I have never seen so many "whoops" on a forest trail. They really make the trails more dangerous to ride and take away from the trail ride experience. All of the riders in my group agreed that the continuous "whoops" just plain sucked. If in fact they are adding these "whoops" to the trails, is there a way to stop it?

Sincerely,  
Gary McFarland

Hi Gary,

Thanks for the kind words. The whoops are not added, in fact, the forest service uses a trail tractor to knock them down on certain trails. We will also try to position our cuts in downed logs to create curves in the trail to slow faster sections down and reduce the formation of whoops. Whoops are caused by traffic, plain and simple. This is another reason it is imperative for all of us to get involved so we don't loose trails. The more trails we loose, the more riders are forced on to smaller trail system which results in more whoops!

Good trail maintenance does include the installation of water bars. These are added to the trail in areas where there is potential for erosion. They are designed to divert water off the trail so it does not rut the trail out. Although water bars may cause a bump in the trail, they are not whoops.

I get the too many whoops in Kennedy Meadows comment a lot. For me the few whoops are a small price to pay for the enjoyment available in this quality trail system. I would that your suspension be well dialed in, you make sure you're in decent shape ( although I'm far from it!) and keep yourself well hydrated to prevent cramping, arm pump and the like.

Thanks again for your interest, and thanks for supporting CORVA. I would also suggest that if you're not already a member, that you check out the Stewards of The Sequoia. The Stewards are a volunteer group that has tremendous success in protecting access to our trails in the Sequoia National Forest. [www.stewardsofthesequoia.org](http://www.stewardsofthesequoia.org)

Jeff Leonard  
Southern Assistant Regional Director - Clubs

## [Where was my August Newsletter?](#)

So did you think you had read that information before perhaps? I'm sorry to say that our printer accidently reprinted our July issue instead of the August issue. When we learned of the mistake we sent out a mass email to all members (who have a valid email address on record) to inform them and provide the link to our online version. Included in the August issue is our annual member survey, if you haven't taken the time please take the 10 minute survey to help us. We have a new process in place to make sure this situation doesn't happen again. Thanks, Jim Colln - VP Administration

## *Fun at the Annual Huntington Beach Play Days*

By Jim Colln

It was a great time for all that participated at the 12th Annual Huntington Beach Play Days. This event is sponsored by many that include the California State Parks OHV Division who provides an off road experience on the beach. Volunteers were needed to help the kids get into riding gear and safety on the course. We had nearly 300 kids participate, those that were age 12 years and older. The kids rode on Honda 90cc quads on the beach, around tracks made with hay bales and for about 5 minutes or 20 laps each.



The day started with putting up the canopies, getting the gear staged and covering about 100 hay bales with yellow or blue California State Parks covers. Once the events started it was non stop riding. We had 5 courses running and each needed about 5 volunteers to help the kids. Each course had an ATV Safety Instructor give the kids instructions on the operation of the quad. The bikes were put into first gear and the shifter removed for safety. We had a couple of kids lose control and run into a hay bale.

For those that volunteered, there was an opportunity of limited space to camp on the state beach with your motorhome or trailer. We took advantage of that along with others like Jim & Roberta Woods who came down on Tuesday afternoon to soak up the sun and relax a bit. We did have room for about 5 more rigs, so think about that for next year.

## *The California Desert Conservation Area (CDCA)*

**What is the CDCA?**

**A.** The CDCA is a 25-million acre expanse of land in southern California designated by Congress in 1976 through the Federal Land Policy and Management Act. About 10 million acres are administered by the U.S. Bureau of Land Management (BLM).

- About 4 million acres are Class C (controlled). These include 69 wilderness areas totaling 3,667,020 acres created by Congress with the October, 1994 passage of the California Desert Protection Act. These lands are to be preserved in a natural state and access is generally limited to non-motorized, non-mechanized means (i.e., by foot or horseback).
- About 4 million acres are Class L (limited use). These lands are managed to protect sensitive, natural, scenic, ecological, and cultural resource values. They provide for generally lower-intensity, carefully controlled multiple uses that do not significantly diminish resource values.
- About 1.5 million acres are Class M (moderate use). These lands are managed in a controlled balance between higher intensity use and protection. A wide variety of uses, such as mining, livestock grazing, recreation, energy, and utility development are allowed. Any damage, which permitted uses cause, must be mitigated.
- About 500,000 acres are in Class I (intensive use). These lands are managed for concentrated use to meet human needs. Reasonable protection is provided for sensitive natural values, and mitigation of impacts and rehabilitation of impacted areas will occur when possible.

**Q.** How does BLM's Plan provide for "appropriate" use of off-highway vehicles?

**A.** The plan designates public lands as open, limited, or closed to OHV use. About 500,000 acres are designated as open to intensive OHV use, such as portions of the Imperial Sand Dunes that draw tens of thousands of visitors on holiday weekends. Another 4 million acres are closed to OHV use because they are located in designated wilderness areas or contain extremely sensitive resources. The remaining land is in the limited category.

**Q.** What does the "limited" category mean?

**A.** Limited means that off-highway vehicles are allowed on existing or approved routes of travel. The nature of the restriction is posted on signs and in public information materials, including detailed maps available from BLM, called Desert Access Guides. These guides show approved routes of travel and points of interest.



# NORTHERN JAMBOREE

**OCTOBER 23-25th 2009**

**FRANK RAINES OHV PARK IN PATTERSON, CA.**

**TIME EVENTS INCLUDE: WIGGLEWORM, BARREL LOOP  
QUAD CHALLENGE, PUMPKIN CARRY AND MORE.**

**TRICK OR TREATING, COSTUME CONTEST  
FOR THE KIDS AND ADULTS!!**

**RAFFLE PRIZES**

**DINNER SATURDAY NIGHT!  
CORVA MEETING ON SUNDAY**



IF YOU ARE LOOKING FOR A GOOD WHOLSOME FAMILY FUN, COME AND JOIN US AT FRANK RAINES PARK FOR CORVA'S NORTHERN JAMBOREE. THE PARK OFFERS FULL HOOKUPS, BATHROOMS, SHOWERS AND LOTS OF RUNNING SPACE!

FOR MORE INFORMATION CONTACT:

[debra.campbell@corva.org](mailto:debra.campbell@corva.org)

EVENTS SUBJECT TO CHANGE WITHOUT NOTICE

Its time to start making your plans for the Northern Jamboree. October 23 - 25th 2009. Mark this date on your calendar and bring your family and friends to Frank Raines Park, Patterson for a fun-filled weekend. Friday we will have horseshoe competition in the afternoon and Bingo in the Recreation Room that night.

Saturday we start registration and the fun begins with course events that include Barrel Loop, Pumpkin Carry, Egg Carry, Wiggle Worm and Quad/Motorcycle Challenge. In the afternoon we have Children's events and costume contest with a time for Trick n Treat. That evening we have a wonderful dinner, awards, raffle prizes and music (karaoke). Then most go back to camp and talk about their day, visit with friends and family. Sunday we have our CORVA meeting and we would love everyone to come.

We are encouraging volunteerism and are looking for more people to volunteer themselves or their club. We could always looking for fresh ideas and feedback. You can help in so many ways, by getting raffle prizes, helping at registration, working in the kitchen and so much more.

Please contact Debra Campbell, Northern Secretary at: [debra.campbell@corva.org](mailto:debra.campbell@corva.org)

### *Southern Jamboree Coming To Cal City*

September 25-27, 2009. Mark this date on your calendar and prepare to bring your family and friends out to Cal City for a weekend of fun.

I know there might be a few of you asking why we don't have it back at Hungry Valley SVRA like we used to have. Well we looked into this for you and were informed by a gracious HVSVRA, (who would like to accommodate us) that there will be more than likely a Forest Wide Fire Order, severely restricting fires, even the use of charcoal for your BBQ's. In other words, only the use of propane will be allowed.



Knowing full well that most of our members enjoy an open fire when they camp with their family and many enjoy our group bonfire that we've had at the last few events at Cal City, it was determined by your committee that Cal City, who has been very accommodating to CORVA, would be the best place to host our Jamboree.

Having said that, I would like to get some feedback from you regarding our events which include challenges such as the Can Slam, Phone Book Challenge, Potato Stab, Barrel Race & Wet Lap. If you would like to see another event, please speak up and describe it to us. Creativity is good and we're always looking for fresh ideas and feedback.

Besides the challenges and awards, which will be given to the top three finalists in each bracket after the Saturday BBQ, we will hold a raffle giveaway and a Sunday morning Poker Run.

We are encouraging volunteerism on all levels. If you do regular business at any OHV related businesses, please ask them to donate some product to our raffle. Also, if you, your friends, family and/or club would like to help work or host an event, please contact us. If none of these ideas punches your ticket, just ask...

Respectfully,

Jim Arbogast – Southern Regional Director

### *Help Wanted: CORVA Treasurer*

In May 2010, I will be stepping down as your CORVA Treasurer. As this position is not easily filled and requires some specific skills, I am beginning my search for a replacement now.

#### Requirements:

- Knowledge of Excel
- Knowledge of Quicken (or other computerized accounting software)
- Knowledge of Word (or other processing software)
- Experience in preparation of Financial Statements and Balance Sheets
- Experience in creation of Budgets
- Experience in preparation of tax returns (or familiar with corporate requirements)

As Treasurer, you will work directly and frequently with the Membership Chairperson, President and Vice President of Administration to reconcile all donations, membership and membership dues. You will be responsible for paying the association bills while keeping within the approved budgets. You will provide updates monthly and reconcile all accounting for monthly financial statements to be presented to the Board of Directors. You will sit on all special event committees and assist the coordination of incoming funds and the payment of all expenses. You will procure the associations insurance policies, assist with the filing of annual forms and provide the general ledger and financial statements to the association's CPA at year-end. You will keep detailed and organized records for review by the Board of Directors.

The Treasurer is voted in for a two-year term. Sorry, but there is no compensation for this position. For more information, you may email me directly at: [roberta.woods@corva.org](mailto:roberta.woods@corva.org) Thanks, Roberta

## **PRESS RELEASE: RUBICON TRAIL FOUNDATION STATES POSITION**

### **Position Statement by Rubicon Trail Foundation in regards to: the Little Sluice, on Rubicon Trail in El Dorado County**

Little Sluice is a short section of the world-famous Rubicon Trail in El Dorado County, California that experiences heavy recreational use and uneven agency management. Recent complaints in the Rubicon Oversight Committee (ROC) have drawn specific attention to these issues, and beg a closer look at the history of this well-loved area.

In 1992, the first large boulder was rolled in to the Little Sluice. No agency action was taken in response to it or to subsequent events in Little Sluice until the County, in cooperation with the Forest Service and private property owners, closed Spider Lake in 2004. Since then, few significant agency actions have taken place, and none have adequately managed the issues related to concentrated use of the Little Sluice area. The only agency to take positive action on the Rubicon Trail has been El Dorado County Department of Transportation (DOT). The Forest Service (USFS) has failed to implement its 2008 Route Designation and has signed the area adjacent to the Sluice more than 150 feet away from the trail. This failure to address parking and related camping has allowed continued unsustainable concentrated use near Little Sluice, in spite of strong efforts such as distributing WAG bags and spill kits; installation of new vault toilets at Loon Lake; outreach from the kiosks, roving trail patrol, and mid-trail staff; and internet-based education.

Rubicon Trail Foundation (RTF) supports a full public process led by DOT to address unsustainable concentrated use near Little Sluice. Change is needed because of vegetative loss over the years (bushes), potential damage to the cypress tree, reoccurring vandalism, water shed impacts downstream, and risk of oil contamination in the Little Sluice. RTF believes that there is no single easy answer to the multiple challenges of Little Sluice and the immediate area around it and that at minimum, the following solutions must be considered:

- USFS to support NEPA processes for bathroom installations
- USFS to encourage sanitation via multiple solutions (not just personal sanitation solutions)
- EDSO and USFS to cooperate for law enforcement, with emphasis on enforcement against drinking and driving as well as prevention of off-trail travel
- Agencies to correctly place and enforce trail centerline and trail boundary signage to discourage off-trail travel
- Agencies to consider possible reroutes to mitigate environmentally untenable sections of the trail
- Agencies to plan implementation/education/enforcement to ensure that changes in one area don't just divert impacts to other areas
- Any mitigation plan to include measures to protect the big cypress tree above Little Sluice

RTF is willing to consider any solution, up to and including reduction of rocks in Little Sluice, but believes this should not be the first or only option considered. If agencies, organizations, and volunteers can come together, RTF believes solutions can be found that require less destructive management techniques.

Overall, RTF believes that successful intervention at/near Little Sluice will require a multi-pronged effort that coordinates agencies, organizations, and volunteers. RTF welcomes the opportunity to actively work within the public process alongside other members of the public – this is a public right-of-way, and we need to work together to identify specific goals and measurable outcomes.

RTF appreciates the efforts of FOTR volunteers over the last 8 years. We know that with continued cooperative support from RTF and FOTR trail stewards, the Rubicon Trail will be an environmentally-sound, viable, year-round trail accessible to the public for years to come. The public is invited to comment to Tom Celio [tcelio@co.el-dorado.ca.us](mailto:tcelio@co.el-dorado.ca.us) - RTF will work to consider all options and opinions brought forward by all individuals and groups, whether new or old, and is committed to supporting a County decision that is the best for the trail.

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The Rubicon Trail Foundation was formed in 2004. We are a federally recognized non-profit organization dedicated to enhance the future health and use of the Rubicon Trail, while ensuring responsible motorized year-round trail access. The Foundation works with individuals, clubs, organizations, and agencies to maintain and manage the trail. Our Officers and Directors represent a wide variety of Rubicon Trail OHV users, land owners, county representatives, manufacturers, and event organizers. If you would like to help with our efforts, you may send your tax deductible donations to: Rubicon Trail Foundation PO Box 2188 Placerville, CA 95667. Paypal donations or major credit cards by calling 888-6rubicon or by signing up for a Friends of the Rubicon work party at: [www.friendsoftherubicon.com](http://www.friendsoftherubicon.com)

More information is available at [www.RubiconTrailFoundation.org](http://www.RubiconTrailFoundation.org)

## **CORVA CLUB SPONSORSHIP**

### *A Benefits Program Exclusively for CORVA Clubs*

#### **WHY SHOULD YOU BECOME A CORVA SPONSORED CLUB?**

As a Sponsored CORVA Club you will enjoy a variety of benefits. The most valuable to your club will probably be the Event Coverage Benefit. All of your club events will have liability coverage for the entire year. This could save your club thousands of dollars & help your club grow! Here is what you will need to become a CORVA Sponsored Club:

- 10 CORVA memberships minimum (or all members if less than ten.)
- Completed application
- Sponsorship Fee \$495.00 annual membership, in addition to individual memberships.

#### **WHAT ARE OUR OTHER BENEFITS?**

Your club will receive a CORVA Sponsored Club Banner to use throughout the year. All your club events and meetings can be published in our newsletter and on the CORVA Website, along with a hyperlink to your site. Your club will qualify for participation in CORVA annual elections.

#### **WHAT IS EVENT LIABILITY COVERAGE?**

Many times, when an OHV club attempts to hold a non-competitive event or rally, the landholder requests a "certificate of liability". Landholders can include the County, State or even the Bureau of Land Management. Some cities require certificates or "proof of insurance" as well, just to hold a meeting on their premises.

The CORVA Sponsored Club event coverage provides your club with event liability coverage throughout the year, and includes one proof of liability certificate (to provide to a park or other landholder for example.) Additional certificates are just \$150.00 each. Without the CORVA sponsorship, most clubs pay over \$1,000.00 just to hold one club event!

#### **HOW DO WE GET STARTED?**

CORVA Bylaws stipulate that a CORVA CLUB is one that has at least 10 current paid CORVA memberships (if club membership is greater than 10) or 100% current CORVA paid membership if the club has 10 members or less.

You may request the CORVA Sponsored Club form or download it from our website. You will need a complete list of club meetings, rallies and events for the year. Club officers will complete the form, and submit it along with the \$495.00 fee. A CORVA membership volunteer will contact your club to verify your CORVA memberships.

**Don't wait! The CORVA Sponsored Club period begins May 2009 until April 2010.**

#### **CORVA Sponsored Club**

**Attention: Roberta Woods**

**4346 E. Los Angeles Ave.**

**Simi Valley, CA 93063**

**Email: [roberta.woods@corva.org](mailto:roberta.woods@corva.org)**

**Fax (805) 526-4574**

**[www.CORVA.org](http://www.CORVA.org)**

*WANT OUR CORVA SPONSORED CLUB BROCHURE? SEND AN EMAIL TO: [ROBERTA.WOODS@CORVA.ORG](mailto:ROBERTA.WOODS@CORVA.ORG)*

#### **HOW TO PROMOTE YOUR SUCCESSFUL CORVA SPONSORED EVENT**

A successful OHV event begins with proper planning. Starting at least six months in advance, schedule regular committee meetings; invite all volunteers to participate from the beginning; discuss all aspects relating to the event.

Some items to discuss are site location, permits, insurance requirements, registration forms, volunteer possibilities, vendor donations, T-shirts or other souvenirs, raffles, food preparation and sales, award or other ceremonies, sound systems, vendor follow-up and thank-you letters. Document your process to assist in the next year's event.

The following suggestions will help your event be the success your club wants and needs!

Here's how:

- Keep focused. Don't over work your club with too much for one event. Hold more than one event if necessary.
- Advertise your event in all possible places, including local newspapers & message boards.
- Keep detailed records to document your expenses and results. Make a list of all vendors or contacts including specific information. The next committee will benefit from your experience.

### **CURRENT CORVA SPONSORED CLUBS**

**ORANGE COUNTY ATV ASSOCIATION**

**MEMBER DONATIONS**

**MEMBER DONATIONS**

**GENERAL**

MARS BONFIRE	\$200.00
CATHY CARTER DUNCAN	\$70.00
TOM & MARIA FUNKHOUSER	\$20.00
THOMAS & AURORA PRESSER	\$10.00
GENE RIGGS (August)	\$20.00
GENE RIGGS (September)	\$20.00
BRIAN YOST	\$100.00

*To help us out and make a donation  
please see the bottom of this page*

*Thanks*

**CLUB DONATIONS**

ESCARABAJO BUGGY CLUB	\$213.00
JEEPING JEEPERS JEEP CLUB	\$115.00

**CA DESERT LEGAL BILLS**

MARS BONFIRE	\$100.00
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**COMMENTS PROJECT**

CALIFORNIA TRAIL USERS	\$2,500.00
COALITION - SIERRA NATIONAL FOREST	

**WELCOME NEW MEMBERS**

DAVID AILMAN	STUART & CHERYL HERMAN
DANE BILLS	DAVID LUNDQUIST
SCOTT & MANDY CARLSON	NICK STOFFREGEN

**WELCOME BACK OLD MEMBERS**

JOHN AVEGGIO	DARRELL COLETTA	STEVE & LYNNE ROUCHLEAU
DAVE & JACQUIE BAKER	JON & GAYLA COON	JOE & PEGGY SCHUSTER
JOHN & DAWN CARLETTELLO	ALEX KNUDSEN	MARK STEPHENS
MICHAEL & MARCELLA CLARKE	JACK & JANET MOORE	LARRY & LIANE WARE

**WELCOME NEW LIFE MEMBERS**

RICHARD & DEBBIE ANDERSON
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**CORVA NEEDS YOUR HELP!**

Here are the main projects that CORVA is involved with at this time. Please cut this form out and mail with your donation to:

**CORVA**  
**4346 E. Los Angeles Ave.**  
**Simi Valley, CA 93063-2937**

**I AM DONATING TO:**

Forest Comments Projects	\$ _____
Route Designation Process	\$ _____
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Name \_\_\_\_\_

**TOTAL \$ \_\_\_\_\_**

Address \_\_\_\_\_

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**Please make checks payable to CORVA**

Donations are not deductible as charitable contributions

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***... PLEASE SUPPORT THOSE THAT SUPPORT YOU ...***

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 WHAT DO YOU RIDE? \_\_\_\_\_ WHERE? \_\_\_\_\_  
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# CORVA CALENDAR

## September:

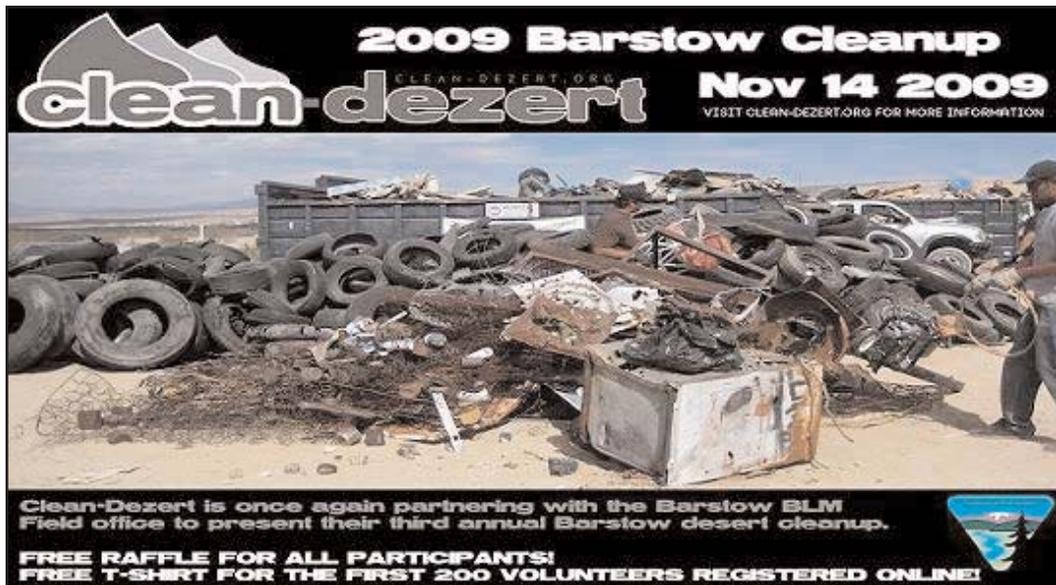
- 9/18-20 SAND SPORTS SUPER SHOW Orange County Fairgrounds, Costa Mesa, CA. [www.sandsportssupershow.com](http://www.sandsportssupershow.com)  
(See Advertisement on pg. 2) To help in the CORVA booth Contact: Steve Hewitt [steve.hewitt@corva.org](mailto:steve.hewitt@corva.org)
- 9/26-27 SOUTHERN JAMBOREE Annual Fun Weekend! California City (see flyer on page 5)

## October:

- 10/9-11 OFF-ROAD EXPO at Pomona Fairplex, Website: [www.offroadexpo.com](http://www.offroadexpo.com) (See Advertisement on pg. 6)  
To help in the CORVA booth Contact: Steve Hewitt [steve.hewitt@corva.org](mailto:steve.hewitt@corva.org)
- 10/23-25 NORTHERN JAMBOREE - FRANK RAINES OHV PARK CORVA Board of Directors Meeting on Sunday morning.  
(See Advertisement on pg. 13)
- 10/25-/25 5TH ANNUAL EL MIRAGE MID-YEAR CLEANUP & POKER RUN. A one day clean-up at the El Mirage OHV area.  
Website: [www.elmirage.org](http://www.elmirage.org) Contact: Ed Waldheim at: [edwaldheim@aol.com](mailto:edwaldheim@aol.com)

## November:

- 11/7 9TH ANNUAL GLAMIS POKER RUN presented by the Orange County ATV Association. Come enjoy a ride in the dunes where the proceeds benefit OHV organizations. Contact Jim Arbogast to offer checkpoint help. [jim.arbogast@corva.org](mailto:jim.arbogast@corva.org)
- 11/14 2009 BARSTOW CLEANUP presented by Clean Dezert



FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE  
[WWW.CORVA.ORG](http://WWW.CORVA.ORG)