

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

CORVA MEMBERS SPOTLIGHTED IN VIDEO TAPING AT CLORV LOBBY DAY

About 60 motorized access advocates attended the California League of Off-Road Voters (CLORV) Conference and Lobby Day on April 11th in Sacramento. Joining President Jim Woods was CORVA Secretary Katherine Kelsey along with a new CORVA supporter, Shauna Maxwell; Adam Casper (Ventura County Motorcycle Club); Helen and Harry Baker (CORVA Life Members, Partnership for Johnson Valley and CA4WDC Southern VP); and CORVA Associate members, Tony and Debbie Pellegrino of GenRight Off-Road Products. When the Lobby Day coordinator, Roberta Woods arranged for an appointment for the team to meet with State Senator Sharon Runner, the Senator asked for the team to participate in the taping of her cable video program.

During the 30 minute interview-format taping, the Senator asked about CORVA and other off-road support organizations and the possibility of losing the Johnson Valley Off-Road area to the Marine expansion that has been progressing over the last two years. The Senator interviewed Harry Baker, Shauna Maxwell and Tony Pellegrino. (Editor's note: At the time of publication the broadcast date of the program is unknown. Check the CORVA website for notification.)

This was the 16th year for the CLORV Lobby Day which was combined with an informative conference with a variety of guest speakers in the morning followed by legislative appointments in the afternoon. The attendees had appointments with 60 legislators and delivered informative folders to all 120 offices. Many legislators and staff attended the reception in the evening at the Pyramid Alehouse, located near the Capitol. GenRight Off-Road Products' owner, Tony Pellegrino accepted the OHV Business Supporter for 2011 award from CLORV at the reception.



*State Sen. Sharon Runner
& Shauna Maxwell*

Family Fun Run 2011 Recap



Hungry Valley SVRA, Gorman, CA - What a fun trip!! Though we did not receive the attendance that we would have liked due to weather reports, those who did decide to take a chance on the weather and attend had a great time and were glad they came.

It was a beautiful day Friday as we set up the camp, registration area and ribbon the course for the poker run. Registration opened Saturday morning at 8:30 a.m. and the Poker Run started at 10:00a.m. It was a little chilly but the weather looked great. Participants drew their first card at check one which was just outside of Aliklik Campground. We had four other check points along the course with games at each of those checks.

Our easy course this year was approximately 22 miles long with two hard way turn offs. The first turnoff was for motorcycles and quads. They had the joy of going up over a tight windy path up Backbone, Vics Cat Trail and onto Badlands where they were able to pick up the main easy trail at East Freeman.

Continued on page 11

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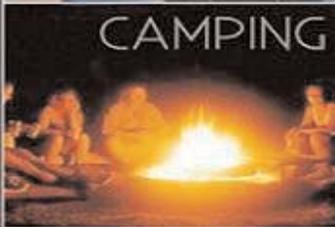
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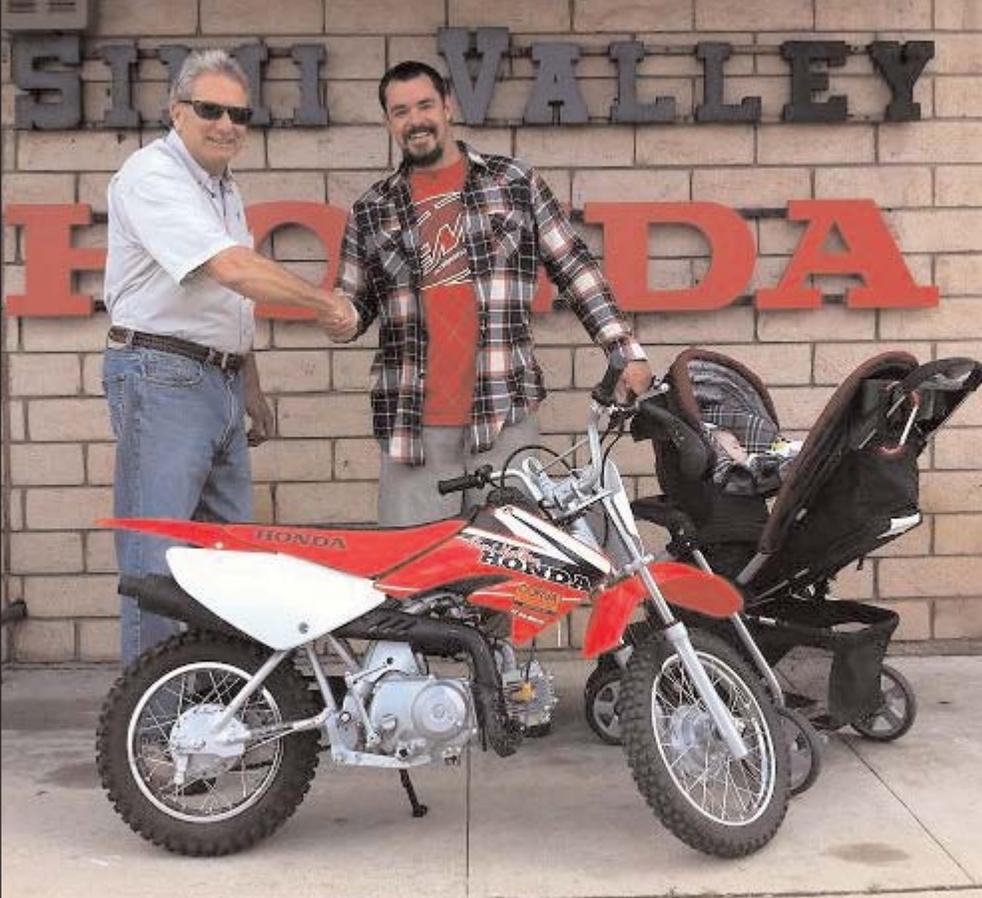
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CORVA PRESENTS RAFFLE MINI-BIKE TO HAPPY WINNER!

Simi Valley Honda Seadoo CanAm owner, Jim Woods recently presented the CORVA Honda CRF70F mini-bike to raffle winner, Mike Klaus of Lawndale, California. Mike and his family attended the CORVA Family Fun Run at the Hungry Valley SVRA on March 21, 2011. "My mom bought \$20 worth of tickets and I bought \$2.00 in tickets," Mike remarked, "I never thought I would win. I've never won anything before -this is such a nice surprise." The 2006 Honda CRF70F was donated for the CORVA raffle by Simi Valley Honda last year as a fund raiser for the CORVA Legal Defense Fund. Tickets were available for \$1.00 each and over \$1,000 in tickets were sold. "My wife, Roberta and I have always supported CORVA and we are delighted to have this opportunity to help raise money for the legal defense fund AND help a family win a nice mini-bike for their family," said Jim Woods, who is also the current CORVA President.

Mike Klaus has an 8 month old son who was cute and cuddly but slept throughout the delivery process. "I was so excited to pick up the bike for my little boy, that I forgot his diapers, his bottles - everything. I still can't get over winning this. Someday, he and I will ride together and he will always know about how CORVA helped keep the off-road areas open for his generation."



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. 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 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

Teaching Old Dogs

It has been said that you can't teach an old dog new tricks, but I disagree. At our OHV Advocates Conference and Lobby Day in Sacramento on April 11th, about 60 attendees took the following information to each of the 120 legislative offices. I share this with you here because I am sure I'm not the only "old dog" that has much to learn:

FACTS CONCERNING THE STATE OF CALIFORNIA OHV TRUST FUND

1. The OHV Trust Fund monies are derived solely from those who engage in OHV activities. Whether it is from State Vehicular Park entry fees, off-highway vehicle registration fees, or the portion of the gas tax calculated as used while driving off-road, all the money in the OHV Trust Fund comes from OHV enthusiasts. None of this money has ever come from the General Fund!

2. The OHV Trust Fund has already loaned \$112 million to the General Fund over the last 3 years. In an attempt to balance the state budget this year, AB 95 and SB 84 were signed into law by Governor Brown on March 24th. AB 95 directs the state controller to an ongoing take of almost \$10 million dollars a year from the budget of the OHMVR Division of State Parks, and SB 84 allows the loan of \$21 million from the OHV Trust Fund to the General Fund.

3. The reduction in budget will force the OHMVR Division of State Parks to shorten or eliminate access to the State Vehicular Recreation Areas, parks that receive over 5 million visits per year, and are some of the only state parks that are profitable. This directly affects thousands of businesses located in and near the parks, including restaurants and gas stations. Off-Road specialty businesses throughout California will be specifically affected. The State of California will be balancing the budget on the backs of hard-working small business owners and employees, causing layoffs and contributing to the persistent recession.

4. Numerous areas throughout the state have benefited from grants given from the OHV Trust Fund, areas needing restoration and environmental protection have received millions every year to rehabilitate critical habitats. Working with our partners including the Forest Service and BLM, the OHMVR Division of State Parks promotes well managed and well maintained legal off-road riding areas, as well as educational and safety programs for off-road enthusiasts. These programs have served as a model for other states, and the citizens of California have contributed thousands of volunteer hours ensuring their success.

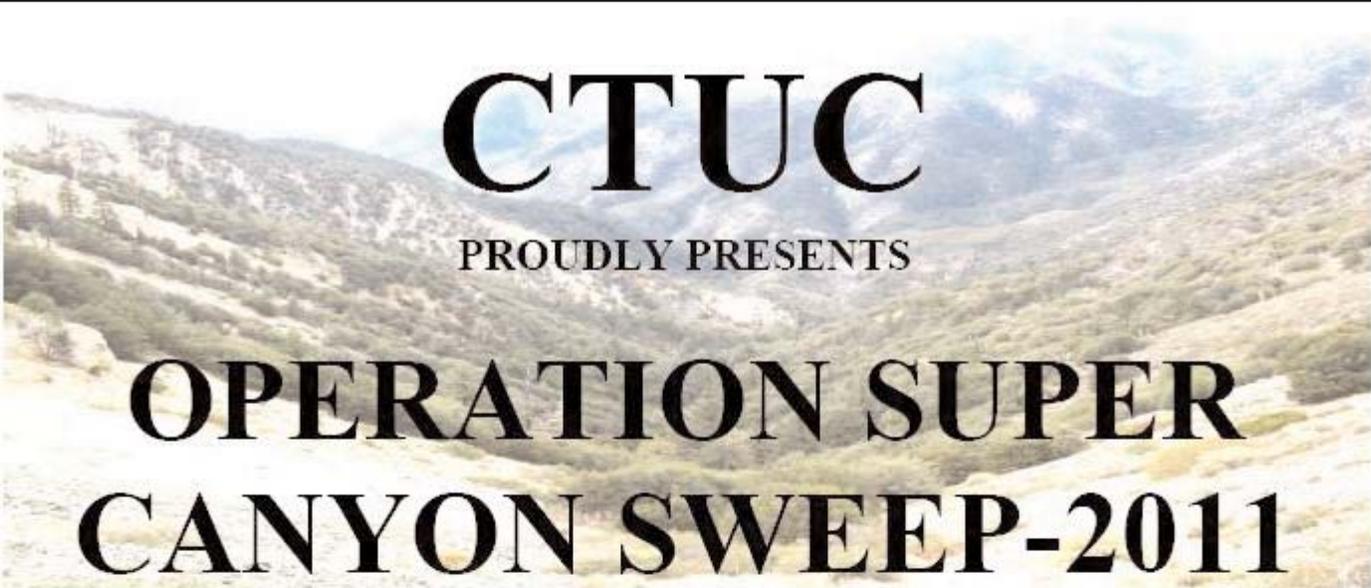
5. The Off-Road community of enthusiasts has agreed as a group to forgo the return of in-lieu funds for off-road activity, and instead contributes these funds to the OHV Trust Fund. These funds, along with registration and entry fees, make up all the money in the OHV Trust Fund. Taking away these funds belies the trust enthusiasts have placed in the state to watch-over their contributions, and in essence, take the form of another tax solely placed on off-road enthusiasts.

Dave Pickett, a long time AMA member and very passionate OHV motorized access supporter remarked that since the State is in the process of taking our Trust Fund fees, we may be able to file small claims cases in court for the return of our money. He suggests that the 1.2 million registered OHV owners each file a separate claim for \$200.00 in small claims courts throughout California. The State would have to send a representative to defend the cases which would be very expensive. If the State did not defend the cases, well, we would win them all by default. We'd get back around \$240 Million and the State would have to decide how they are going to pay all those claims.

Now if we could only inspire ALL 1.2 million registered off-road owners to actually file those claims. Would sure be great to teach those in the Capitol a new trick and an even more valuable lesson.

See you in Visalia for our annual elections.





CTUC

PROUDLY PRESENTS

OPERATION SUPER CANYON SWEEP-2011

WE NEED YOU
SATURDAY, JUNE 11th, 2011
8 A.M. TO 3 P.M.

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WE NEED LOTS OF VOLUNTEERS.

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CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

CLORV Lobby Day 2011

On April 10th, OHV advocates convened in Sacramento to discuss the issues related to OHV recreation with their legislators. A morning session featured presentations by Ruth Coleman, Daphne Greene, Phil Jenkins, Bob Ham, and Senator Bill Emmerson, as well as representatives from COHA and the NRA. For the afternoon session attendees broke into small groups to walk the halls of the Capitol and meet with legislators and staff.

Among the many topics, budget bills AB 95 and SB 84 (recently signed by the Governor) were important points of discussion. These bills have enabled the Department of Finance to take a loan from the OHV Trust Fund of \$21 million and to withdraw approximately \$10 million from the Motor Vehicle Fuel Account. The \$10 million would normally be transferred to the OHV Trust Fund but it is instead being transferred to the General Fund. The transfer will be ongoing unless challenged. The OHV Division manages the State OHV Vehicular areas and the OHV Grant programs. It would be difficult to imagine OHV recreation in California without this critical funding.

OHV advocates met individually with legislators and staff to discuss the benefits of OHV recreation and the strong merits of California's OHV program.

There seems to be a perception among many legislators that OHV funds are somehow discretionary unlike various social services and other government programs. California's OHV program is one of the few that is not only self funded by users but is successful. Why defund a successful program? As we know OHV dollars are used to protect the environment and provide outdoor recreation, something badly needed in this era of childhood obesity and diabetes.

The OHV program has contributed more than its fair share, including over \$160 million in just the last few years.

We remain deeply concerned about the future of OHV funding, particularly if a ballot measure fails to extend the temporary tax increases. The Governor has threatened even more extensive cuts to existing programs if this measure fails, which seems likely. We will be watching developments on this important subject closely.

All in all, the CLORV Lobby Day 2011 was extremely well organized and well attended. It was a great opportunity to network and learn about the many issues affecting our sport.

Oceano Dunes Wind Towers get OK from San Luis Obispo County Supervisors

San Luis Obispo County supervisors Tuesday approved the installation of five wind towers in the Oceano Dunes over the misgivings of some Nipomo Mesa residents.

Phil Jenkins, director of the Off Highway Vehicle Division of the State Department of Parks and Recreation, said the towers will be used to gather data to evaluate the effectiveness of pilot projects being conducted in the Dunes this spring to reduce the amount of sand blowing onto the Mesa.

The project was appealed by Terry Sweetland of Oceano and Katrina Dolinsky of the Mesa. Both said they don't trust officials with the Oceano Dunes State Vehicular Recreation Area to use the data collected by the towers to protect public health. Dust is a major air pollutant on the Nipomo Mesa and poses health risks for people living there.

The issue has been appealed to the Coastal Commission which has 60 days to respond.

Desert Renewable Energy Projects

Many of you have heard about the intense competition between various interests to reserve parts of the California desert for renewable energy development and protection of endangered species. Some of these areas are "limited use" BLM lands that have long been open for public access via motorized routes of travel. CORVA has been involved in discussion related to the future use of California's desert public lands and has spoken out to help keep our areas open.

CORVA representatives have attended stakeholder meetings held that will result in the Desert Renewable Energy Conservation Plan (DRECP). This plan will affect virtually the entire California Desert Conservation Area including all the areas traditionally used for OHV recreation. It is important to understand that the actual DRECP document will be written by the consultants under the oversight of four government agencies: CA Energy Commission, CA DF&G, BLM, and USF&WS. Recreation interests have been under represented making it critical that CORVA be at these meetings.

Continued on next page

[Forest Service Planning Regulation Comments Due May 16th](#)

The U.S. Forest Service has prepared revised regulations that govern how the agency prepares Forest Plans. Known as the "Planning Rule," these regulations will be the driving force behind how the agency prepares Land Use Plans. Land use plans determine where motorized access is allowed on National Forests.

CORVA has been analyzing the 50 page document. The plan is being developed through the NEPA process and includes no fewer than twelve alternatives! At first glance, we note that many of the original conservation-driven aspects of the Planning rule remain unchanged.

A few items of interest:

- The proposed rule would define sustainable recreation as the set of recreational opportunities, uses and access that, individually and combined, are ecologically, economically, and socially sustainable. (Preferred alternative A)
- Unit (Forest) supervisors will be the responsible official, not the Regional Forester as in the past. This would allow more local control.
- Forest Plans must take into account the best possible science and document how it applies.
- Meaningful public participation should be assured, however the Forest Service retains the decision making authority.
- Collaboration and cooperation with Tribes and local government is emphasized.
- The public will have the ability to shape the plan; this was previously reserved for interdisciplinary teams.
- Plan components must include sustainability, plant and animal diversity, multiple uses and NFMA timber requirements.
- Sustainability is a fundamental requirement.
- Forests will maintain and restore ecological sustainability.
- Recovery of threatened and endangered species is an important part of the plan.
- Unfortunately recreation seems to have been assigned a lesser priority and must be "sustainable".
- Some aspects of the new Planning Rule seem to be in conflict with other laws such as the Multiple Use Sustained Yield Act.

As you can see the new Planning Rule is going to take considerable study. Comments must be received by May 16th, 2011.

[Clear Creek Management Area Study Announced by OHV Division](#)

The future of Clear Creek is seen by all as a precedent setting national issue that will have repercussions for the future of OHV recreation for years to come. The preferred alternative identified by BLM was disappointing because it excluded motorcycles from the CCMA and allowed only limited access to the area based on claims of health hazard due to asbestos. The latest information we've received indicates that:

The release of the final RMP/EIS was originally proposed for September 2010, but in March 2010 the BLM extended the public comment period. In March 2010, the OHMVR Division commissioned an independent, OHV-specific risk assessment of NOA exposure within the Serpentine ACEC of the CCMA to determine if management and operational strategies could be employed at CCMA to mitigate NOA risk while still allowing OHV recreation at the CCMA.

The independent study, entitled, "Preliminary Analysis of the Asbestos Exposures Associated with Motorcycle Riding and Hiking in the Clear Creek Management Area (CCMA), San Benito County, California" was prepared by scientists with expertise in asbestos related risk assessment from the International Environmental Research Foundation (IERF), the Department of Physics at Harvard University, and the Center for Applied Studies of the Environment at the City University of New York.

The IERF study documents field work conducted to collect activity-based air samples, presents quantitative and analytical findings of materials found on air sample filters, and provides risk analyses based on these findings. These findings include:

- No individual air samples collected by IERF exceeded the allowable exposure level and on average, all of the IERF samples were more than ten times below the OSHA exposure limit.
- At the time of sampling, CCMA ambient fiber concentrations measured at the low end of this range—0.00137 f/ml. Air samples collected during motorcycle trail riding at CCMA had a mean concentration at the upper end of this worldwide background range—0.013 f/ml.
- In its risk analyses, IERF assumes a typical motorcycle trail riding enthusiast would visit the CCMA five days per year and would ride for eight hours each of those days. With this assumption and the asbestos concentrations detected, IERF determined there is a lifetime risk of 0.18 asbestos-related cancer deaths per one million motorcycle trail riders.
- Using the same assumption, IERF determined the risk of asbestos-related cancer death from motorcycle trail riding at the CCMA is more than 6,500 times less than the risk of asbestos related cancer death in the general population of the United States.

Continued on next page

Johnson Valley Marine Base Expansion Draft EIS Open for Public Comment

The proposed expansion of the 29 Palms Marine Corps Base will most likely result in the loss of the majority of Johnson Valley to OHV recreation. Any ground disturbing activity on federal land must undergo land use planning in the form of an environmental impact statement (EIS) which is subject to public notice, comment and appeal. We've included some information about the Marine's proposed base expansion plans and hope that OHV enthusiasts will submit comments on this plan.

The need for the base expansion is based on reports indicating that existing training facilities are inadequate to accommodate large scale maneuvers by three Marine brigades (MEB's). A Marine Expeditionary Brigade can consist of up to 20,000 personnel.

MEB Training Requirements

- Independent, offensive maneuver of three battalion task forces, abreast and associated air combat element operations, with the three battalion task forces converging on a single MEB objective.
- 48-72 hours of continuous offensive operations by the three battalion forces as they converge on a single MEB objective.
- Integrated air and ground maneuver live-fire with optimized freedom of action to the greatest extent practicable considering operational range capabilities and munitions safety requirements.

The preferred Alternative 6 would offer public access to a southern section of the original 190,000 acre Johnson valley OHV area. This alternative was developed in response to input from the recreation community, including motorized recreation. This alternative would provide year round access to 44,665 acres, a restricted Public Access Area of 38,137 acres that would be closed to public use only during MEB Exercise periods (approximately 60 days/year), and exclusive military use of approximately 108,530 acres.

The loss of Johnson valley would be the loss of the largest OHV area in the country, the size of which provides a remote experience not found in other OHV areas. This devastating land loss would cause displacement of many users to other areas and even result in illegal use of OHVs on public and private lands.

In addition, the combination of resources that would be lost is unique to the region. According to the California Off-Road Vehicle Association, the combination of vast open space, large variety of desert views and scenic vistas, and unique geologic formations is not found within any other single OHV area in the country.

Under the preferred Alternative 6 the portion available for recreational activities year round (44,665 acres) would be larger than Razor OHV Area (30,000 acres) but smaller than Stoddard Valley OHV Area (53,000 acres). There would be year round access to Cougar Buttes, Anderson Dry Lake, and Soggy Dry Lake, along with several popular OHV trails, including but not limited to Bullfrog, Cakewalk, Chicken Rock, and Hammerdown Trails. This area is frequently used for a variety of recreational activities such as hiking, picnicking, photography, geocaching, and wildlife and wildflower viewing.

Approximately 44% of the existing Johnson Valley OHV Area would be available for public recreation 10 months per year or all of the year. This would include Means Dry Lake, along with several unique and popular OHV trails; most notably the "Hammer" trails. During the 10 months of the year that this area would be available for restricted public access, the recreational opportunities would function much the same as they currently do, with the exception of additional management procedures that would be required to protect the public's health and safety as well as the elimination or alteration of current race routes.

Areas that would be lost include the Rock Pile (a popular rock crawling trail and camping area), and a variety of trails used for major OHV events, such as the car and truck A and B routes, and portions of the King of the Hammers route (not including the "Hammers").

Roughly half of the existing racing events, including car and truck races that currently occur within the Johnson Valley OHV Area, would be displaced or eliminated. The loss of existing events in the Johnson Valley OHV Area may not be fully accommodated at other regional OHV areas. According to BLM, the surrounding OHV areas are simply not large enough to accommodate the number of scheduled events or the size of some of the existing race events. The King of the Hammers race is unique to Johnson Valley. Elimination of this event alone would displace approximately 15,000 visitors, or 45,438 visitor-days (BLM figures, our estimate is much higher), including spectators, promoters, participants, and vendors (BLM estimates). In order for the King of the Hammers race to continue under this alternative, portions of the race route would need to be relocated.

An increase of illegal OHV use may also occur as a result of use being "squeezed out" of Johnson Valley.

Public meetings explaining the Marine base expansion were held in the second week of April. CORVA plans to host comment writing workshops for Johnson Valley in early May. Keep checking our website for dates.

Educational News

VP-Education, Ed Waldheim

Are You Part of the 10%?

by Kim Carpenter

If you are unaware of what I mean by the 10%, please allow me to clarify. What I mean is the 10% of off-roaders who are willfully ignorant of their responsibility and will ruin off-roading for everyone as we know it.

I have the deepest respect for off-road enthusiasts as I am one myself. Whether you ride a car, truck, or motorcycle you are one among a very rare breed. Many of us like to go out on weekends and ride, and some of us are even lucky enough to be able to ride right out of our backdoor, while others travel to the desert or forest to ride somewhere they have "always ridden".

The problem with the latter of the areas mentioned is that in some cases communities have sprung up, and some of that old area is now private property. If you go riding or know someone who goes riding where you are uncertain if it is legal, you are part of the 10%.

What is a 10%-er? It is simply someone who knowingly or unknowingly rides on private property. Whether they destroy property, ride on closed trails, or leave a marked trail to find a better or more fun ride, 10%-ers are breaking the law and will ruin off-roading for everyone.



I have included a copy of a letter of which I was recently made aware. This is what we are up against. These are the same people that work on closing down our deserts, forests and even fight to require staging permits on our own private property (San Bernardino and Riverside County Residents may remember that one). I have been fighting these people for years and will continue to work to expose their lies and misstatements. However, I cannot do it alone and all the hard-working organizations cannot do it without help from the off-road community. If you know someone or see someone riding in an illegal area, call him on it. Let him know that what he is doing is wrong and that he is causing havoc both locally and regionally. The BLM, The Forest Service and groups like California Trail Users Coalition (CTUC) all publish maps that highlight the legal routes and show the private property lines. Get a map and use it! Get your friends to use them as well.

Many of you will read this and just blow it off, but you might be one of the 10%-ers and not even know it. We need to get serious folks before it is too late. These people I speak of, the people of COW and OHV Watch are now taking their fight to the federal government. We have enough battles on our hands, so don't let this one turn into another means of reducing our already small amount of land.

[Please read the following letter and try to get involved. If you aren't trying to help reduce the 10% crowd, then you might as well be a part of it yourself.](#)

Continued on next page

The Friends of El Mirage Present

The 7th Annual Trash Days

An event to put trash in its place

Come join us as we clean up our recreation area.

The event will be held at the El Mirage Cooperative Management Area on Saturday, May 7, 2011.

Registration begins at 8:00 a.m. sharp at the Visitor Center located on Colusa Road.

Work begins at 9:00 a.m. sharp and ends at 1:00 p.m. A Free BBQ lunch at 1:30 p.m. at the Visitor Center.

Come early: For a \$3.00 donation you can have a pancake breakfast with eggs, juice, sausage and bacon!

March 2011

**Senator Mark Udall
Senator Jeffrey Bingaman**

Dear Senator:

We are a group of private property owners from all over California who have suffered from illegal off-road vehicle (ORV) destruction of our homes, businesses, farms, ranches and neighborhoods. We support safe and legal riding opportunities and some of us are ORV recreationists, but our communities have been under siege by riders who have no respect for our private property. Our neighborhoods endure excessive noise, dust and nuisance, and persistent ORV abuse has caused some residents to actually move from their homes. ORVs are destroying the quality of life in our rural communities and something has to be done about it. And we have the stories and documentation to prove it.

We have spent our own resources to erect fences that are regularly torn down; replace “no trespassing” signs that are constantly removed; repair costly damage to our property that is violated over and over again; and, organized volunteer clean-ups and restoration only to find the area destroyed again. We have also been targeted for harassment, intimidation and retaliation by riders when we seek relief from law enforcement. This harassment takes the form of vandalism, threats, cyberstalking and property destruction. This is especially hard on the elderly, the disabled, and other more vulnerable populations.

Events with tens of thousands of riders have become violent and reckless with the mix of drugs, alcohol and vehicles resulting in deaths and injuries and impacts that spill out into our communities.

The situation has gotten out of control! We need our elected representatives to finally address this national crisis with hard-hitting legislation and give law enforcement the tools they have been asking for to deal with this growing problem. We need to require visible identification on ORVs, stiffer fines and penalties, enforceable restrictions on large stagings and races and some way to help people gain relief from harassment.

Without visible identification, riders trespass with impunity since it is impossible to identify them as they escape across country. Law enforcement lacks the equipment to pursue and catch them. In the California desert, the checkerboard of private and public lands puts our communities in harm’s way when ORVs trespass on Bureau of Land Management and other public lands.

ORV activity places an undue burden on local law enforcement and emergency services that our communities cannot afford. Illegal ORV activity has become an unnecessary distraction for our hard-working and under-funded law enforcement agencies.

The gas, groceries and alcohol purchased by ORV visitors to our communities do not compare with the huge costs associated with the additional law enforcement and emergency response, and damage to private property, businesses, roads, berms and flood control infrastructure. Our communities can no longer submit to illegal activity by those who have no respect for our homes.

There are many responsible riders who abide by the rules and stay in designated riding areas. They are frustrated by the riders who make it hard on everyone. The Mojave desert has hundreds of thousands of acres for open riding and ample opportunity for legal ORV recreation, yet errant riders use our neighborhoods as their playgrounds. The insignificant fines for illegal activity have proven to be ineffective and are considered the price of admission for a day of riding in our communities. We need serious consequences such as confiscation of vehicles, large fines and jail time for repeat offenders.

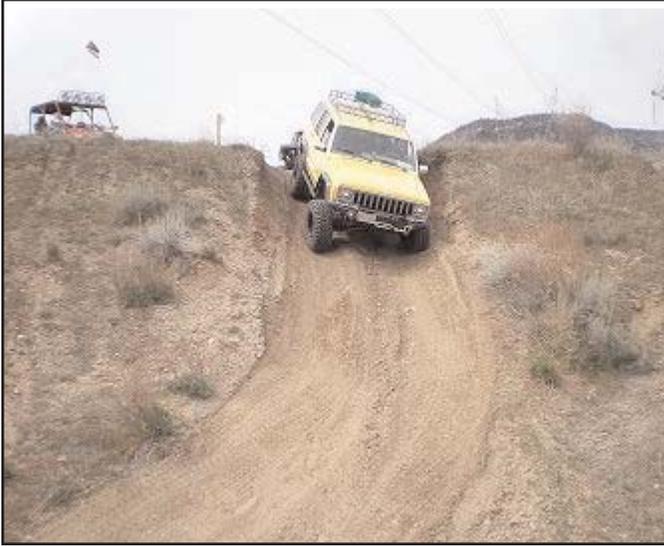
We support legislation that will finally address this growing threat to our homes and neighborhoods. Please feel free to contact any of us for our stories of ORV abuse and tell us how we can help you enact effective legislation that will finally deal with this intolerable situation.

**So there you have it folks. This will be our next fight if we don't pull our heads out of our helmets.
Be a part of the solution, not a part of the problem.**

Continued from page 1

Family Fun Run (continued)

The second hard way turnoff was near Edison Canyon Campground. All types of vehicles were allowed on this hard way, but only those who wanted a challenge undertook this route. It started off over a steep off camber downhill with a ditch that ran down the middle and a sharp right turn at the bottom. Many vehicles had to do a three point turn at the bottom. That was just the beginning of a tight windy canyon with many up and downhill routes. Eventually the daredevils met back up with the main route at Tejon Trail. From there the course meandered over the scenic tree route of Sterling Canyon Trail (the most scenic route in my opinion), before making its way through rocky sand washes and the valley back to the finish. The last check point was back at Aliklik Campground and where the poker hands were turned in.



At 4:00 we started our infamous CORVA Dog Show. Many people go camping with their furry best friend, so we figured why not have a dog show? Dog shows at our southern events date back to about three years ago when a couple of volunteers developed the idea. It was a big success and many members asked for us to continue, so now we hold the popular event at each of our southern events.



At about 5:30 the barbecue dinner was served. Chef Tom Edwards did a fantastic job slow cooking his mouth-watering Tri-Tip all day, and we all left with full stomachs.

After dinner were the general raffle, the Poker Run award ceremony and the Motorcycle drawing. The results of these events are listed on the following page.

Dog Show Winners

Sasha Owner Shelli Mathew
 Precious Owner Tom Mayhew
 Rocco Owner Stephanie DeSantis
 Spike Owner Ashley Coert

50/50 Raffle Total \$300

Connie Colln \$150
 CORVA \$150

MotorCycle Raffle Drawing

Winner: Mike Klaus

Poker Run Winners

| | | |
|-----------|----------------|-------------------------------|
| 1st Place | Austin Brauer | Recliner Camping Chair |
| 2nd Place | James Eger | Riding Back Pack |
| 3rd Place | Robin Thompson | Interstate Heavy Duty Battery |



I would like to thank everyone who ventured out into the weather to attend the Family Fun Run and especially the many dedicated volunteers it took to put on this event. Also, Thank You to the following businesses and clubs for donating products, services and time for our event. We appreciate your help in making this event a success!! Katherine Kelsey.

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Please visit [CORVA](#) on facebook to see more photos from the event.

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| KEVIN HEWITT | \$70.00 |
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|---------------------------|----------|

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WELCOME NEW MEMBERS

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For more info please contact Barry at: BHWetherby@aol.com

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