

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

Annual Southern Jamboree - A Great Weekend Of Fun!



Keegan O'Henley onto the finish line of the Can Slam

With perfect weather at Means Dry Lake in scenic Johnson Valley OHV area, the annual Southern Jamboree took place. It was a successful event with games and a poker run during the day. The games took place in the morning with the favorite Barrel Slalom challenge seeing the most participation. In all, five challenge games were held with winners receiving trophies and ribbons.

The poker run took participants on a 20+ mile course around Johnson Valley that provided some easy / hard routes along the way. The course had varied landscape that included rolling hills, open valleys, dry lake beds, rocky areas and sandy washes. There were 3 checkpoints on the course and a big thanks to the Ventura County 4 Wheel Drive club, the Trail Masters club and Vinnie's Group for their support.

In the late afternoon the very popular Dog Show took center stage. The evening had the delicious Tri-Tip dinner special along with our awards ceremony for the days events. Finishing the evening was a huge raffle and a slide show.

A full report with more pictures will be provided in our December issue. Thanks to all that participated.

Newest Off-Road Motorsports Hall of Fame Member: Eugene (Geno) Chappie

By Bob Ham

It was 1969 or so when a bunch of off road vehicle clubs got together to form CORVA, the California Off-Road Vehicle Association. We knew we had to get organized because we could see that things were changing, and we knew that ORV



people were going to have to organize and stand together to protect our right to participate in our favorite activity.

The BLM was being phased out because their old mission as the "Land Office" was winding down. Those desperate bureaucrats recognized that the emerging ecology movement would provide them with a critically needed relevancy, and they immediately began proposing new rules, regulations and fees on us, where none had previously existed.

At the same time the State Park System had already closed several popular recreation areas to off road use and was setting its sights on closing the very popular Pismo Dunes. Concurrently, housing developers began expanding urban limits by converting what had previously been popular riding areas into new suburban subdivisions.

Continued on page 12

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

HELLO
my name is
MUD

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Take trailblazing to new heights with the new BFGoodrich® Mud-Terrain T/A™ KM2 tire. This tire blends the best off-road features of the Mud-Terrain T/A™ and Krawler™ T/A™ tires to provide the aggressive, trail-thrashing performance you love. Come in and see it today.

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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

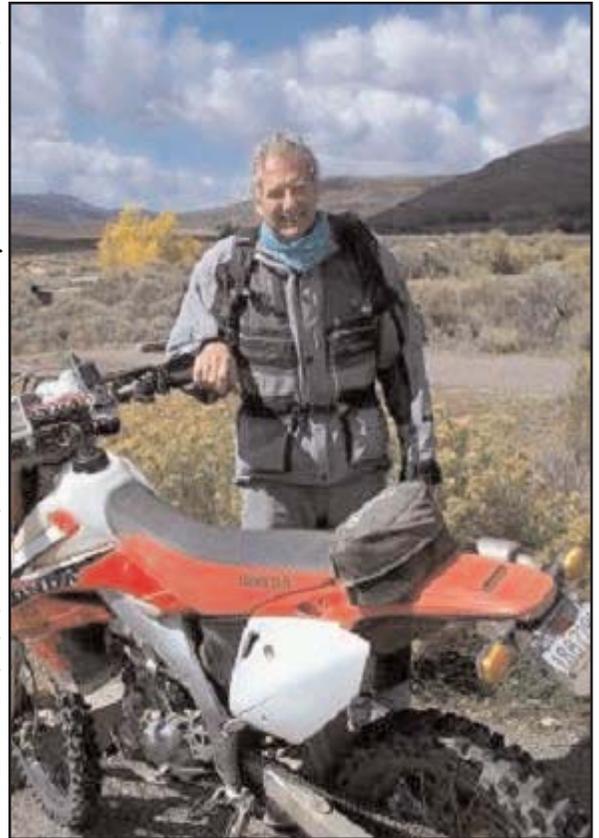
By Jim Woods

[Help CORVA Help You](#)

We are excited to announce that CORVA has been chosen to represent California off-road vehicle access for recreation on the new Desert Renewable Energy Conservation Plan. The forum that Governor Schwarzenegger established when he signed an executive order set a goal to obtain 33% of California's electricity from renewable energy such as wind and solar by 2020. We will be on the Stakeholders committee with others to develop long term policy that will affect our access to OHV areas. The importance of being at the table is enormous, perhaps enabling us to further protect the rights of the off-road public on public land. We are proud to have Randy Banis represent us on this committee as his knowledge of our deserts is very impressive. Randy has been involved with www.deathvalley.com, worked on GPS tracking of routes for many agencies and also is a current member of the BLM Desert Advisory Council. Our alternate on the committee is Dave Beaumont, another long time and well known CORVA member. We welcome their involvement with CORVA and are very lucky to have them on our team. We look forward to their reports in future Off-Roaders In Action (ORIA) newsletters.

While attending both the Orange County Super Sand Show and Off Road Expo show, many CORVA members stopped by our booth and expressed satisfaction with the current direction of CORVA. Thank you to all that have given us your input. While other organizations have opted to discontinue their (paper) newsletters, we continue to hear from our members that they take the time to read the ORIA newsletter and want us to continue offering it in print in addition to our online version. Many re-use the hard copy to forward the information to friends and associates, educating along the way and ultimately helping us keep our lands open.

Our CORVA booth is also very effective in reaching the OHV public - we signed up over 50 new and renewing members at these shows. Your membership dollars allow us not only to print and send the ORIA to our membership but also to assist in legal efforts and advocate for keeping access open to all in California. As a reminder, check the mailing label on your ORIA and please submit your renewal. When you are finished reading the ORIA, don't forget to pass it along to others to let them know of the challenges that face our access to public lands.



There are many ongoing issues that will need CORVA to be financially strong in the coming months. With the release of the Draft Environmental Impact Statement (DEIS) on Johnson Valley this spring and the Forest Service Travel Management plans we need to be prepared to act when needed. So please ask your OHV friends, family and businesses to join or renew their memberships and spread the word about CORVA! Plus, if you can, please volunteer to help the other CORVA volunteers. We need help at every event, meeting and show. Without our volunteers, we cannot continue to represent and defend OHV access to public land.

Finally, don't forget to VOTE on November 2nd. Check the Vote Smart on OHV voter guide (see page 14) on our web-site to see if your representative is a supporter of OHV access.

Thanks for your support and see you on the trail!

A handwritten signature in black ink that reads "Jim Woods".

9th Annual

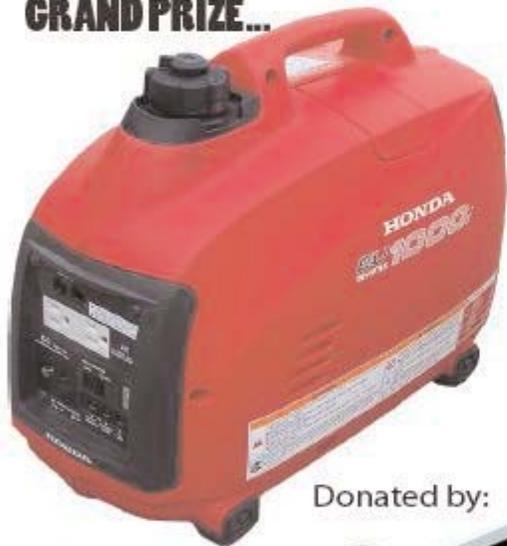
Glamis Poker Run

PRESENTED BY
ORANGE COUNTY ATV ASSOCIATION



When: Saturday, November 6th, 2010
Where: Vendor Flats (Behind Glamis Beach Store)
Start Time: 9:00am Registration Until 11:00am
End Time: 2:00pm
Donation: \$20.00 Per Hand

GRAND PRIZE...



Donated by:



Proceeds to Benefit:

"HELP KEEP OUR DUNES OPEN"



TROPHIES AND OTHER PRIZES!

Come enjoy a fun ride through the sand dunes to five locations to draw poker cards for your chance to win.

CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

[CORVA Representatives to Attend Desert Renewable Energy Conservation Plan Meetings](#)

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.

In 2008 Governor Schwarzenegger signed an order that set California's goal of 33 percent of electricity coming from renewable resources by 2020 and improves processes for licensing renewable projects. In addition, the Governor ordered the development of the Desert Renewable Energy Conservation Plan (DRECP) for the Mojave and Colorado deserts that would, when complete, provide binding, long-term endangered species permit assurances and facilitate renewable energy project review and approval processes. As you might imagine this will have a big effect on our traditional use of the desert.

A Stakeholder Committee has been established to inform the state and federal agencies on the development of the DRECP and to provide a forum for public participation and input. The stakeholders represent the interests of the counties in the desert region, renewable energy developers, environmental organizations, electric utilities, and Native Americans, and recreation interests including CORVA and the Off Road Business Association. We thank DRECP Director Harlow for recognizing in the importance of the desert to the motorized community and for giving us a seat on the Stakeholder committee.

The DRECP is a Natural Community Conservation Plan (NCCP), which will help provide for effective protection and conservation of desert ecosystems while allowing for the appropriate development of renewable energy projects. It will provide long-term endangered species permit assurances to renewable energy developers and provide a process for conservation funding to implement the DRECP. It will also serve as the basis for one or more HCPs under the Federal Endangered Species Act.

The DRECP will encompass development of solar thermal, utility-scale solar photovoltaic (PV), wind, and other forms of renewable energy and associated infrastructure such as transmission lines necessary for renewable energy development within the Mojave and Colorado Desert regions.

[Another Omnibus Public Lands Bill in the Works?](#)

Most of us remember the Boxer McKeon bill last year that combined 160 pieces of legislation that designated almost 2 million acres of public lands as wilderness, National Parks, and Wild and Scenic Rivers. With elections in November, Democratic legislators may be pieces looking for a last minute opportunity during the “lame duck” session of Congress to put through another massive omnibus lands bill. Omnibus bills combine a number of pieces of legislation from different states into one bill with the hope that with something in them for everyone there will be enough support for them to pass. An example that comes to mind is the Feinstein Desert Protection Act, S. 2921.

It is time to have your voice heard again, as some in Congress are starting the process on developing a new omnibus bill. Representative Martin Heinrich (D-NM) is circulating a letter for signature by other Members that encourages Congressional leadership to lump together more than 150 land use bills and pass them as one.

It is important that you contact your Member of Congress and key Congressional leaders to let them know you oppose a new massive omnibus public lands law and that a repeat of the 2009 law will mean more restrictions to access, and to ask them not to sign Heinrich’s letter.

Please urge your Members and key Congressional leaders to oppose a massive omnibus bill in favor of ensuring that all public lands bills have hearings to allow for full local input. See the ARRA-Access website for details.

[Desert Protection Act S 2921](#)

Senate Energy and Natural Resources Committee

CORVA developed a resolution stating an “oppose” position on the bill following a vote of the membership at the CORVA Annual Meeting on May 15 at CSU Bakersfield. The bill is presently in committee.

Continued on next page

Forest Service Planning Regulations on the Fast Track for Completion by Year End

The U.S. Forest Service is continuing the process of revising their 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 and will guide land managers in developing, amending, and revising land management plans for the 155 national forests and 20 grasslands in the National Forest System (NFS). CORVA representatives have participated in sessions held in California and have actively promoted recreation as an important consideration.

Check the planning rule website for details: <http://fs.usda.gov/planningrule>. Use the blog to send your comments in favor of recreation!

Latest developments: The planning rule is on a "fast track" for such a comprehensive planning effort, we need to pay close attention!

Using input they will finalize the proposed rule and draft environmental impact statement with the intent of publishing the proposed rule and DEIS in December 2010.

We were told they heard us loud and clear at the Roundtables that recreation and public access need to be a priority in the National Forest Rule, yet neither are mentioned in this draft framework. The only possible connection would be the social and economic data they mention once, but that is weak. We have submitted comments that include the following points.

1. We believe that any such rule must not impose new burdensome regulations that could ultimately reduce recreational opportunities on these lands.
2. Not only does recreation generate important revenue for the USFS, but many rural and outlying communities depend on revenue generated from tourists visiting our forests.
3. The Draft Recreation Approach (DRA) posted online includes terms we think are vague and ambiguous which could lead to reduced recreational opportunities on USFS lands. Because stakeholders may be unable to agree on definitions, this could hamper individual forest supervisors' ability to develop land management plans that include robust access and recreation provisions.
4. Terms, such as "ecosystem services" and "stressors," throughout the other concept drafts are also not adequately defined, which could overwhelm local land managers with the need to do exhaustive research making the already lengthy and complicated planning process more complex and time consuming—and this impacts not just recreation proposals.

Special thanks to Chris Horgan of the Stewards of the Sequoia for information included in this section.

WEMO Lawsuit – Hearing Held, Judge Ponders Decision

The WEMO Plaintiffs, Alliance for Responsible Recreation, The Wilderness Society, California Wilderness Coalition, Friends of Juniper Flats, Western San Bernardino Landowners Association, California Native Plant Society, Community ORV Watch, Center for Biological Diversity, Sierra Club, Public Employees for Environmental Responsibility, and Desert Survivors filed a motion for "partial vacatur of the Record of Decision and for interim injunctive relief." The hearing on this motion was set for June 18, 2010, however this was postponed until September 3, but at the hearing the judge did not hear oral argument or render a decision. I guess we have to stay tuned?

The court held that the BLM's extensive environmental review failed to consider an adequate range of alternatives and was insufficient in its consideration of impacts to soil, cultural resources, certain plant and riparian resources, sensitive animal species, and air quality. This ruling means that the BLM must reconsider environmental impacts of OHVs on public lands in the Western Mojave region. The extent of the additional planning that will be required will be issued as a remedy. Negotiations regarding the lawsuit have been attended by CORVA representatives.

Clear Creek Management Area

We are now waiting for the comments to be considered and the Record of Decision to be announced early in 2011.

A copy of the Clear Creek draft EIS/RMP can be downloaded at:

http://www.blm.gov/ca/st/en/fo/hollister/clear_creek_management_area/CCMA_RMP.html

CORVA, Blue Ribbon Coalition, AMA District 36, and many other OHV organizations have developed a strategy to address this controversial plan. 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.

Continued on next page

Watershed Issues

The Corp and EPA Wetlands Land Grab Bill (HR 5088 and S 787) is a huge threat to private property owners and Federal land users. Using the term “clean water,” the Corp and EPA Wetlands Land Grab would give the Corps of Engineers, EPA and the Federal Government massive additional regulatory powers that supersede local and state government. That means the end of local control.

Both bills take the word “Navigable” out of the Clean Water Act. You must insist that the Corps and EPA water jurisdiction only apply to “navigable waters.” Oberstar wants to make the Corps and EPA jurisdiction apply to “all waters of the United states and all activities affecting those waters.” That means all lands, all watersheds, everything. All your land. The bill is currently still in committee.

Lawsuit over Southern California National Forest Plans Nears Resolution

Some of you will recall that a lawsuit was filed against the Southern California National Forest Plans (Los Padres, Los Angeles, and Cleveland) last year by the Center for Biological Diversity. The State of California also joined the lawsuit over Roadless issues. The lawsuit basically alleges various violations of the Endangered Species Act, the Marine Fisheries Act, and the Clinton Roadless Rule. The plaintiffs filed a motion for summary judgment and remedies are now being prepared. The issues are primarily that the Forest Plans did not specify enough areas as Recommended Wilderness. The Forests will now have to publish a supplemental environmental impact statement with alternatives that will revisit the areas that are designated “back county” that allowed motorized use. Although this should not affect existing designated trails this could preclude potential new areas from being considered for motorized use.

The Forests will be posting updates once the plan for the SEIS is developed. CORVA and other groups will be prepared to comment on the SEIS.

Travel Management Update

1. Stanislaus National Forest has been sued by environmental organizations over their Travel Management Plan. In spite of closing over 80% of motorized trails the lawsuit challenges a decision by the Forest Service federal to “expand the motor vehicle system in the Stanislaus National Forest at the expense of irreversible damage to public natural resources and without adequate public disclosure”. The Plaintiffs seek declaratory and injunctive relief from the decision, stating that it “violates federal executive orders and environmental laws and regulations by failing to fully disclose to the public or to minimize environmental damage to the forest, including impacts to wildlife, wildlife habitat, soils, vegetation, watersheds, and other protected areas.”

2. Sequoia National Forest: The Piute area planning process has begun with the first of a series of stakeholder meetings held in Kernville in October. This will involve a collaborative approach. This is one to watch.

3. Tahoe National Forest Issues Motorized Travel Management Final EIS and Decision:

Nevada City — Forest Supervisor Tom Quinn announced his decision on October 5. This decision recognizes the extensive network of roads and motorized trails that currently exist on the Tahoe National Forest (TNF). Unfortunately as with nearly all Travel Management decision this will reduce the amount of motorized opportunities.

The existing National Forest Transportation System of roads and motorized trails in the TNF is approximately 2400 miles and includes one open motorcycle area, Prosser Pits north of Truckee. With this new decision, the following will be added to the existing motorized system for public use:

- 13.1 miles of roads (346) segments
- 48.9 miles of motorized trails (107 segments)
- 11.4 miles of closed roads will be open for motorized use (13 segments)

Other attributes of the decision include:

- Prohibition of Cross County Travel
- Open Areas: 244 acres at Boca, Prosser, and Stampede Reservoirs will be available for highway legal vehicles to access the shoreline of the reservoirs in select, established areas.
- Seasonal Restrictions: Wet weather seasonal restrictions will be placed on 1,369.5 miles of road and motorized trails.

On the westside of the forest, these restrictions will be in effect from January 1 to March 31 and on the remainder of the forest, from January 1 through April 23.

- Motorized Mixed Use will be limited to roads less than 3 miles in length except that 117 miles of longer segments will be open for mixed use during deer hunting (rifle) season when log hauling does not occur.



16th Annual

Truckhaven Challenge



January 22-23 2011



Ocotillo Wells SVRA
Fun for the Whole Family!

NO PRE-REGISTRATION REQUIRED! PAY AT EVENT SITE!

All OHV's Welcome!*

POKER RUN- Saturday, January 22nd

Registration- Each Vehicle \$35

Kids (12 and under) on ATV's/MC- \$15

All Prices include one poker hand and 1 raffle ticket!

Great prizes for 1st, 2nd, & 3rd place Poker Hands

Great prizes for 1st, 2nd, & 3rd place in Games

START TIME 8:00 AM! Start line closes at 11:00 AM.



**SEE MAP TO EVENT
AT www.corva.org**

GREAT RAFFLE PRIZES DONATED BY THE OFF ROAD INDUSTRY

Salton City Volunteer Fire Department Pancake breakfast on Sunday morning.
BRING YOUR DOG AND JOIN THE DOG SHOW ON SATURDAY!

Course length approx. 20 miles

Alternate "difficult routes" for those willing to "GO FOR IT!"
Checkpoints have "games of skill" for more family fun and prizes! Course closes 4:00 pm

BBQ dinner (see menu) to follow Poker Run

Awards and great raffle prizes donated by off road industry!

Trailmasters Club BBQ Dinner Menu

Hamburger	\$4.00
Hamburger w/side of chili	\$5.00
Hot Dog	\$2.00
Hot Dog w/chili	\$3.00
Bowl of chili	\$2.00

DON'T MISS THE KIDS GAMES ON SUNDAY

Great fun for the whole family.



***REQUIRED SAFETY EQUIPMENT!**

4x4's, Baja's & buggies- Metal roof or Roll bar

ATV's/MC's- Helmet, spark arrestor

ATV's must have whips/flags!

SUGGESTED ITEMS:

First Aid Kit, Tow Strap, Spare Tire, Fire Extinguisher

Registration desk will open early Friday afternoon (January 21st) at the event

Camping for the event is located in an easily accessible dirt area adjacent to a large dry wash. Plenty of room for motorhomes and trailers. This is dry desert camping, so no hook-ups. We will however, have portable toilets brought in for those "tenting it".



All proceeds from this event to go to CORVA's Land Use Fund!
Need more info?

Email: steve.hewitt@corva.org or call 951-237-0233

CELEBRATING 16 YEARS OF GREAT OFF-ROADING!!!



Educational News

VP-Education, Ed Waldheim

What Frequency Are You On?

by Mark Algazy

I recently attended a land use meeting regarding the potential site locations of alternative energy projects in the California desert, a topic I have been following with some interest for a while now. At various times during the meeting, the attending public was given a limited opportunity to speak to specific matters that were on the panel's agenda at that point in the meeting. The object of the public comment periods was for the public to provide comments, suggestions, and otherwise help the panel identify issues with the specified topic at hand.



Unfortunately, almost without exception, those who chose to speak during those opportunities used the time to speak to their own general concerns that did not necessarily address the discussion for which the panel was receiving comment. I could see the frustration of the panel over this lack of focus. While I joined the panel in quietly biding time during these monologues, a little voice inside my head was screaming the question, “Do you just want to speak, or do you want to be heard?”

As I generally do, I tried to find a constructive way to deal with my own emotions, but as the speakers droned on, they were drowning out my ability to focus on the discussion until I realized I had to leave. I can't imagine how the panelists dealt with it.

On the drive back to my campsite in the desert, I realized that the public comment issue was not a new one. For decades now, I have heard SO MANY people say after attending a public land use meeting, “I don't feel like my voice was heard.”

The premise of using radio as a metaphor came to mind. If a deliberative panel has chosen to open up a specific point for public comment, it is akin to having chosen a particular station to listen on the radio. That being the case, why would anyone chose to broadcast on a different frequency? In other words, if the comments don't address the issues the panel is there to listen to, broadcasting on their frequency as it were, it is almost a foregone conclusion that the message is going to be received as static. To the one broadcasting, their words may well seem clear as day, but they have as much clarity to the audience as when adults speak in a Charlie Brown cartoon, “wa, wa wa wa wa wa wa.”

There is a time and a place for everything, and we all need to remain keenly aware land use meetings take precious time from very full lives to attend. Just because it is a gathering of people interested in land use issues, it does not automatically mean THAT meeting is THE PLACE or the time for what we have to say, especially if the message we bring is off-topic. Choosing to speak under those circumstances only increases the likelihood that the need to speak outweighs the need to be heard. And, unfortunately, it may be worse than that.

Speaking “off topic”—broadcasting on a different frequency than your audience is tuned to—often infects the message the speaker wishes to deliver. Sloppy misdirection by the messenger, can also detune the audience over time, effectively preventing them from hearing the messenger in the future. If you carry a title, and attend these meetings regularly, care needs to be taken to not become labeled as a broadcaster of static. In other words, not every public lands meeting is an opportunity to discuss every issue on public lands.

Do yourself, and the public who desperately needs your voice to be heard, a big favor and ask yourself before you attend a land use meeting if: 1) that meeting is the appropriate forum for your comments, and 2) whether or not you are willing to defer your comments if the appropriate opportunity doesn't present itself. If you cannot answer these two simple questions in the affirmative, then chances are that your need to speak outweighs your need to be heard, and your message will fail.

[Sand Sports Super Show 2010](#)

by Steve Hewitt

CORVA had another successful showing at the Sand Sports Super Show held at the Orange County Fairgrounds September 16th–19th 2010. We were able to sign up 23 new and returning members, and one new life member. I want to thank all the new and renewing members as we at CORVA would not be able to do what we do without you.

I would like to thank the following volunteers for making this show a success: Jim Arbogast, Vinnie Barbarino, Kevin Barbarino, Jim Colln, Christy Colln, Dave Doll, Katherine Kelsey, Clayton Miller, and Wayne Ford.

The ASA held its annual awards and had a dinner celebrating its 10 year anniversary. At the dinner BLM Director Bob Abbey and Daphne Green from California State Parks OHV division spoke. We would like to congratulate the ASA on what they have been able to accomplish in just 10 short years.



Clayton Miller inside the booth at the Sand Sports Super Show

I am always looking for volunteers to help at the shows. If you would like to volunteer, send off an e-mail to: steve.hewitt@corva.org

[Bipartisan Recreation Land Exchange Bill A Success](#)

The BlueRibbon Coalition believes the bipartisan land exchange bill that was recently signed into law to improve both motorized and non-motorized opportunities in Northern California is a great success. H.R. 689, authored by Congressman Wally Herger and supported by Senator Diane Feinstein, has resolved long-standing interagency management conflicts at the Chappie-Shasta OHV Area.

Historically, this riding area was a mix of Forest Service and BLM lands and was sort of being co-managed by both agencies. Both agencies have similar yet significantly different management rules and regulations regarding OHV recreation, including permitted motorized events. This regulatory confusion often detracted from this destination OHV area.

Don Amador, Western Representative for the BlueRibbon Coalition, states, "On a recent tour with BLM staff, I was impressed by how the land exchange bill has already changed the tone and direction at the Chappie-Shasta OHV Area. I think it allows the BLM to more effectively manage and maintain the OHV trailand road system on the unit."

"I think this bill is a good model or case study of how local users working with their elected officials can impact land-management in an area. Wilderness advocates got almost 5,000 acres added to Forest Service non-motorized units near Weaverville and motorized recreationists are seeing improved BLM opportunities near Redding," Amador stated.

"The Chappie-Shasta OHV Area offers a diverse range of motorized opportunities for dirt-bikes, ATVs and ROVs. There are many scenic outlooks that include views of Shasta Lake, Mount Shasta, and the Trinity Alps Wilderness Area. H.R. 689 has truly improved this area and is a tribute to those who worked hard to get this bill enacted," Amador concludes.

Congressman Wally Herger said, "I have long been a supporter of ensuring that our federal lands are fully open to recreation and all forms of multiple-use. Particularly as the Forest Service seeks to greatly restrict OHV use on National Forests throughout California, I was very pleased to work with Senator Feinstein to enact this common sense legislation to consolidate management of the Chappie-Shasta Off-Highway Vehicle Area under the Bureau of Land Management. I will continue doing all I can to support this widely-enjoyed and appropriate use of our federal lands."

Link to Chappie-Shasta OHV Area:

<http://www.blm.gov/ca/st/en/fo/redding/recreationmain/reddingrecreationohvmain.html>

Continued from page 1

With all this going on, we also heard about legislation that was already most of the way through state Congress that would require all non-street legal vehicles to register with the DMV just so the state could raise money, and people could have a way of reporting vandals who were supposedly riding dirt bikes all over the new neighborhoods that were being carved out of former riding areas throughout the state. That particular bill failed passage only because the legislator who carried it had a heart attack and the bill died when he passed away.

The next year, I was summoned along with several other Off Road organization leaders to meet with California State Assemblyman Gene Chappie. As a jeep and snowmobiler, Chappie saw the issue from our point of view and even wanted to help us. He explained that people from both parties wanted to shut down off roading completely, but he had a plan to stop the unthinkable from happening.

He knew he was talking to a bunch of people who had been enjoying the outdoors on dirtbikes, jeeps and buggies with relatively few rules and restrictions for years, and that was part of what drew us to this activity. He didn't pull any punches when his first words to use were: "ITS ALL OVER NOW, things will never be the same".

His idea was to go along with the idea to make us register our vehicles. We were going to lose that battle anyway, so we needed to get something in return. And that is where Chappie began to lay out his game-plan to use this opportunity to put the State of California in the role of promoting off road use, rather than trying to shut it down.



Bob Ham (far right) accepting the award for Eugene Chappie

In his proposed registration program, a fee would go to the Department of Parks and Recreation to acquire land where we could legally operate our off road vehicles. He had already convinced a fairly environmental-leaning legislator to become a co-author of this milestone legislation. Before we left his office, most of us agreed to help him and the crusade began. Later that year, the Chappie-Z'berg Off Highway Vehicle Act of 1971 was approved by both houses of the legislature. Governor Reagan signed it into law in December of 1971 in a ceremony on the North steps of the State Capitol that was attended by off-road enthusiasts of all varieties.

Chappie's actions were the spark that created the nation's first off road vehicle program. His legacy is a program that now collects and spends just south of \$100 million per year, in support of 8 ORV Recreation Areas from Feather River in Northern California to Imperial County in the Southeast corner of the state. Since 1972

the program has collected and spent an astounding one billion dollars from registrations; fuel taxes; and park admission fees. They manage 125,000 acres in 8 ORV areas and were host to 4.5 million visitors in 2008. A staff of 250 state employees operates these facilities, and administers a grant program that provides assistance to the Forest Service and BLM, cities and counties that provide ORV opportunities, and special districts and non-profits to deliver services that promote the use of off road recreation. Without the availability of this money flowing to help manage federal ORV areas, millions more acres would have been closed and permits for races and large events would have ceased to exist years ago.

Geno, however, wasn't finished. A year after he passed his first off-road legislation, Chappie went after another source of money to fund the program. Again he teamed up with an environmentalist legislator and went after the portion of gasoline taxes that were paid into the highway fund by these newly registered off road vehicles. Since these vehicles were not allowed on highways with just their green sticker registration, Chappie argued that their portion of fuel taxes should go to the OFF HIGHWAY and not the HIGHWAY fund. Chappie approached Senator Arlen Gregorio to co-author bill, and by 1973 all of the fuel taxes that were estimated to be used by these green stickered vehicles went into the off highway vehicle fund that was created by his first bill.

That bill passed relatively easily, since we could argue that with the new registration program we now knew how many of these vehicles were out there. It was a "no-brainer" argument that our taxes should not go to highways that we are not allowed to use with our green sticker registrations. He used the boating program, and the aeronautics fund as examples of the precedent that had already been set. The money from this source immediately increased the size of the program to a level where the Department of Parks could actually start acquiring land.

Continued on next page

The next year, Chappie set out to bring us our biggest prize. After having carefully laid out his arguments in previous years against putting the fuel taxes from off road vehicles into the highway fund when the fuel was not used on a highway, he carried this logic forward in his next bill that would declare all fuel taxes that street-legal off road vehicles used when they were traveling off of the highways should also go to the off-road fund. His bill required the Department of Motor Vehicles along with the Department of Transportation and the Department of Parks and Recreation to conduct a study that would determine how much fuel was used by jeeps, dual sport bikes, and other street legal vehicles in recreational off road travel. By the time this bill was enacted in 1974, the small fee to register ORVs from his original bill, which amounted to \$15 every two years, or \$7.50 per year, was a miniscule part of the total revenue that was now supporting the program.

Over the next 5 or 6 years, Chappie continued to put pressure on the Department of Parks and Recreation to move forward with the program, and even though a very supportive Governor Reagan had now turned over the reins of power to a far less supportive Jerry Brown, California went on to create a State Vehicular Recreation Area at the former Pismo State Beach, and at Clay Pit near Lake Oroville. The department also acquired brand new ORV areas at Gorman on the top of the grapevine, and at Carnegie Park in the East Bay area. It took over the management of the privately-owned Hollister Hills Motorcycle Park as well, a place in danger of being sold to developers. Next the Department of Parks and Recreation acquired BLM and private lands near Ocotillo Wells to carve out yet another State Vehicular Recreation Area. All of these areas were dedicated to ORV recreation, and some are among the largest units of the entire State Park System.

In 1980, Chappie's local supporters convinced him to run for Congress so he could be there to help his old friend Ronald Reagan, who was making his run for the presidency that year. In 1980 both Chappie and Reagan won their elections. Chappie's well known sense of humor and his ability to bring sides together served him well in Washington and he quickly became a popular member of the House of Representatives.

While in Congress, Geno promoted the same ideas for the nation that had worked so well in California. He suggested the idea of taking the federal fuel taxes that were used off-road and create a federal trails program. The idea caught on with the AMA and the American Recreation Coalition. Years later they would enlist the support of New York Senator Moynihan, and the Blue Ribbon Coalition announced that Senator Steve Symms of Idaho would introduce the bill. It was passed as part of the federal transportation authorization, and in every re-authorization since, the Federal Trails Program has been kept.



After passing on a possible fourth term, Chappie returned to California with the intent of retiring from public life. Almost immediately, however, he received a call from Governor Deukmejian. A vacancy had occurred on the Off Highway Motor Vehicle Recreation Commission that was created to oversee the Department of Parks and Recreation on the administration of the off-road program that still bears his name. Chappie accepted the appointment and served alongside another Hall of Famer, Ed Waldheim of CORVA. He was quickly elevated to the Chairmanship of the Commission and continued to provide extraordinary service to the community of off roaders, most of whom were not even involved in the sport when he passed his landmark legislation 17 years prior.

Sadly, Geno passed away 5 years after returning to California in 1992 at age 72. While Chappie is remembered for many of his legislative accomplishments over the years, when old-timers around the capitol gather to talk about the old days, the conversation always turns toward his sense of humor. Geno counted among his close friends both Republicans and Democrats, and was as likely to be seen joking with Governor Reagan as he was with Willie Brown, both of whom considered him a friend and would ask him for help when important legislation needed to be passed.

That, my friends is classic Gene Chappie. It gives me great pleasure to see his picture go up on that wall as our newest member of the Off-Road Motorsports Hall of Fame. Bob Ham

(Editors Note: And if you were wondering, the Chappie/Shasta Off-Highway Vehicle Recreation Area is named for former U. S. Congressman Eugene Chappie, and the OHV area is open year-round.)



[Vote Smart on Off Road Recreation Project](#)

What do the candidates who are working hard and spending so much money to get your vote think about off-road access and recreation? We asked them!

Together CORVA and the California Association of 4 Wheel Drive Clubs, Inc. (CA4WDC) have given the 2010 Off-Road Voters Guide a new look. Our volunteers have tackled the job and created a very informative method for you to find out exactly how your candidates weigh in on OHV Access. This election cycle we are not going to make voting recommendations for you but instead provide you with pertinent information directly from the candidates about their position concerning OHV access.

Additionally, it is our goal to educate those who now, or in the future, will hold elected office. The threat to off-highway access is very real and we need their support and cooperation to work together to prevent more closures. Each of the candidates running for state and federal offices in California was sent a survey with three questions.

As of October 1st, the responses will be available at: <http://cal4wheel.com/smartOHVoter>

The candidates who have not responded by that date will have an entry that will read, “Declined to answer the survey.” (They have been informed that this will be published and will appear as their only answer.) We encourage you to contact the candidates and ask them if they have participated in the survey. After all, the only way we can vote intelligently is by understanding the issues and where a candidate stands on the issues. If they want your vote, they must be willing to participate. Because the candidates can update their responses, be sure to review the survey results often before Election Day. We encourage communication with the candidates, so you will find their email and web-addresses at the survey site to enable you to contact them personally.

It’s time for us to make OHV Access important to the candidates and eventually, the elected officials. Now we can – join in the experience. Also, send us your feedback so we can make this Voter Guide better in the future and set new standards for OHV Access.

OHV VOTER GUIDE QUESTIONS:

1. Do you view multiple use of public land as compatible with environmental protection?
2. Acknowledging that there exists over 14 million acres designated as Wilderness in California, prohibiting multiple use and limiting access to only the most able-bodied in our society, would you support additional designations of Wilderness, National Monument or Roadless areas?
3. We are facing a critical juncture in regards to land use and off-highway access. At the same time our population is aging and many need motorized transport for access to the back country, and our leaders are recommending that we take our children outdoors to enjoy our public lands, but we are seeing unprecedented limitations being placed on off-highway motorized transportation. Would you support management and common sense environmental protection, or do you believe that closure to off-highway vehicle use is the best option?

MAKE SURE YOU VOTE NOVEMBER 2ND!

Taking What is Not Yours

by Rebekah Rast

The federal government has an insatiable spending appetite. Most Americans already know that. But it appears to have an insatiable land-grabbing appetite as well.

“The Obama Administration has a lot of ideas when it comes to deciding what to do with other people’s private property,” says Bill Wilson, president of Americans for Limited Government (ALG).

Don’t be fooled by Obama’s plan for “America’s Great Outdoors Initiative”. The claims are more land is in need of protection and more American’s should have the benefit of seeing the great outdoors in their natural state, but the government already owns 1 out of every 3 acres in the U.S. — 1 out of every 2 acres in the West, says Congressman Rob Bishop (R-UT), a member on the Natural Resources Committee and ranking member on the Subcommittee on National Parks, Forests and Public Lands.

There is no end in sight to how much more land this current Administration seems to want. Claiming the need to create ecosystems throughout America, the National Park Service (NPS), Bureau of Land Management (BLM) and the U.S. Forest Service hope to extend their political boundaries and expand to privately owned land.

These organizations need the help of the Department of Interior, which ironically enough, is the only federal government department that holds the power of eminent domain.

Nevermind that the 5th Amendment in the Constitution of the United States reads, “No person shall be... deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use, without just compensation.” Instead, the government is working to a different end, hoping to circumvent Congress and put to practice the Antiquities Act and Endangered Species Act to complete its mission.

With the federal government already owning about one-third of the land in the U.S., where is the money coming from to take care of these lands? The truth is, there isn’t enough money flowing out of the Department of Interior to support the budgets needed for the BLM or NPS.

“In order to keep up existing parks it would take billions of dollars we don’t have,” says Richard Pombo, former Chairman on the House Committee on Natural Resources.

The NPS claims it would need about \$9.5 billion just to clear its backlog of the necessary improvements and repairs. At a time when our existing national parks are suffering, it doesn’t make sense for the federal government to grab new lands. How does the government expect to fund any of its new acquisitions?

On July 15, 2010, the Consolidated Land, Energy and Aquatic Resources Act (CLEAR Act) of 2009, passed in the Natural Resources Committee. This legislation, which was to deal with the oil spill crisis in the Gulf of Mexico, contains plans for the federal government to acquire more land.

In a speech on the House floor after the bill passed in Committee, Congressman Louie Gohmert (R-TX) pointed out that a provision tucked inside the CLEAR Act allows the federal government to spend \$900 million a year to purchase private land over the next 30 years.

“This is a new way to fund the Department of Interior and satisfy its need for more land,” says Congressman Bishop. He also points out that none of this money would go to maintaining the land the government already owns, but only would provide funding for the acquisition of “treasured lands.”

As if restricting use on about 30 percent of the total land mass in the U.S. wasn’t enough, about 108 million acres owned by the government are labeled wilderness areas. Former Congressman Pombo explains that inside a wilderness area, no motorized activity is allowed. While some restricted federal lands might let you go four-wheeling or snowmobiling, wilderness areas do not. This poses a problem because state economies aren’t able to prosper off the federally owned land contained in their own state by ways of real estate, mining natural resources, or even for building schools. Instead, they are told by the government that they will reap the benefits of tourism, former Congressman Pombo says. But when the area is so restricted that certain recreational activities aren’t permitted, tourism to these lands takes a hit and so does the economy of the state.

“When the federal government owns the land, we can’t fund schools or pay teachers — people don’t have jobs — people in Washington, D.C., don’t have to live in those conditions. They don’t understand the consequences,” says Rep. Bishop because most of the land grabbing is in the Western part of the U.S.

Continued on next page

Former Congressman Pombo echoes those concerns. “The Eastern states don’t understand, people in the West do,” he says. “The government owns about half of California, but people don’t know that.”

And yet that’s still not enough for the government. And who can stop it?

Chuck Cushman, executive director of the American Land Rights Association located in Washington State, has dedicated his life to stopping federal land grabs. “Our job is to protect private property and private land from being taken over by the government,” says Cushman. Cushman got his start 35 years ago when the NPS tried to take his house, which was near Yosemite National Park. “We stopped them and we formed an organization.”

He has had many successes over the years. His organization has helped individuals, communities and other organizations fight against their private lands being taken by the government in states like Oregon, Washington, Idaho and Montana. “We help people locally. We teach them how to fight back. Most local groups confuse emotion with action,” he goes on to say. “Most groups understand the problem but not the solution. We show them the solution.”

Cushman says the solution is people — activists. “People need to get lists together and get them motivated to take action.” Cushman has a rolodex of several million names. That is his best weapon against government land grabs — and it has worked well for him. It is a continuing battle that isn’t letting up. Cushman understands his rights as a property owner and doesn’t buy into the government’s agenda of roping off more land to create ecosystems.

“This Administration has largely ceded control of the environment to environmental groups,” Cushman says. “The enemy is the landowner and people who use land for agriculture, mining and recreation.”

Despite consequences of destroyed local economies, higher unemployment, over population of breeds and lack of money for upkeep, the federal government is hell bent on restoring heavily rich land to unusable ecosystems.

“It is a silly idea that land has to be wild and free,” says Rep. Bishop.

ALG’s Wilson concurs and adds, “The idea of returning land back to its original state before people walked the earth is simply an attack on humanity. The government already has control of more land than it can take care of. Enough is enough.”

Throughout America’s history, citizens of this country have fought for what is theirs. If the government thinks it can take more of what constitutionally belongs to its people, it won’t happen without a fight. How wrong and corrupt a government must be that it would seize the private property of its citizens and cordon it off to serve no further purpose.

Rebekah Rast is the national correspondent of the Americans for Limited Government (ALG) News Bureau.

Fall Off Road Expo

by Steve Hewitt

The Off Road Expo held at the Los Angeles County Fairgrounds October 9th-10th was another successful show for CORVA. We were able to sign up 30 new and renewing members.

This year Lucas Oil took over as main sponsor of the show. The Off-Road Motorsports Hall of Fame inducted their newest members on Saturday night.

There were numerous visitors at our booth looking for information on land closures and rules. It looks like more and more people are starting to take in interest in keeping our public lands open. Also I think it has a lot to do with off-road magazines having articles the past couple of months on land closure issues, which raises public awareness.

I would like to thank the following volunteers for making this show a success: Jim Colln, Wayne Ford, Clayton Miller, and Jim Woods.

I am always looking for volunteers to help at the shows. If you would like to volunteer send off an e-mail to: steve.hewitt@corva.org



Jim Colln working inside the booth at the Off Road Expo

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Note on your donation "California 200" and 100% of your donation will go directly toward assisting the families affected by the accident.

At the time of this writing, (8-15-2010) the official investigation was ongoing and will determine how to prevent anything like this from happening again.



About FAST-Aid - FAST-Aid has been helping the off road racing community since April 2009 and has been called to assist in many different circumstances. The board consists of nine racers, crew members, community and industry supporters. FAST-Aid a non-profit organization with the sole purpose of supplying financial and emotional assistance to off-roaders injured at racing events.

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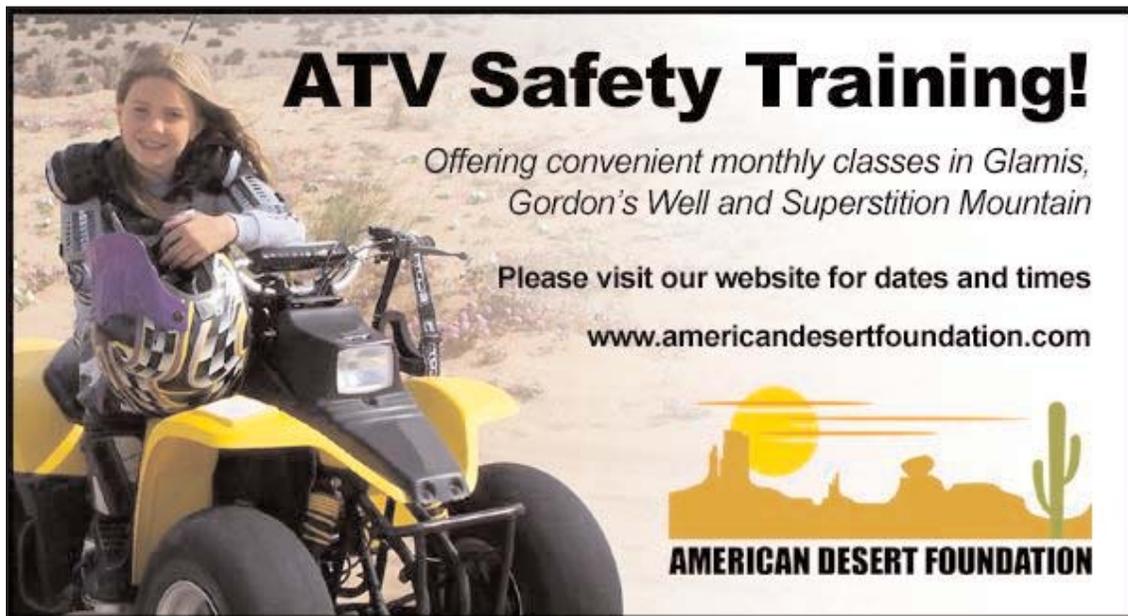
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