

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

# ***OFF-ROADERS IN ACTION***

## *You Can't Escape Politics, You Either Play or Get Played*

By Amy Granat, CORVA Managing Director

Advocacy, education, and representation are the bywords we use in CORVA to describe our mission and to drive our everyday activities, as we work hard to defend motorized access across the state. But if you add “political” before each one of those bywords, a much clearer picture emerges of the enormous role CORVA plays representing off-roaders and protecting the right to vehicular recreation.

Political advocacy means supporting the cause CORVA has been dedicated to for over 40 years – fighting for your right to motorized access. That broad definition allows us to advocate for everyone, regardless of the reason they travel off-road. Public land has been defined since it was created as areas everyday people can go to enjoy and recreate. The fact that our choice entails travel in a motorized vehicle should not limit our choices; the places we can go or the vistas we can see. Yet every day we come across another attempt by anti-access groups to limit or close access to motorized vehicles. It is CORVA’s political advocacy that pushes back against all these attempts.

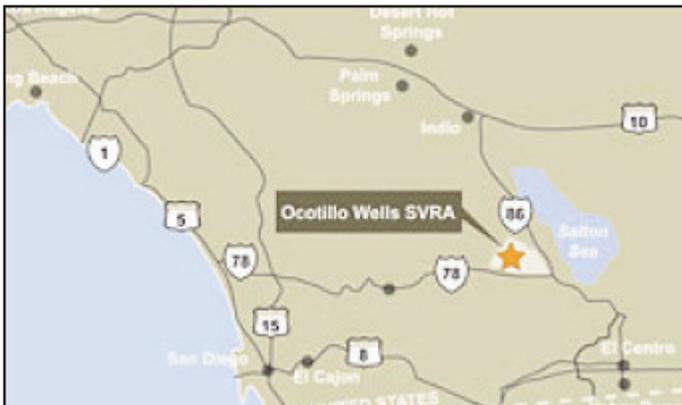
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## *Ocotillo Wells Sued*

By Ed Stovin, Assistant Southern Director - Grants

Two environmental organizations have sued California State Parks in an effort to curtail off-road vehicle use in Ocotillo Wells State Vehicular Recreation Area. The groups, Public Employees for Environmental Responsibility (PEER) and the Desert Protective Counsel have filed charges stating that the State is not managing the park properly by not protecting the soil, air, habitat and archaeological resources. The plaintiffs are asking for open riding to be stopped, as well as closing all trails except the main trails as shown on the park map.

This would be a serious blow to recreation in the south, as Ocotillo Wells is the second most visited State park with over one million visits per year.



Proceedings are expected to take at least a year and will be testing the resolve of new management in State Parks, the Off-Highway Division of State Parks and Ocotillo Wells. Outcome of this suit will likely depend on how strongly State Parks defends the park. Word on the trail is that State Parks is not happy about the suit and will defend vigorously. The state was given 30 days from when the suit was filed on May 31, 2013 to answer the charges.

PEER tried to close another California State OHV Park a couple years ago at Carnegie by claiming that runoff from the park was damaging water in a nearby river. State Parks successfully fought that suit, as Carnegie is still open to this day.

Because of the nature of the suit, it may be difficult for organizations or the average off-roader to impose any influence in the outcome of these proceedings. CORVA is committed to preserving open use at Ocotillo Wells and will do whatever is deemed necessary to help keep the park open. In addition to viewing the CORVA website and receiving CORVA email alerts, updates can be found on the Facebook page "Fight for Ocotillo Wells" and the website: [www.saveocotillowells.com](http://www.saveocotillowells.com).

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



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## WHAT IS CORVA?

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

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

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

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

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

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

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

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## **PRESIDENT'S MESSAGE**

**By Harry Baker**

### Current Issues for Off Roading

Spring has sprung and now that summer is here things are really heating up. There are many issues around the state that could affect our way of life and our recreation. CORVA, is so fortunate to have a dedicated group of volunteers that go above and beyond, by staying on top of the issues, working on them and keeping all of us informed.

Many of the issues that have been reported to you are still active at this time, including those involving Johnson Valley, Ocotillo Wells, Carnegie, El Dorado N F, Plumas N F, the ISDRA, Little Rock, Clear Creek, and the list goes on.



CORVA's Harry Baker at the Big Bear Forest Fest

House Bill, 1676, by Congressman Cook, to designate Johnson Valley as a National Off Highway Vehicle Recreation Area, has been amended into the National Defense Appropriations Act (NDAA), HR 1960. The amendment allows the Marines to use the Johnson Valley OHV Area for two 30 day periods per year under a permit from the BLM. It also keeps the BLM in control of the land and protects the Johnson Valley Off Highway Vehicle Area from other uses such as wind and solar projects. On June 14th., the NDAA, was passed by the House of Representatives. It now moves to the Senate where it will undergo the same process as it did in the House. We have to remain vigilant and involved to make sure that the amendment by Congressman Cook does not get changed or deleted from the bill. Once the Senate accepts their version, the bill will go to a conference committee to work out the differences, if any, between the Senate and House bills, then it would return to each house for a final vote. Following that, the bill will go to the President for his signature and become law. As you can see we still have a long way to go but the first steps have been very positive.

A lawsuit has been filed against the State of California regarding the management of the Ocotillo Wells State Vehicular Recreation Area (SVRA). At the time of this writing we are waiting to see the State's response as to how they will defend against this frivolous lawsuit. CORVA supports the OHV Division's continued management of the SVRA and will take whatever steps are necessary to help keep Ocotillo Wells open.

The county of Los Angeles is working on the siting of an Off Highway Park in the Little Rock area. I have attended several meetings about what the county needs to do and where a site should be. Presently they have a location selected and are working on the environmental reports and community outreach. If this project goes through, it would be the first Off Highway Vehicle Park to be owned and operated by the County of Los Angeles, but this proposal still has a long way to go before it will become a reality.

I would like to thank our Business Affiliates and Clubs who hosted booths for CORVA in the last few months. We enjoyed your hospitality and generosity. They were the DMZ Tacofest, the Ventura County Offroad Show, the GenRight Swapmeet, the 4WPW Truckfest and the IE4W Big Bear Forest Fest, all great events. This month we will be at the Channel Islands Huge Swapmeet and the All J Products Open House

June was a special month in that I was able to attend presentations to several of our CORVA award recipients. Congratulations and thank you to all of you for what you do for the OHV community: Congressman Kevin McCarthy, Kim Carpenter, Wayne Ford, Inland Empire 4 Wheelers, Bear Valley 4X4 and the San Bernardino National Forest Adopt A Trail Program. I hope to attend the Modesto Ridge Runners High Desert Rally in August to present their award.

Lastly, I certainly appreciate all the work and reports that all members of CORVA, throughout the state, do and provide for us. With the size of the state and the number of issues we face, we would be lost without you.

I encourage you to follow our website for the latest actions and activities, as it is going to be a busy summer. Please contact me or any board member with questions or concerns about the areas where you recreate, and let us know if you would like to have a CORVA representative at your meeting or event. I look forward to hearing from you.

Thank you all, CORVA appreciates your support, your activism and your friendship.



Proudly Presents the:  
2013

# Southern Jamboree

October 12th

Spangler Hills OHV Area  
Wagon Wheel Staging Area

*This is a family event ... so bring the kids!*  
Support CORVA to help protect access to public lands!  
**Open to ALL off-road vehicles! (spark arrestor required)**

*Saturday* —————

- Rider / Driver Meeting** 9:30am
- Poker Run** 10am to 3pm
- Prepared Dinner** 5:00pm to 6:30pm
- Award Ceremony and  
Raffle Prize Drawing** 7pm

*Prizes* —————

- Saturday Poker Fun Run** \$20 Pre-Reg  
each vehicle (includes one poker hand  
and game ticket)  
Registration at event  
\$25 members \$30 non-members
- Kids** (12 and under) on ATV/MC \$10
- Extra Poker Hands** \$5
- Extra Poker Hands** (non-members) \$10
- BBQ Dinner** \$10

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*Dog Show starts at 4pm*

*Directions* —————

From the south: use US 395 to the town of Red Mountain, then turn right on to Trona Rd. Staging area is approx 15.5 miles from 395.

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

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

### State of California Department of Parks and Recreation Off Highway Motor Vehicle Division

#### **2012/2013 Grants and Cooperative Agreements Program**

##### Division Posts Intent to Award – Grants Limited to \$10M

This Notice of Intent to Award is subject to execution of a project agreement. This notice does NOT constitute the formation of a contract between the OHVMR Division and the apparent successful applicant.

Applicants have the right to appeal the Intent to Award within 30 calendar days from the posting of this notice. The grounds for an appeal and process to appeal are contained in Section 4970.17 of the 2008 Grants and Cooperative Agreements Program Regulations (Rev. 12/11).

Upon approval by the Director of the Department of Parks and Recreation, the OHMVR Division shall prepare and execute grant agreements. The project agreement sets forth the terms and conditions of the Project.

The Intent to Award is based on the current available funding of \$10M. If additional funds become available for use in the 2012/13 grant cycle, this Intent to Award will be revised to reflect any new allocated amount.

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

### Carnegie State Vehicular Recreation Area General Plan Revision

#### **Please Attend the Carnegie General Plan Public Workshop in June**

The Carnegie SVRA General Plan team wants your input on concept alternatives which could guide the future uses and management of Carnegie SVRA. Attendees may arrive anytime during the workshop hours to view displays and talk to the planning team members about the concept alternatives. Comment cards will be provided to allow attendees to provide written feedback. Concept alternative information and comment cards will also be available after the workshop through the project website.

The Off-Highway Motor Vehicle Recreation Division of California State Parks recently kicked off a long range planning process for Carnegie State Vehicular Recreation Area (SVRA). This process will result in the completion of a General Plan document used to guide future management and operation of Carnegie SVRA.

Carnegie's current General Plan was created in 1981. A lot has changed in the last 30 years, including the addition of new properties. These changes make it necessary to revise the General Plan. The revised General Plan will reflect current conditions including visitation, types of recreation, and natural and cultural resources. It will also identify important management issues and provide guidance for future land uses.



The collection of a broad range of thoughts, experiences and viewpoints from Carnegie's many followers and stakeholders will be essential to the development of a robust General Plan. This will ensure access and enjoyment for future generations, while providing stewardship for the park's rich natural and cultural resources.

Continued on next page

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

*Look on your mailing label to find out.*

## Ocotillo Wells General Plan Update

Having a strong General Plan is the best defense against critics who claim Ocotillo Wells SVRA is being mismanaged.

California State Parks recently kicked-off a comprehensive update of the General Plan for the Ocotillo Wells SVRA. A General Plan is a broad-based policy document that establishes a long-range vision and goals. A General Plan also provides direction on future types of improvements, services, and programs. An Environmental Impact Report (EIR) will be prepared as required by the California Environmental Quality Act (CEQA). The EIR will evaluate potential environmental effects associated with adoption of the General Plan.

The current version of the General Plan was adopted in 1982. The purpose of the General Plan Update is to revise the plan to reflect changing conditions and issues, include additional land that is now part of Ocotillo Wells SVRA, and to update the vision, goals, and policies set forth in the plan. Public input will be used to help guide development of the General Plan Update.

## California State Parks System Launching a Makeover

By Tracie Cone, Associated Press

The California state parks system, beset by financial problems and scandal, is launching a study commission that leaders hope will reshape the system and restore public confidence and financial stability. The group of private sector business leaders will study everything from how big the park system should be, to whether individual parks can do a better job generating revenue, and if the current practice of promoting only law enforcement rangers to leadership positions has led to a lack of innovation at the top.

"Everything is going to be on the table," John Laird, secretary of the Department of Natural Resources, told The Associated Press. On Monday, Laird is scheduled to announce formation of the independent Parks Forward Commission, a privately financed panel that will study how to revamp the parks system for 18 months. It comes a year after scandals and problems threatened to shutter a quarter of the state's 280 parks. Laird will appoint up to a dozen leaders from business, finance, public policy and arts communities to examine the structure of the department and assess future needs for a state of 38 million people and growing.

The Legislature ordered the formation of the advisory group. On Monday, Laird will introduce as commission chairman Lance Conn, a venture capitalist and former investor for Microsoft co-founder Paul Allen.

The commission's funding will come from the David and Lucile Packard Foundation, the James Irvine Foundation, the S.D. Bechtel Jr. Foundation and others, under the auspices of the Resources Legacy Fund, which aids organizations involved in conservation efforts.

While critics have said the parks system is too big and expensive, Laird said the commission will examine not only that but whether additional parks may be needed to serve California's growing population.

## Johnson Valley National OHV Recreation Area

### **Rep. Cook's Johnson Valley Plan Clears Key Vote**

Rep. Paul Cook's (R-Yucca Valley) plan to create the Johnson Valley National Off-Highway Vehicle (OHV) Recreation Area was included yesterday in the National Defense Authorization Act (NDAA). Originally introduced earlier this year as a stand-alone bill, the legislation was co-sponsored by Rep. Howard P. "Buck" McKeon (R-Santa Clarita), Chairman of the House Armed Services Committee.

Cook stated, "This legislation has cleared an important hurdle. Support for it was overwhelmingly bipartisan. My concern has always been about public safety. The Johnson Valley is one of the few places left for off-highway vehicle recreation. This is a balanced approach which protects public safety while still allowing for recreational use."

Rep. Cook's proposal would withdraw the Johnson Valley OHV area for the purposes of recreation and designate it as the Johnson Valley National OHV Recreation Area. The withdrawn area would be designated specifically for recreational uses, including but not limited to off-highway vehicle use, camping, and hiking. U.S. Marine Corps activities would be permitted to take place twice annually and could not include any explosives that could be left behind without detonating.

The NDAA passed by a 59-2 margin, and it will now be heard by the full House next week before moving on to the Senate. The NDAA is the comprehensive legislation to authorize the budget authority of the Department of Defense and the national security programs of the Department of Energy.

A member of the House Armed Services and Veterans' Affairs Committees, Cook served as an infantry officer and retired after 26 years as a Colonel in the U.S. Marine Corps. During his time in combat, he was awarded the Bronze Star and two Purple Hearts.

Continued on next page

## **Subpart A: Administration of the Forest Transportation System**

By Janet Zimmerman, The Press Enterprise

“The public involvement will be needed at various steps during the analysis: initially, they will be recipients of the information to be shared about Travel Analysis, the process, and how to participate.”

### **Why Travel Analysis?**

The ability to affordably provide safe access, for the most benefit, with the least harm to the environment, is becoming more difficult. The National Forest Transportation System of roads is deteriorating due to age and reduced maintenance. The number of visitors has increased, placing an even greater demand on the road system.

The core of Travel Analysis is national forest access by roads. Some forest visitors feel that unrestricted access is a non-negotiable right. Memories of access to remote, favorite places and activities may extend back generations. Other visitors may feel that forests should not have as much motorized access, perhaps also with memories extending back generations, memories of quiet enjoyment and solitude. Still more, are visitors with both perspectives.

### **What is Travel Analysis?**

Travel Analysis is the Forest Service’s science-based process developed in response to the 2005 Travel Management Rule 36 CFR 212. The Rule has three subparts: Subpart A — Administration of the Forest Transportation System; Subpart B - Designation of Roads, Trails and Areas for Motor Vehicle Use; and Subpart C — Use by Over-Snow Vehicles. As stated throughout the Travel Management effort (response to Subpart B), Forests would subsequently start the process that will lead to identification of the minimum road system.

### **What Will the Analysis Provide?**

Travel Analysis will inform future decisions for designation of roads. The analysis will provide a whole-forest view of all the National Forest Transportation System roads and will involve those who use and are affected by the roads. It will allow for a forest-scale integrated view of the issues, risks, and benefits for users and forest resources associated with the National Forest Transportation System roads.

### **Travel Analysis is Not NEPA**

Since there is no decision to be implemented, the Travel Analysis report cannot be appealed.

### **Public Involvement**

Tribal governments, local, state and other federal agencies, and other stakeholders will be involved in this effort. Various locations along the Six-Step Travel Analysis lend themselves perfectly to involving the public:

Step 1 – *Setting up the Analysis*: Media releases, roll out/open house, external website information, request information since MVUM publication, new data, etc.

Step 2 – *Describing the Situation*: Sharing existing road system inventory (not just MVUM), access needs, review of past decisions, display of available road Operation and Maintenance resources.

Step 3 – *Identifying Issues*: Request key issues, concerns; share management concerns and legal constraints.

Step 4 – *Assessing Benefits, Problems and Risks*: Share methods for assessing benefits and risks with the Public, acknowledge conflicts.

Step 5 – *Describing Opportunities and Setting Priorities*: Explain range of opportunities, why they are important, emphasize they are not decisions.

Step 6 – *Reporting*: Maps, tables, opportunities available in multitude of locations, hard copy, electronic, published, etc. The contents of the Travel Analysis Report should not be a surprise to the Public.

Because this is a forest scale analysis, and not a decision-type process, it does not seek to reach consensus.

## **Associate Member Spotlight: Simi Valley Honda Seadoo CanAm Spyder**

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## *Enjoying Off Roading at Its Best*

By Diana Mead, Northern Regional Director

Tucked away, eight narrow, curvy miles off California's Highway 20, is Washington, California, an off road heaven, where you can also camp with full hookups, swim or fish in cold, clear water, and mosey on up to the Washington Hotel for food, drink, horseshoes or pool.

Nevada County Sheriffs Department relies on OHV grant money to keep Washington open to our community. The relationship between law enforcement, the townspeople, and the off road population is a model for other areas. Everyone brings something to the table and the relationship works. Peer management is in full swing, especially during busy holiday weekends.

In addition to a bar and a decent restaurant, the Washington Hotel is also a hotel, offering rooms and suites for rent (one of those two has a bathroom in the room!). Some say it is haunted. Of course it is, just spending some time holding up the bar, anyone could imagine that. The town also has a fire department, (a single truck, most likely driven by one of the guys at the bar), a small grocery store, a museum and a sort of library. The post office is on the edge of town, just above River Rest and just across from the cemetery. Everything, especially the river is within walking distance. But why walk if you have a quad? I do though, for the exercise and to mitigate the aforementioned bar support.

For the past several years several families from our neck of the woods have reserved sites at River Rest Resort over Memorial Day weekend. These reservations are rolled over year to year. We are slowly meeting or are already acquainted with many of the campers on site. Almost everyone there is also an off highway recreationist, owning dirt bikes, quads, UTV's, or buggies. Whatever flavor of off highway play you enjoy, it is doable just outside Washington. And to access this playground the rules are simple, leave the campground at no more than 5 miles per hour. Increase that speed by no more than 10 mph as you travel through downtown Washington, past the 14 or so structures, the dogs laying comfortably in the street, and the locals, who are glad to see us. Once your transport is beyond the city limit, it is free reign, unimproved Nevada County roads, single track, hill climbs, you name it, just travel around the next bend and it will probably be there.

This year I took off from my home away from home with a friend, on our quads. As is our usual practice, we didn't intend to be gone very long, but this time we were WRONG. We started with county roads that we'd been on in prior years. After a while, neither of us could remember the road, more like a trail by this time, but I hate turning back, and feeling confident in my sense of direction, with a warm sun high in the sky, we kept going. I did say that "I" felt confident. My companion wasn't so sure. Like most off roading, high spots offer some vistas, and sighting of vague landmarks. This run was no different although we never saw another vehicle through 30 or so miles of travel. And it kept getting later and cooler.

Finally, sighting a sign indicating a town (Graniteville, half the size of Washington, a real metropolis) just seven more miles ahead, we knew we weren't going to spend the night out doors, without water or blankets. Unless of course we ran out of fuel...that didn't happen. Although we made it back with some daylight left, we swore never to leave camp again without supplies, just in case. We were irresponsible but lucky.

Our sport offers so many wonderful places to visit. Although some are threatened, others like Washington are totally dependent on off highway recreation to survive. No other message this time. Sometimes we just need to enjoy.

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## **Bear Valley 4x4 Club**

By Mopar Norm Layton and Heather Thomas

For many Off Roaders in Southern California, the San Bernardino Mountains are a treasure for summer exploration and enjoyment. The Big Bear area has countless mountain vistas, miles of trails, lakes, fishing spots, and historical sites which are some of the many reasons why this area is so popular and remains a favorite "wheeling Mecca" for many outdoor enthusiasts. With so many off road trails in the area, the local 4x4 club is chock full of very happy and lucky members!

The Bear Valley 4x4 Club was born in 2007 when Quinn and Heather Thomas, owners of All J Products in Big Bear Lake, thought an official 4x4 club was crucially needed to help bring together the many off road enthusiasts who lived in the area. Many of their customers would ask them if they could come along when they would go riding and if they knew of others in the area who would enjoy a trail ride. So Quinn and Heather Thomas, along with several of their customers and friends got together and formed an official club, drew up by-laws, and grew to what the club is today. The club is currently over 50 members strong and has some of the nicest, classiest people who truly make 'wheeling more enjoyable and amazing than going solo.

Most of the Bear Valley 4x4 Club members live full time in Big Bear Lake and the surrounding mountain communities. Wheeling everything from mild to wild, Bear Valley members are a great group of off road enthusiasts who support a wide variety of off road activities and volunteerism, such as cleaning and maintaining the Gold Mountain Trail through the Adopt-a-Trail program, donating money to support a children's outdoor learning section in the Big Bear Discovery Center Nature Zone, and helping with a wide-range of efforts to keep our trails and off road areas open.

The Big Bear Discovery Center Nature Zone is an interpretive area of hands on learning and activities for children ages 5-9. As a major sponsor, Bear Valley 4x4 Club members thought sponsorship of this Forest Service activity was a great way to introduce the National Forest to the public, especially children, who would not normally associate off roading with conservation and preservation. It has been a perfect way to introduce Bear Valley 4x4 Club and Big Bear's diverse outdoor lifestyles to forest visitors.

For the past several years, The Bear Valley 4x4 Club, despite its moderate size, has been among the top three work-hour leaders in the San Bernardino Forest Adopt-A-Trail program. The members of this great club will gladly pitch in and maintain their co-adopted trail, Gold Mountain, and they also jump right in and gladly participate with other CORVA Clubs on other trails in the Bear Valley area. To the members of the Bear Valley 4x4 Club, all of the trails in the Big Bear region are home, and any other club needing help with their Adopt-a-Trail can always count on their enthusiastic assistance.

Bear Valley 4x4 Club members are also strongly involved with open area preservation activities, such as the Save Johnson Valley campaign and various other efforts to defend open use of our public lands. The Bear Valley 4x4 Club strongly supports CORVA and its efforts to maintain open offroad access.

Bear Valley 4x4 is proud of its association with CORVA and CORVA's efforts to keep our public lands open.

The club meets the second Tuesday of every month at Nottinghams restaurant.

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# Managing Director's Report

by Amy Granat

## How Off Roaders Handle Adversity

A 'reckless disregard for the truth' is legal terminology that is defined as the following: a false or defamatory statement by a person who is highly aware of its probable falsity, causing someone to entertain serious doubts about its truth.

Blatant disregard for the truth is obvious, and becomes clear when describing many of the issues now facing us in California. From the lawsuit filed against the State of California regarding the management of Ocotillo Wells SVRA, to the lies that have been spread and distributed in the press regarding the expansion of the Carnegie SVRA, the need to falsify information by those who oppose off-road recreation is startling. When we add the proposed closure of 2 million acres in response to a lawsuit filed by the Center for Biological Diversity against the Fish and Wildlife Service regarding the potential listing of the mountain yellow-legged frog, it is hard not to wonder why those who oppose off-road recreation feel the need to engage in such practices.

There are three things we have to remember as off-road enthusiasts:

Regardless of the propensity to engage in falsehoods by those who oppose off-road recreation, we have to know, in our hearts of hearts, that these accusations are just that – false! Off-road recreation is a sustainable and appropriate use of public land, and any effects from off-road travel can be mitigated; we have the technology. Don't lead with your emotion in any battle, lead with facts and figures. Facts will trump falsehoods any day. Issues are not decided by a preponderance of emotion, but by a preponderance of truths.

We have a great team working on our behalf at California State Parks. While nothing is perfect and relationships always need tending, everyone from the new State Director to the new Deputy Director is supportive of OHV recreation. Previous issues aside, we still have to restore all the funding to the OHV Trust Fund, that all important source of funding that finances our grant program.

And the third thing – you're not alone! CORVA is working on these issues day after day. Not all of them can be solved in the short term, some need more time and energy, and when it concerns long-term planning with federal agencies, those issues take more time than we ever think necessary. We are here to answer questions and find answers; that's what CORVA has done for more than 40 years.

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## *The True Value of Ocotillo Wells*

By Kathy Dolinar, District Superintendent (From Blowsand Reader, Feb/March 2009)

I was recently talking with someone who said that all “park value land” should be classified as a State Park, and that only whatever land was not considered valuable should then become an SVRA. Wow! To say the least, I was shocked at the statement. Having spent over 30 years in parks, I see the inherent value in all parks and would argue that our park, Ocotillo Wells SVRA, exemplifies what I would call “park value.”

For me the real value of our park is in the people—the people who work as part of the park team, as well as the people who fight that team—because they constantly challenge us to do the right thing. Our partners: Tierra Del Sol, CORVA, and San Diego Off Road Coalition, the families that recreate at Ocotillo Wells, the volunteers who help because they believe in what we do—all these people and what they provide are high “value.” Parks, after all, are for people.

The idea that because we are an SVRA (State Vehicular Recreation Area), we should only have land that is not park value shows a basic misunderstanding of what we are about. The Park system has many classifications that offer opportunities stretching across diverse boundaries and interests. Parks provide a place for all people to go and enjoy their passion. The diversity of Ocotillo Wells SVRA itself reaches into many park classifications. It is, first of all, a recreation area. Over a million people a year come to the park to spend time on their off-road vehicles with their families. They ride by day and enjoy the campfire with friends and family by night. Some experience world-class jeeping, and others are pro jumpers in “The Playground.” The riding can be enjoyed by all ages and abilities. It especially appeals to the upcoming generation, who while they may march to a different drum than traditional park users, are our future.

However, the park is also a cultural preserve and harbors many incredible cultural sites—sites that require protection and monitoring, and represent some of the most intact cultural resources in the state. The cultural history teaches people about the uses of land and its evolution over time. Native American sites, World War II training grounds, locations for historic movies, mineral

development, and geothermal exploration are all part of the cultural landscape of our park. Of course, this mix of incredible resources and world-class recreation must be balanced if we are to fulfill our state park mission—a mission that is constantly challenged by people who believe that we can fulfill our mission only if we limit access. Yet, if our goal is to educate people, provide quality recreation, and preserve resources, it is impossible to achieve that goal without people. The people have to come to parks in order for us to get our message across. It is all about the people and their experience. It is about their leaving with an interest in the environment and an understanding that the future of our parks is up to them.

Resource protection is an inherent part of SVRAs. No other classification is mandated by legislation to do annual monitoring of resources in order to continue operating. Yet, often the assumption is that if there are resources, it cannot be an SVRA. Ocotillo Wells, like other SVRAs, has many areas set aside for resource protection. These areas are closed to motorized recreation and interpretive panels are there to explain why. Interpretation, in fact, is alive and well at Ocotillo Wells. During the busy months, we are now offering up to 35 formal interpretive programs a month. Again, it is about the people. The people are really excited about this new opportunity. During the Tierra Del Sol event alone, the interpretive booth was visited by over 1000 people daily. Visitors to OWSVRA can now participate in everything from coffee with an interpreter to an ATV geology tour.

People, resources, interpretation, and world-class recreation—millions of people coming to enjoy the outdoors, getting some exercise, learning about the park, and spending time with family and friends. Isn't that value? In my opinion, Ocotillo Wells SVRA is over 85,000 acres of value, has something for everyone, and is a place where we can teach future leaders about real value—and about what they must do to ensure that the value of parks continues into the future.



Ocotillo Wells hosting the annual Truckhaven Challenge

Education at Its Best

By Ed Waldheim, VP Education



Pictured Left to Right: Randy Banis, DAC Chair; Chris Conlin, Deputy Director; Teri Raml, California Desert District Manager.

The summer has hit with a vengeance, 110 degrees outside at Jawbone Station at the beginning of June, and that is exactly what our DAC (Desert Advisory Council) visitors expected.

On June 7th and 8th, Ridgecrest was the host to the dignitaries on the DAC, all appointed by the Secretary of Interior. Their role is to have a way for the public to provide input, and they in turn make suggestions and give advice to the BLM. June 7th was especially important because the Friends of Jawbone staff met with the new Deputy Director, Colonel Chris Conlin (retired).

At 8:00 a.m. he was at the door with Jeff Gaffney, State Parks Superintendent, to see what we in the desert are about. If you are wondering what this has to do with education, Colonel Conlin was there to be educated on what the off roaders at Jawbone do. After giving the Colonel (he likes to be called Chris) a tour of the shop, showing him supplies, maps, and how we work, we

invited all of the Jawbone staff into the interpretive center. At this point the education was a two way street between Chris and the 12 members of the Friends of Jawbone staff. It is a great learning experience when a representative from OHMVR Divisions, especially the Deputy Director, can meet first hand all of the workers who are being paid for jobs that are covered under the grants program.

Chris provided insights to the OHV program and the new acquisition proposal of the holdings of private property in Jawbone. Friends of Jawbone Staff asked good questions about their job security, grants, and what the OHV Division's intentions are for the proposed acquisition of property.

After this, Jeff took Chris on a tour of the area, returning at about 3 p.m. to address the entire DAC, in what ended up being a full house at the Jawbone Visitor Center. This was a great learning opportunity for DAC members old and new, and for the public, as the Deputy Director relayed some very important information to the audience.

Education starts with us, you and me. No matter who you talk to, bring out your passion for your sport, for keeping our public lands open, and staying on designated trails. You see, the BLM, OHV Division, and Friends groups cannot do it alone. If this example of a tough partnership between these groups is established, we can really make an impact on how our lands are managed, and save our trails for future generations. Just think of it. There are so many other groups that can come together as a private/public partnership. Together, we can educate others about how to use our Public Lands.



Colonel Conlin speaking to Friends of Jawbone Staff.



Colonel Conlin speaking to Friends of Jawbone Staff.

## *Imperial Sand Dunes (Glamis) Fee Changes*

By Ed Stovin, Assistant Southern Director - Grants

Fees are going up in the Imperial Sand Dunes Recreation area next season. A draft business plan has just been released by the BLM addressing financial costs of operating the dunes and in it is recommended increases. They propose raising the weekly permit from \$25 to \$35 with the option of buying a second weekly permit at the same time for \$25. Annual passes are proposed to go up from \$90 to \$150 per season. On site weekly permits are proposed to go up to \$50 per week. As a concession to users, the fee period will be shorted by a month. So if you don't mind the heat, no permit should be required from April 15th to September 30th. Vendor fees are not expected to change at this time. By the time you read this, fees should be set, as the final meeting to discuss and make recommendations on the plan and fees took place at the end of June.



I am CORVA's representative on the advisory counsel to the BLM regarding the dunes and while I hate fees and fee increases, I generally agree with the BLM's need to raise fees in the dunes (considering the services they provide and the rules they are required to follow). There may be a little room for fine tuning and when the counsel meets to discuss the plan, and we will weigh the options. I should be reporting the final fee schedule in the next month or two.

Read the plan at:

[http://www.blm.gov/pgdata/etc/medialib/blm/ca/pdf/elcentro/isdra.Par.27649.File.dat/ISDRABusinessPlanFINAL\\_May302013.pdf](http://www.blm.gov/pgdata/etc/medialib/blm/ca/pdf/elcentro/isdra.Par.27649.File.dat/ISDRABusinessPlanFINAL_May302013.pdf)

Continued from Page 1

### *Politics*

Political education can also be defined in a myriad of ways, from CORVA's Comments Project workshops teaching enthusiasts effective commenting on land use planning documents, to CORVA Lobby and Caucus Days that teach on-the-ground advocates how to develop relationships with their local representatives. CORVA also has a course in "Effective Letter Writing" with an end goal of teaching people how to address a politician in writing; or how to ask a politician a question and get an answer back, a goal that is hard to achieve! Many groups and organizations garner political support by giving money to candidates running for office; in fact some groups give money to both candidates in a race, ensuring that whichever candidate wins, they will still have a politician beholden to them, since political influence often revolves around money.

In the on-the-ground world, as we like to think of ourselves as wheelers, riders, rock-hounders, and such who enjoy on-the-ground activities, we don't often have those sums to give to political campaigns. Instead, we have something just as valuable. We could be an incredible source of manpower for those running for office. Just as we are the largest source of volunteer labor for the Forest Service in California, motorized recreation enthusiasts have shown we have an almost inexhaustible ability to do good works. We already donate time and energy making the off-road world a better place. It is time we do the same for political candidates. We need to offer our time and energy to make sure candidates who support motorized recreation go on to win elections. This is political education, as refined and defined by CORVA, at its best.

Political representation is harder to define and discern from advocacy. The dictionary defines advocacy as the act of supporting a cause; and representation as the act of appearing in person, especially in front of a legislative body. It means speaking out at all levels of state and federal government, promoting the use of motorized vehicles as a legitimate way to access public lands. At times representation entails defining the myriad of ways people use motorized access, or redefining what it truly means to be an off-roader. Off-road recreation has been misidentified in most people's minds due to the pictures of irresponsible behavior that proliferate on television ads and in print media. The family aspect of off-road access, the camping, hiking, fishing and hunting motorized access affords, is not represented anywhere in the news, online, or in magazines. So it is up to us, as representatives of CORVA, to start that conversation and bring it around to garner as much support as possible for off-road access.

This is advocacy, education and representation, as defined and practiced by CORVA. It is not an easy path to success, but it is necessary to achieve success.

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## **CORVA Accomplishments**

CORVA is always busy fighting for your access to public land. Here are some examples of recent accomplishments:

- **CORVA Comments Project:** held a workshop dedicated to the NEPA process for the Eldorado National Forest
- Numerous new clubs joined CORVA, including Central California Sporting Dog Association, Bear Valley 4X4, Frazier Park 4X4, Fun in the Sun 4 Wheelers, Waywegos, West Coast 4 Wheel Drive, Riverside 4 Wheelers, and Cal Sierra ATV Club, bringing more members to CORVA.
- CORVA negotiated for year-round access to the Rubicon Trail, working with a diverse group of groups and individuals to craft an agreement based on scientific monitoring and analysis.
- CORVA is currently working with new State Parks leadership to ensure support for SVRAs and off-road access.
- With Senator Mimi Walters, CORVA introduced SB234, grandfathering in alterations made to side-by-side vehicles to help our members stay in compliance with state law.
- CORVA continues to represent OHV interests in the BLM Special Recreation Permit Process.
- **Desert Recreation Renewable Energy Conservation Plan:** CORVA, through our representative in the committee, delineated a plan to keep recreational access to ALL currently available OHV areas.
- **Desert Advisory Council:** CORVA Board member Ed Waldheim and CORVA members Randy Banis and Kim Erb were appointed to West Mojave Route Network Project Subgroup.
- CORVA pursues legal action with the Sierra Access Coalition and Butte County against the Forest Service.
- CORVA is working with other groups to save Ocotillo Wells SVRA and Johnson Valley OHV Area, with the California Motorized Recreation Council.

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

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

Schedule:

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

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 8:00 a.m. First Car out on the Rally  
 6:30 p.m. Cocktails, lies, and stories  
 8:00 p.m. DINNER, AWARDS, RAFFLES AND 50-50 DRAWING

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

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

QUESTIONS OR REGISTRATION?

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

Or mail to:

Modesto Ridge Runners  
 PO Box 577911  
 Modesto, CA 95357

CUT OUT AND MAIL IN

**MEMBERSHIP APPLICATION**

- |   |   |
|---|---|
| <input type="checkbox"/> FREE 90 DAY MEMBERSHIP | <input type="checkbox"/> RENEWING MEMBERS \$30        |
| <input type="checkbox"/> NEW MEMBER \$30        | <input type="checkbox"/> ASSOCIATE MEMBER \$365       |
| <input type="checkbox"/> LIFE MEMBER \$300      | <input type="checkbox"/> EXTRA LAND USE FUND \$ _____ |

NAME \_\_\_\_\_ SPOUSE'S NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_  
 WHAT DO YOU RIDE? \_\_\_\_\_ WHERE? \_\_\_\_\_  
 CLUB OR BUSINESS NAME \_\_\_\_\_

**MAKE CHECKS PAYABLE TO CORVA**

PLEASE USE OUR SECURE WEB SITE FOR ALL CREDIT CARD AND PAY PAL TRANSACTIONS

SEND TO: CORVA TREASURER - 1500 W. El Camino Ave. #352 Sacramento, CA 95833-1945

**PLEASE ALLOW 4 - 6 WEEKS FOR PROCESSING**



Mail Distribution Address  
1500 W. El Camino Ave. #352  
Sacramento, CA 95833-1945

PRSR STD  
US Postage  
**PAID**  
Glendale, CA  
Permit No. 1353

Address Service Requested

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## CORVA CALENDAR

### July:

- 7/12 SEMA Action Network Car Collector Appreciation Day  
7/13 Channel Islands 4X4 Swapmeet  
7/27 All J Products Open House ([www.boulderbars.com](http://www.boulderbars.com))

### August:

- 8/9-11 Modesto Ridge Runners Annual High Desert Rally  
8/19 Summer Legislative Visit to Sacramento  
8/24 Huckfest at Oceano Dunes  
8/30-9/1 Cantina For The 'Con at Loon Lake

### September:

- 9/15 4WPW Customer Appreciation Day at Hungry Valley  
9/20-22 Sand Sports Super Show at Orange County Fairgrounds

### October:

- 10/5-6 Lucas Offroad Expo at Pomona Fairgrounds  
10/12 CORVA Southern Jamboree at Wagon Wheel Staging Area Spangler Hills  
10/19 SOS Fundraiser hosted by the Bakersfield Trailblazers  
10/26 CORVA Northern Jamboree at Frank Raines Park

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

Full Hook-ups.  
Season or Week-End.

For rent or storage contact the  
park manager: Brit Ford (619) 818.6555  
RV Park next to Dune Diner  
Interstate 8, Gordon's Well Exit

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