

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

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OFF-ROADERS IN ACTION

Saving California's Forests

by Amy Granat, CORVA Managing Director

National forests in California have long been in a state of decline due to diminishing budgets and changes in the political climate, among other pertinent causes. But most of

all, forests throughout California have suffered from the fact that common sense has been considered too ordinary and pedestrian in the past to be included in forest planning and management.

But there is a change on the horizon. New Forest Service rules regarding forest planning strongly emphasize that local interests and governments should work in concert with the agency in the development of new forest plans. Inyo, Sequoia and Sierra National Forests are the "early adopter" forests in California, and will serve to lead the way for the new planning rule, but eventually all the Northern and Central California forests will undergo this process. This is welcome news for many of us involved with forest plans, as we hope that collaborative planning will set a positive precedent moving into the future for the agency, rural communities and everyone who enjoys visiting our national forests.

(Continued on page 5)



CORVA is working hard to save California's forests

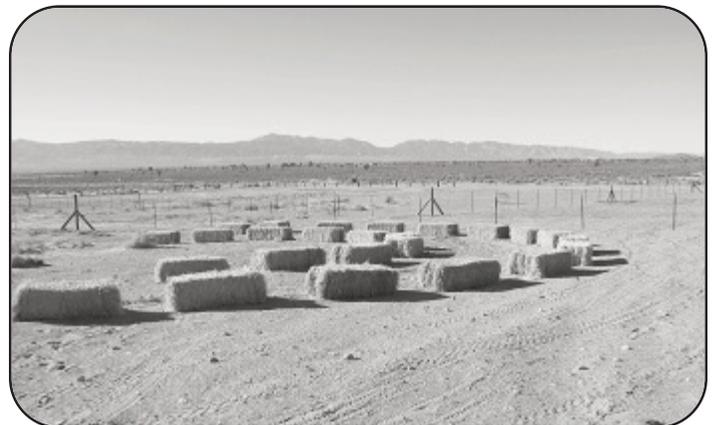
BLM Barstow Field Office Announces Opening of OHV Skills Development & Training Course at El Mirage

By Rose Beardshear, BLM and Linda Wucherpennig, CORVA

The Barstow Field Office announces the opening of a new OHV Skills Development and Training Course at the El Mirage Off-Highway Vehicle (OHV) Recreation Area on Saturday, February 8, 2014. The OHV development project, made possible through a grant from the California State Parks Off-Highway Motor Vehicle Recreation (OHMVR) Division, will serve to teach safe and proper riding techniques and improve basic riding skills for visitors of all ages.

Partnership efforts include National OHV Conservation Council, Great Outdoors Consultants, Lynn Construction, California Conservation Corps, California State Park staff from Hungry Valley and Hollister, Friends of El Mirage, Los Angeles and San Bernardino County staff and several volunteers.

(Continued on page 5)



The course offers varying terrains to teach young drivers

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

Managing Director's Report

by Amy Granat

Latest CORVA News

Welcome to the family! During this last month we've seen many new faces come into CORVA, and many old faces returning to our ranks. We welcome all of you to our extended family that spans the width and breadth of California. Take a figurative look around. Off-road enthusiasts span every age from young to old, and live in every part of the state. Some of us are retired and some still work hard to earn a living. But whether we ride motorcycles or ATV's or drive 4WD's or Side by Sides, we all look forward to our time off when we can hit the trail, or enjoy the desert, the beach or the forest.

Enthusiasts are recognizing that CORVA is taking on the tough issues through our dedication to advocacy, education and representation. Right now, advocacy is taking the guise of working with the Forest Service on Forest Planning efforts underway in the Inyo, Sequoia and Sierra National Forests. Working together with information gathered through the Sierra Cascades Dialog Sessions, where CORVA represents all off-road and motorized issues, the Forest Service devised the 'Need for Change' document that returns decision-making power to local communities, residents and visitors. This is a welcome change from previous planning efforts that were guided by policy decisions made in Washington DC, though they would have been best decided locally, by those who best know the forest. CORVA's role is to oversee the process and help local enthusiasts make local decisions, and place motorized access in its rightful position as one of the most important modes of access to any forest. Whether a road or trail serves as access to non-motorized activities like mountain biking or equestrian staging, or plays the more recognized role as a dirt bike or 4WD trail, each and every road and trail in our forest is needed, and treasured.

CORVA is also working with the Forest Service on Subpart C of Travel Management, which takes a close look at over-the-snow access by snowmobiles. There are considerable forces mobilized to try and convince the agency that snowmobiles are 'the root of all evil', but the reality is that there have been great strides in snowmobile manufacturing, and the engines in sleds are both clean and quiet. CORVA has

faced irrational accusations of this type before; it doesn't scare us because we've broken through the hyperbole that surrounds these issues. We are there to help local communities continue their traditional access.

The Bureau of Land Management has many issues that are coming to the forefront during the next few months. After literally years of waiting, CORVA has received word that the final plan for the Clear Creek Management Area will be released. Other than the agency, no one is going to be happy or satisfied with this plan. It will represent an effective and permanent closure of Clear Creek to all but a few types of low-key activities. All forms of traditional OHV access will be forbidden in the plan. The only good news regarding the formality of this closure is the recognition of the BLM that off-road recreation must have more and varied forms of recreation, and they have agreed to look again throughout their field offices in California to see what other opportunities they can designate. Nothing will make up for the loss of Clear Creek; however getting some new options open for motorized recreation may help to ease the pain.

CORVA is the only organization to represent off-road enthusiasts at the table during the Desert Renewable Energy Conservation Plan negotiations. We have been literally engaged in these talks for years, and we believe we have retained access to all existing OHV areas, roads and trails. The alternative energy companies have been very adamant about needing all possible lands in the California desert to site their installations; it is only through perseverance and persistence that we have managed to keep access out of their collective grips.

Each one of our board members is engaged in the issues closest to the hearts and interests. From the fight for the Carnegie expansion, to the DRECP, these issues take time and dedication to pursue. That's why we always ask for your help, your donations and your memberships. Without your support, CORVA could not be as effective. Please let us know what is happening in your favorite area. Contact me at amy.granat@corva.org and let me know how CORVA can help keep motorized access to your favorite area!



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.

We work with 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 as well as at the county and local levels. 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

Now that President Obama has signed the NDAA bill, the Marines own approximately 79,000 acres of land in the former Johnson Valley OHV Area as permanent base and 59,000 acres have been designated as shared use land. The remaining 43,000 acres of Johnson Valley have been codified as a Congressionally designated off highway vehicle open area. The shared use area will be managed by the BLM during the approximately 10 months per year that the Marines are not training in that area. There are still issues with boundaries, signage, and safety, and a Memorandum of Understanding (MOU) to be worked out. The Special Recreation Permits (SRPs) that have been submitted for events held in Johnson Valley are being processed by the BLM with issuance of permits in the latter part of this year in question. The events scheduled in the next couple of months will be approved. Time will tell how the shared use area will work out.

to reduce them. While the stated goal is not to eliminate Red Sticker type vehicles, the costs of the controls may be prohibitive. A survey and testing will be conducted in the spring of 2014 and the results and recommendations are scheduled to be out in the fall of 2014. We will keep on top of this and let you know when and what action is needed.

The deadline for the completion of the West Mojave Plan has been pushed out, however the BLM has several items that they must complete. We have submitted our comments, and all the work is now in the BLM's hands.

A 54 acre ATV Technical Training Course has been built at El Mirage. The training course does have provisions to train and certify riders in the safe and correct way to operate a recreational off highway vehicle (ROV). If you get a chance check out the course and also visit the Visitors center at El Mirage which was built in cooperation with the State, BLM and the Friends of El Mirage. The ribbon cutting for the new course will be February 8.

The BLM Needles office is working on a project to designate the Route 66 Corridor as a national Scenic Byway. Exactly how this will affect the area around the Route is yet to be determined. Many times a special designation brings with it restrictions in usage, buildings, roads and view sheds. A question also is being raised as to how this designation would dovetail with proposed future desert protection legislation.

Many thanks to Steve Hewitt and his crew for putting on a great Truckhaven Challenge. The weather, food, raffle and the poker run were great! Planning is already under way for the 20th Anniversary Truckhaven Challenge in 2015, with Steve back at the helm.

Our Family Fun Days event at Hungry Valley is coming up soon. Wayne Ford and Jim Woods will be chairing this event. Hungry Valley's new event center is a great venue and I'm looking forward to the fun event.

As always, I encourage you to follow our website and our Facebook page for the latest updates, as there is always something new happening at CORVA. If you want to have CORVA board members speak to your group or attend your event, please let me know.

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

Help CORVA Fight For You!
Donate on Page 13.



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We are still involved in the Ocotillo Wells lawsuit as intervenors on the side of State Parks, as the judge did allow the plaintiffs to amend their writ, which PEER has done. No new hearing date has been set, as of this writing, but whenever it is, CORVA will be there!

At a recent meeting of the South Coast Air Resources Board, the issue of exhaust and fuel evaporation emissions was discussed. The AQMD is the agency charged with reducing the amount of smog in our air. One of the ways to accomplish this is to look at all types of emissions that occur and how they can be reduced. The Red Sticker vehicles are now in their target, but are only one thing on their long list of vehicles that can contribute to poor air quality. They will be looking at the amount of hydrocarbons produced by both the exhaust and the fuels that are used in these vehicles and what can be done

Saving California's Forests (Continued from page 1)

There are some groups, however, that look upon the collaborative planning process with disdain. Non-governmental agencies based elsewhere, whether San Francisco or Washington DC, are trying to pull strings behind the scenes, and gain the upper hand with the agency. Self-defined environmental groups (that often have little to do with on-the-ground environmental issues), are having tantrums behind the scenes because their version of forest planning, which is specifically non-collaborative in nature, is no longer considered appropriate to solve the serious issues facing forests in years to come. It's our job to make sure these groups gain no traction with the agency and make sure common sense and the new planning guidelines prevail.

Now motorized access proponents have to work hard and

come together to create forest plans that answer our needs to access the forest. It's up to us to save California's forests. CORVA, the California Off-Road Vehicle Association, created the Comments Project years ago to help enthusiasts work with the Forest Service during Travel Management. Now we have adapted the program to help local enthusiasts move forward while creating the best forest plans for the Inyo, Sequoia and Sierra National Forests.

It's not hard; all it takes is dedication and diligence. But off-roaders have abundant amount of these qualities honed from years of challenging ourselves on motorcycles and in our 4WD vehicles, in Johnson Valley or on the Rubicon. CORVA is here to help, to teach and to guide. Together we can save motorized access in California's forests.

Training Course Opening at El Mirage (Cont. from pg 1)

"Partners and volunteers are an invaluable asset," remarked Katrina Symons, Barstow Field Manager. "Without them, many of these types of projects just would not be possible."



The 54-acre training course includes restrooms, a 24-foot shade ramada, group barbecue and fire pit, off-loading ramps, parking and parent observation area, an All-Terrain Vehicle Safety Institute (ASI) training area, tot course, youth course, and over 3 miles of skills trail for ATV and UTV safety training and practice. The trails contain obstacles so beginner riders can learn to traverse rocks, small hills, logs, worm tracks, sand, and slick surfaces—preparing them for the rugged diverse terrain they will find in El Mirage. Immediately following the ceremony, Friends of El Mirage will be hosting an ASI training for kids ages 9-12. Lunch will be served.

Government and County officials will be joined by representatives from the California State Parks OHVMVR Division for the official ribbon cutting at 11:00 am. The public is welcome to attend.

The El Mirage Cooperative Management Area, a 24,400 acre

OHV park, is located 25 miles northwest of Victorville in Southern California. Elevation ranges from about 2,800 feet at the El Mirage Dry Lake to over 3,800 feet in the Shadow Mountains. This OHV area attracts a variety of activities including commercial filming, motorcycles, ATVs, trucks, cars, buggies, land yachts, model airplanes, model rockets, ultra-light aircrafts, gyrocopters, parasails, and full-sized aircrafts. This heavily used recreation area is easily accessed from major southern California population centers via major freeways.

CORVA would like to personally thank James Lynn of Lynn Construction for the countless hours of work and volunteer efforts he has contributed to this project. The efforts of he and his crew have been a tremendous assistance to the BLM.

We look forward to everyone showing up for the opening ceremonies on Saturday, February 8, 2014 at 11:00am at El Mirage OHV Recreation Area. Bring your ATVs and kids ages 9 - 12 for the ASI training! Safety and education are the keystones to developing responsible and sustainable OHV recreation for all motorized recreation. For further information contact the Barstow Office at: (760) 252-6000.



CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher, CORVA VP of Land Resources and Public Policy

Land Use: Summary

Johnson Valley

OHV recreation in Johnson Valley will continue under the National Defense Authorization Act. The Marine Corps Twenty Nine Palms Base will expand into an Exclusive Military Use Area of approximately 97,000 acres with OHV use allowed in a 53,000 acre Shared Use Area 10 months out of the year. OHV use may occur year round in the remaining 44,000 acre congressionally designated Johnson Valley OHV Area.

Ocotillo Wells Lawsuit

The court recently found that the plaintiffs had not demonstrated sufficient cause for action against the SVRA. The case will continue with the plaintiffs re filing a complaint. PEER and the DPC claimed that the SVRA had not adequately managed the area by maintaining trails and protecting cultural and natural resources.

Clear Creek Decision

CORVA has received information from the BLM that the Clear Creek Management Area Record of Decision has been signed and is ready for release. It is expected any day now.

Pacific Legal Foundation Legal Action Update

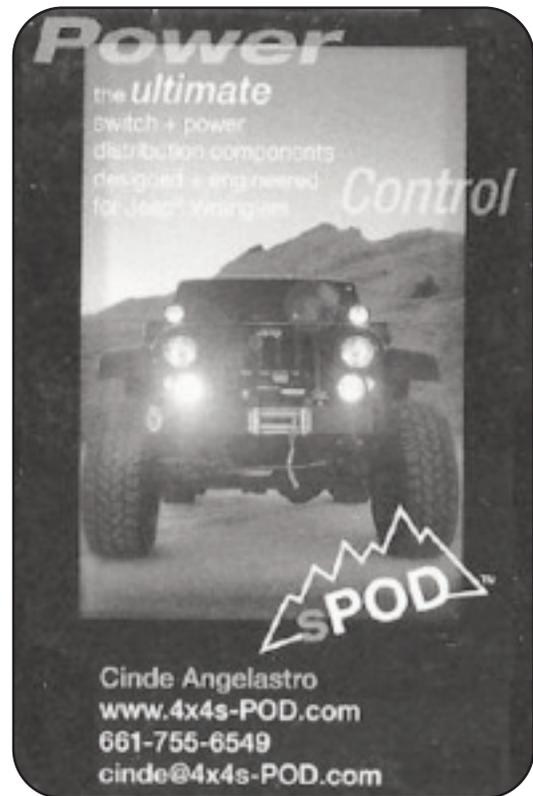
Pacific Legal Foundation (PLF) recently filed a Travel Management lawsuit against Tahoe National Forest. PLF is now considering similar litigation against the Plumas National Forest.

Southern California Forest Plan Amendment Released, Decision to Follow

Forest Service officials today announced the release of the Record of Decision selecting Alternative 2a for a Proposed Amendment to the Land Management Plans for the four Southern California National Forests (the Angeles, Cleveland, Los Padres, and San Bernardino). This announcement begins the 60 protest period during which individuals and organizations that submitted substantive comments may protest the decision.

Public meetings announced for Sequoia, Sierra and Inyo National Forest Plan Revisions

The Sierra, Sequoia and Inyo National Forests will be the first to revise their land management plans using the new National Forest System Planning Rule, completed in 2012. The "Need to Change" document will drive how the Forest Service revises its management plans.



Recreation Groups Cheer 9th Circuit Victory

Recreation groups are thrilled by a just-released Ninth Circuit Court of Appeals decision upholding the validity of the Custer National Forest's Beartooth Ranger District Travel Management Plan. So what does this have to do with OHV recreation in California? This Decision sets an important precedent regarding "minimization criteria".

"The Forest Service interprets the TMR's minimization criteria as "objectives that the agency must evaluate in designating trails and areas, rather than required outcomes. We need not resolve this dispute, as we conclude that the Forest Service met its obligations." (Continued on next page)

Contribute to the ORIA!
Submit a "Letter to the Editor" to voice your opinions and concerns to the off-road community. Send articles to editor@corva.org

Land Use: Full Report

Johnson Valley

(From ARRA January Newsletter)

Due to the tireless efforts of OHV enthusiasts, a compromise solution was a part of the National Defense Authorization Act for FY 2014. This legislative compromise preserves OHV recreation in Johnson Valley, including the famous Hammers riding area. In short, this was a BIG WIN for the entire OHV community.

There are several reasons why this long legislative fight to save OHV recreation in Johnson Valley was a success:

1. OHV enthusiasts were united in fighting to keep open this important OHV recreation area.
2. OHV enthusiasts and the OHV industry devoted hundreds of thousands of dollars to mount an impressive PR and legislative campaign to fight this battle in the U.S. Congress.
3. A key Congressional champion was found to lead this fight. Not enough good things can be said about the leadership abilities of Rep. Paul Cook (R-California) who led the fight on behalf of the OHV community. Rep. Cook was only a first term member of the U. S. House of Representatives but in very short order he proved to be a very effective legislative strategist. It didn't hurt that Rep. Cook was a former Marine Colonel who served in the military for 28 years and was awarded the Bronze Star and two Purple Hearts. When Rep. Cook spoke about the importance of preserving Johnson Valley for OHV recreation, his Congressional colleagues listened!
4. The OHV community was effective in gaining broad support among local and state government officials who in turn supported the efforts of Rep. Cook.
5. Finally, the OHV community did an effective job in telling its side of the story. They knew their facts. They didn't mislead anyone on how the initial Marine Corps expansion plan would negatively impact OHV access to Johnson Valley and in the end, truth prevailed.

State Parks Responds to Ocotillo Wells SVRA Lawsuit

California State Parks filed their formal response to the PEER/DPC lawsuit seeking to limit open riding within Ocotillo Wells SVRV with CORVA filing as intervenors. The judge granted a "demurrer" requested by the State indicating there was insufficient cause for legal action. However the judge also left the option open for PEER to re-file its lawsuit on procedural grounds. As expected PEER has re-filed.

Last year, Public Employees for Environmental Responsibility (PEER) filed suit against California State Parks to stop current operations at Ocotillo Wells State Vehicular Recreation Area. CORVA consulted with its

attorney, Jesse Barton, and at his recommendation filed for intervenor status in the Superior Court of California. CORVA's demurrer supported State Parks and alleged to the court that the suit filed by PEER had no legal viability and must be dismissed by the court. Judge Timothy Frawley ruled in favor of State Parks and CORVA on December 12th, 2013 and upheld the right of State Parks to continue operations at Ocotillo Wells SVRA in the same manner enthusiasts around the state have enjoyed for over 30 years.

The State of California plans to mount a vigorous defense of management of the SVRA and has filed a second demurrer. CORVA plans to continue legal efforts in defense of the SVRA. Stay tuned for the latest developments.

Clear Creek Decision Due Out Any Day

CORVA has received information from the BLM that the Clear Creek Management Area Record of Decision has been signed and is ready for release. There have been some preliminary discussions with stakeholders about how the release of this controversial document will be handled. At this point the Record of Decision is overdue and its contents remains something of a mystery, however we anticipate there will be no motorcycles allowed within the "red zone".

Pacific Legal Foundation Plans Travel Management Lawsuit Against Plumas National Forest - CORVA Supports Action

The long awaited lawsuit against the Plumas National Forest Travel Management Plan is expected to be filed in February. The Plumas National Forest Travel Management Plan Decision was signed in 2010 by Forest Supervisor Alice Carlton. The decision was appealed by several parties including Sierra Access Coalition, Plumas County, Butte County, and the California Off-Road Vehicle Association. After a lengthy process, the Forest Service categorically denied all the appeals. Following the denial of their appeals, Plumas and Butte Counties continued efforts to try and resolve matters. Both Counties conducted several meetings with Forest Service officials in an attempt to come to agreements on the issues that affect the citizens of their counties. Although there appeared to be some minor progress in project specific matters road reclassification and education efforts, there has been no progress in the important matters of "process," especially in the matter of "coordination" with local County government, a legal requirement.

Details regarding the lawsuit are confidential at this point, but it is expected that the lawsuit will be filed by SAC, CORVA, and other plaintiffs in February.

We will keep our members informed, when details can be released. (Continued on next page)

SoCal Forests (Los Padres, Angeles, San Bernardino, and Cleveland) Announce Objection Period for Forest Plan Amendment

The objection process begins with the availability of the Draft Record of Decision (Draft ROD) for each of the four southern California national forests. Each Forest Supervisor has reviewed the alternatives and associated analysis in the “Final Supplemental Environmental Impact Statement (Final SEIS), Southern California National Forests Land Management Plan (LMP) Amendment” and developed a Draft ROD for their proposed LMP amendment.

Alternative 2a is the selected land use zone alternative and Alternative B is the selected monitoring alternative for each forest. Alternative 2a would allocate more area to Recommended Wilderness and Back Country Non-Motorized land use zones across the four forests. Alternative B would change the monitoring strategy to update the monitoring questions and clarify the process used for project monitoring.

Each plan amendment is subject to objection pursuant to 36 CFR 219, Subpart B. Separate objections should be filed for each plan amendment. Objections will be accepted from individuals and entities who have submitted substantive formal comments related to the plan amendment during the opportunities for public comment. Issues raised in objections must be based on previously submitted comments unless based on new information arising after the designated comment period.

Objections must be submitted within 60 days following the publication of a legal notice of the opportunity to object in the newspaper of record for each forest. The date of this legal notice is the exclusive means for calculating the time to file an objection. Legal notices are being published concurrent with this notice letter. Publication copies of the legal notices will be available on the project website.

The newspapers of record are:

<u>Forest</u>	<u>Newspaper of Record</u>
Angeles National Forest	Los Angeles Times
Cleveland National Forest	San Diego Union-Tribune
Los Padres National Forest	Santa Barbara News-Press
San Bernardino National Forest	San Bernardino Sun

Those wishing to object should not rely upon dates or timeframes provided by any other source. It is the objector’s responsibility to ensure evidence of timely receipt (36 CFR 219.56(e)).

Objections must be submitted to the reviewing officer: Randy Moore, Regional Forester, USDA Forest Service; Attn: SoCal LMP; 1323 Club Drive, Vallejo, CA 94592. Phone (707) 562-8737. Objections may be submitted via mail, FAX (707-562-9229), or delivered during business hours (M-F 8:00am to 4:00pm). Electronic objections, in common (.doc,

.pdf, .rtf, .txt) formats, may be submitted to: objections-pacificsouthwest-regional-office@fs.fed.us with Subject: SoCal LMP – [include the forest name].

Objections must include (36 CFR 219.54): 1) name, address and telephone; 2) signature or other verification of authorship; 3) identify a single lead objector when applicable; 4) name of plan amendment [include the forest name], and the name and title of Responsible Official [the Forest Supervisor’s name]; 5) A statement of the issues and/or the parts of the plan, plan amendment, or plan revision to which the objection applies; and 6) A concise statement explaining the objection and suggesting how the proposed plan decision may be improved. If applicable, the objector should identify how the objector believes that plan amendment is inconsistent with law, regulation, or policy; and 7) A statement that demonstrates the link between prior substantive formal comments attributed to the objector and the content of the objection, unless the objection concerns an issue that arose after the opportunities for formal comment. Objections may only incorporate documents by reference as provided for at 36 CFR 219.54(b).

For more information about the objection process to visit the Forest Service National Objection webpage at: http://www.fs.fed.us/objections/objections_related.php#app_work and select the link to the planning objection rules at 36 CFR 219.

Alternative 2a - The Preferred Alternative

Alternative 2a includes the design criteria and features of Alternative 2, with the following modifications to the land use zones:

- The proposed Back Country Non Motorized (BCNM) land use zone was reduced slightly in the Black Mountain IRA to accommodate the Quail Trail relocation.
- The proposed Recommended Wilderness (RW) land use zone for the Salt Creek and Fish Canyon IRAs was expanded to include two adjacent undeveloped areas along the abandoned “oil well” road and the Sawtooth/Warm Springs Mountain Road. Also, Forest Service non-motorized trails zoned as BCNM corridors were added back into RW.
- The proposed RW land use zone for Raywood Flat IRA (San Bernardino NF) was expanded to include the area around the South Fork of the Whitewater River while leaving a corridor of BCMUR along road 2S01.
- The proposed RW land use zone along the Cleveland NF Upper San Diego River Undeveloped Area was adjusted to provide a more manageable boundary.
- The proposed RW land use zone for the Cedar Creek Undeveloped Area was expanded to the east (up to the boundary of the Inaja Reservation). The land use zone allocation around the Cedar Creek Road was left as BC.
- The proposed RW land use zone adjacent to the Eagle Peak IRA was reduced slightly to accommodate future trail head development to the Three Sisters area.

(Continued on next page)

- The land use zone for the King Creek Research Natural Area in the Sill Hill IRA was changed to RW.

These modifications are very focused and developed in response to comments on the Draft SEIS and to new information. All other aspects of Alternative 2a are the same as Alternative 2. The preferred monitoring alternative for all four southern California national forests is Alternative B.

This Proposed Amendment to the Land Management Plan is part of the Settlement Agreement approved January 3, 2011, in the case of California Resources Agency, et al vs. United States Department of Agriculture, and Center for Biological Diversity, et al vs. United States Department of Agriculture.

Forest Plan Revision Imminent for Sequoia, Sierra and Inyo National Forests

The Sierra, Sequoia and Inyo are three of eight national forests that have been selected as “early adopters” meaning they will be the first to revise their land management plans using the new National Forest System Planning Rule, completed in 2012. The planning rule provides the framework for U.S. Forest Service land management plans across the nation.

On December 24th, 2013, the U.S. Forest Service’s Pacific Southwest Region released the final forest assessments for these forests along with the Bio-regional assessment, and the preliminary Need to Change document. The “Need to Change” document will drive how the Forest Service revises its management plans.

Preliminary Need to Change

The first task of plan revision is to develop a preliminary “need to change” that identifies the areas that need to change in management direction outlined in the current plans. The preliminary need to change is based on what is important to people, threats to resources, undesirable trends in social, economic, or ecological sustainability, and a need to correct current direction in plans that are not meeting needs to provide benefits sustainably. In addition, it is important to focus on areas where changes to the forest plan can do something substantial to correct concerns identified in the near term. The need to change will be responsive to new information learned through monitoring and assessment.

Final National Forest Assessments

The forest assessments were completed with lengthy public involvement and gathered existing relevant information on current forest conditions to evaluate their sustainability while identifying aspects of the current land management plans that need revising.

What is the U.S. Forest Service Planning Rule?

The Under Secretary of Agriculture for Natural Resources and Environment has signed the 2012 planning rule for land management planning for the National Forest System. The planning rule provides the framework for Forest Service land management plans across the nation.

WHEN DOES YOUR MEMBERSHIP EXPIRE?

Look on your mailing label to find out.

Recreation Groups Cheer 9th Circuit Court Victory

Decision sets important precedent regarding “minimization criteria”.

“The Forest Service interprets the TMR’s minimization criteria as “objectives that the agency must evaluate in designating trails and areas, rather than required outcomes. We need not resolve this dispute, as we conclude that the Forest Service met its obligations.”

Special thanks to the QWR Blog

Contact:

Bruce Reiersen, Treasure State ATV Association
Mona Ehnes, Great Falls Trail Bike Riders Assn.

Recreation groups are thrilled by a just-released Ninth Circuit Court of Appeals decision upholding the validity of the Custer National Forest’s Beartooth Ranger District Travel Management Plan. So what does this have to do with OHV recreation in California? The all important Ninth Circuit released its memorandum decision on January 7, 2014, affirming the district court and leaving the Travel Plan in place.

“This decision validates our patience and hard work on this project defending the sound management of a treasured place on our public lands,” said Bruce Reiersen, of the Treasure State ATV Association. “We are still frustrated by some of the closures in this plan, but are encouraged that aggressive preservationists’ efforts to second-guess the Forest Service were not rewarded here by our courts,” added Mona Ehnes of the Montana Trail Vehicle Riders Association.

“This decision has some strong and intriguing language, particularly on the hot topic of ‘minimizing’ impacts of vehicle use and the 40 year old Executive Orders from which that duty supposedly emanates,” noted Paul Turcke, an attorney for the recreation groups. “In candor, we have suffered a number of frustrating decisions at the district court level on the minimization issue. We hope that a circuit court decision, reflecting the intellect and wisdom of a retired Supreme Court Justice, might foreshadow a positive turn as our overburdened and under budgeted Forest Service addresses the challenge of managing recreation on our public lands,” Turcke concluded.

A copy of the Ninth Circuit decision can be viewed at:

http://www.sharetrails.org/uploads/54-1-Memorandum_decision_01.07.14.pdf

CORVA Northern Jamboree Recap

By Debi Campbell

We have been so fortunate in the North to hold our Jamboree at Frank Raines Off-Road Park for 39 years. Our Northern Jamboree came through this year with flying colors. The park was full, weather was wonderful, and the support we received from all the clubs made this Jamboree a great party and a wonderful time.

We usually have people arriving at Frank Raines Park as early as the previous weekend, as they know what large crowds gather for this event. By Friday evening almost every campsite was taken and the parking lot was pretty much full, even though attendance was down.



Our Jamboree 2013 Logo designed by Jeanette Fontana

A big thank you also goes out to the club contacts, Mike Spraggins, Bryan Carpenter, Tod Smith, Crystal Tsukerman, Doug Houser and Roy Heglund, as they served as a direct link between myself and the clubs, helping transfer information. And I can't leave out Casey Campbell and Pam Houser, who got up early to make posters, clean the hall and so much more. Thank you all.

Everyone had a chance to play as much as they wanted and had a lot of events from which to choose. Participation was down so we didn't have as many people coming back for more tickets, trying to outdo the person in the lead, but everyone who did participate had a great time, as usual.

Even those who didn't play the games had fun, as they just went and laughed their heads off, watching those determined drivers and passengers try to pull off the best times.



Casey Campbell & Jessica Lewis
(father/daughter team) Egg Carry Award



Frank Fontana and his daughter receive their awards

Friday found the Jamboree Club Crews already setting up and mapping out the events, and by the evening everyone had set up their camp, and was enjoying campfires, talking about the upcoming events, wishing well to old friends, and meeting new friends. At 7pm we had our Bingo games, thanks to the East Bay HiTailers, a great way to spend the evening.

Saturday morning, everyone woke up early and eager to start his or her games. Registration opened at 9am. We had many different events and a great registration team led by Amy, Diana and Ken, who did a fantastic job. We had several renewals, new memberships, and free 30 day memberships during registration. Without the hard work of all the people who set up the events and worked (some of them all day), our Jamboree would not have been such a success.

Our Event Directors were:

East Bay Hi Tailers

Pumpkin Carry

Friday Night Bingo

Escarabajo

Wiggle Worm

MC/Quad Challenge

Adult Costume Contest

Dinner

Merced Run Abouts

Egg Carry

Modesto Ridge Runners

Barrel Loop

Children Crafts & Games

Children's Costume Contest

Club House Clean Up

DJ Brandy Houser

CORVA - Harry Baker

Potato Stab (a fun new event)

Saturday afternoon we had family and children events during the day. There were crafts and games for the kids but I think the moms had just as much fun. Pam and I love to see what kids come back every year to participate, and how they have grown. We also had a wonderful Children's Costume Contest in the club house, and all the parents could sit and watch and enjoy seeing the kids in their costumes. The judges had a very hard time but finally chose the winners. We want to thank all the parents, as without their help and support this event would not have been nearly as successful.



Doug Houser Memorial Trees Presentation

After the driving games, the children then all came for trick-or-treating at the different campsites. This was a great event, as it was a worry-free environment, and many kids even went out in groups without their parents. Where else would you feel that safe for your children? This is what CORVA is all about: families having fun together, enjoying our great outdoors.

At 5:30pm people started pouring in for the wonderful Pasta and Chicken dinner with all the fixings. Thank you Escarabajo and especially Chef Dave for the great meal. Also thank you to all the cooks, servers and cleanup crew; it was truly wonderful.

After dinner were the presentations. President Harry Baker welcomed everyone, talked about what CORVA has been doing for off roaders, and what fun he had at the Northern Jamboree.

We had so many wonderful items to raffle thanks to the very generous businesses, clubs, and individuals who donated. One of the coolest items was an SUV tent donated by Napier Tent.

Once all the trophies were awarded and the adult costume contest and raffles were completed, everyone did his or her own thing. Some stayed and joined in our wonderful "Music by Brandy" and danced. We even learned a few new dances, some country steps and of course the electric slide. We had a

great time and danced until 11pm. It was a busy, fun day for everyone.

Sunday morning found everyone up early for Memorial Tree Dedication. This year we honored Bert Conover, Clara Brown, John Stewart, Shirley McGinthy, and Jerry Brackett. Doug Houser from Modesto Ridge Runners gave a wonderful presentation.

Next up was the Northern CORVA meeting. We were glad to have CORVA Representatives President Harry Baker, Amy Granat, Diana Mead, and Ken Clarke, who were very gracious in telling us where CORVA is headed and how we can all do our part.

The rest of Sunday morning, most of the Jamboree participants started packing up, cleaning, and heading home.

This was a great event, as participants supported CORVA, and had fun doing it. We hope that everyone will think hard about becoming a member of CORVA, if they are not already. Let's try to make the 2014 Jamboree as big or bigger. We need many individuals to participate in the planning and execution of the Jamboree. Anyone in the North who has an idea or wants to help this year, please contact a CORVA representative and we will make it happen. Plans are already in the works to use the next Northern Jamboree to help promote and raise money for CORVA.

We want to recognize and say a big "Thank You" to Tom & Ginger Hanson of the Merced Runabouts for bringing up the splash wall and installing it behind the stove in the hall at Frank Raines Park and also their helpers, Roy Hoglund, Ray Stafford, Alan Boyer and Ken Oyer. What a great job!

There are so many people to thank and I am sure that if I tried to mention them all, I would forget someone. So rather than do that, I would just like to thank each and every one of you for the support you give to CORVA, and to the Northern Jamboree. Here's to another great Jamboree in 2014.



Tim and Dawn Warbington event award

A Need for Change

By Diana Mead, Northern Director

My neck is sore. So sore.

Thirty miles one way in a Rhino and thirty miles return trip in an RZR with my state required helmet bobbling side to side, forward and back. The very same DOT approved helmet I wear when operating my quad.

Last spring, I addressed the commission about my concerns over the pending law requiring helmets while riding in the fastest growing off highway vehicle segment. I stated that when operating a motorcycle or quad the stance is assertive, anticipating the trail features, arms and shoulders positioned to support the helmeted head. Conversely, when "passenger-ing", a passive positioning is needed as you cannot control the trajectory of the vehicle. This would be fine without the weight of a helmet. Our necks are strong and have evolved to "follow" our bodies, either fluid or strapped into a vehicle, centered over our shoulders.

A helmet designed for open air protection on a motorcycle or quad is heavy and forces our necks to work very, very hard. Side to side, forward and then stopping at an unnatural angle when hitting the padded and molded headrest designed for an unhelmeted head.

when accelerating or climbing amazing hills. The frame is designed to protect.

The two vehicles I rode in were quite different from one another.

The Rhino was built in 2008. The seats, while comfortable were not designed for speed. Top speed on the OHV is "utility" mode, not real fast. Although I am certain the manufacturer had high hopes to sell a bunch for recreation, the original market was for the slow moving, utility crowd. Ranches, hunters, etc.

The RZR was designed like our rail, for speed and agility. It has much more power, a contoured seat, a nearly-full door, a front grab "T" bar, and a foot rest for passengers. Still though, the unit had the street required three point harness. And the seat is not engineered for a helmeted head.

As I write this I am so proud of CORVA for helping get SB 234 passed and grandfathering in aftermarket seats in these OHV's. BUT, have I mentioned how sore my neck is? We have to do more.

The objective should be to contain the passenger within the vehicle in case of a crash. Vehicles need fuller doors or bars like we have on rails/buggies, as well as four or five point harnesses, grab bars, foot rests, headrests, padding, etc.

CORVA did the right thing having input into the law, but this helmet requirement is a lawsuit waiting to happen. Worse, much worse, is the potential damage the law will do. Lawsuits follow the damage.

At a minimum there is a marketing opportunity for manufacturers for a flat backed, light weight helmet, and after market seats for California with hollows for a helmet.

Better yet is to go back to the drawing board and actually have the folks who draft these laws see how their neck feels after a day riding cross country. If the objective is to eliminate joy, they have gone a long way in that direction. Fun the day of, but the after effects are painful. Kind of like the first time I drank way too much. Aleve is my new best friend.



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Now, I am a nearly 60 year old woman with her share of wearing out body part issues. Most likely our kids can handle this better.

One of my other statements to the commission last year, was the concern over infants and toddlers in car seats. These seats are engineered for direct head contact to the seat. A layer of helmet, even a lightweight one, could be detrimental to the child we are trying to protect.

Even the Sunday after a Friday run, my neck was killing me.

My usual ride on these runs is a long travel sand rail, complete with a five point harness and a contoured seat enveloping all but the front of my body, supporting my head

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