

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

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Off-Roaders in Action

September 2014

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KEEP OCOTILLO WELLS OPEN



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The IE4W Challenge Helps CORVA Keep Ocotillo Wells Open

Visit corva.org/donate



THE IE4W CHALLENGE

CORVA'S FAST TRACK TO SUPPORT

by Loren Campbell

Donate to save Ocotillo Wells and double your generosity!

The Inland Empire 4 Wheelers (IE4W) recognizes the great work that CORVA does in protecting and preserving access to Off Highway Vehicle roads and trails in California. With our appreciation, IE4W is pleased to make a \$1,000 donation to be used in the Ocotillo Wells defense fund.

In addition, IE4W presents the **IE4W Challenge**, which will donate an additional \$2,000 to CORVA once they secure matching pledges from their members and/or clubs totaling an additional \$2,000 by November 30.

Upon showing IE4W that CORVA received matching pledges for the IE4W Challenge of \$2,000, we will forward an additional \$2,000 to you. The IE4W Challenge, CORVA's fast track to support.

Inland Empire 4 Wheelers is a 75 member family off road club located in San Bernardino. IE4W has hosted

Forest Fest for 17 years, a weekend event in Big Bear that attracts almost 1,000 people. The proceeds from the many sponsors and raffle ticket sales enable us to give back to many charitable organizations including CORVA, Blue Ribbon Coalition, San Bernardino National Forest Adopt a Trail, Ronald McDonald House, Rubicon Foundation, Pismo Beach, and many others. In addition, IE4W also grants 2 scholarships each year to students that are associated with an offroading family.



Visit the Inland Empire 4 Wheelers at www.IE4W.com.



IT'S ALL ABOUT RELATIONSHIPS

Amy Granat, Managing Director

It's all about relationships! There are two level of relationships in off-road advocacy; the first between on-the-ground enthusiasts and local land managers, which is critically important. But the second is equally crucial, and it's where CORVA really excels; it's the ability to work with statewide authorities seeking consensus on policies that affect motorized access.

While many members of the CORVA Board of Directors work hard cleaning and maintaining trails in their favorite forests and desert areas, (all of which is critical to continued access), our ability to talk to decision-makers in statewide offices is unparalleled.

Luckily, we're finding that fewer and fewer decisions are currently coming out of Washington DC, which is a wonderful change of pace for off-road recreation advocacy. It started when extreme environmental organizations started insisting federal agencies engage in "Adaptive Management" programs that require specific attention be taken off the letter of the law and onto what is happening on the ground. But what the extremists didn't count on is how off-road recreationists can benefit by this change. After all, we are the experts for current conditions for roads, trails and areas on public land throughout California. At CORVA we are working this change throughout the state, concentrating our energy and expertise where it counts most to keep 'Off-Road On Trail'.

While working on these new policies around the state, I've been sitting in more than my fair share of meetings. And an interesting phrase has been echoing through these meetings when talking in terms of collaboration concerning fire, water or recreation policy. Organizations and agencies alike are inviting all those who want to collaborate to have a seat at the table, but those who "sit on their ideology"

have found themselves on the outside of many of these discussions. Those who can't cooperate and work with others, bending their points of view to reach consensus are simply finding themselves outside the room when important discussions are ongoing. Times and attitudes are in the process of changing, and as advocates for off-road recreation, these changes are actually helpful to emphasize the important role roads and trails on public land by allowing access to the back-country.

The upcoming release of the draft document for the Desert Renewable Energy Conservation Plan (DRECP) is a perfect example of a new type of collaboration. With the cooperation and hard work of the BLM, all manner of interests have worked together to find answers to the complicated process of dividing the California desert into areas where renewable energy facilities will be allowed. Only CORVA has a seat at the negotiation table representing the millions of off-roaders around the state. So far our representative has been able to insist that all designated OHV roads, trails and areas remain off-limits to renewable energy facilities. But when the draft documents come out this fall we are going to need everyone's help to write comments that keep our status quo. So CORVA is going to be teaching classes through our Comments Project Workshop. If you're interested in joining us and learning about the best way to make a difference in your local area, let me know!

Contact me at amy.granat@corva.org for more information about our workshops.

And just as CORVA supports off-road recreation around the state, we need you to support CORVA all around the state. Join, renew or donate through our website, and encourage all your family, friends and neighbors to do the same.

And to all our loyal members - a big **THANK YOU!**



THE TRUE MEAINING OF LEADERSHIP

Amy Granat, Managing Director

There's an old saying I learned years ago that has stood me in good stead; "True Leaders Empower Others to Lead Themselves".

But what does that really mean; and how does it pertain to the goals we are trying to achieve - keeping public land open to motorized access and recreation?

With an explanation to follow, it means that local enthusiasts have the passion and on-the-ground knowledge to engage very effectively with local

motorized recreation. That is where CORVA comes into play, and why your membership to CORVA is so important. CORVA representatives have reached a level of sophistication working with federal policies that is unrivalled in the off-road world. Whether it is working within the upper echelons of the Forest Service or with the Sierra Nevada Conservancy, our efforts at advocacy are now integral to policies that are being made throughout the state.

For years off-road enthusiasts have been plagued by policies that have come seemingly out of thin air, that

recreation end up creating policies that hurt other enthusiasts. That is simply unacceptable to CORVA. All people, whether motorcycle or side by side enthusiast, owner of a 4WD rig or rockhound, deserve the same consideration when it comes to public land use policy. Just because some voices may have more funds to throw at a problem, it doesn't mean that other uses get thrown to the side. Not only it is morally wrong to hurt your fellow off-roader, but it leads agencies to believe that we don't care enough about other forms of recreation to make sure their

As the statewide organization representing all forms of motorized recreation, CORVA has the ability and experience to put together the pieces of the puzzle that represents off-road recreation in California.

land managers, whether county, state or federal. There are people I have met that know every boulder and bend of the Rubicon and the Fordyce 4WD trails. Earlier this month I was humbled when traveling with members of a local club, hearing of their years-long efforts on the Deer Valley Trail in the Eldorado National Forest. The amount of time and energy individuals and clubs throughout the state have devoted to adopt-a-trail programs is unfathomable. It is simply one of the most incredible efforts at public land stewardship, and one that I might add, has gone at times unrewarded. Everyone who engages in public land clean-ups and maintenance projects deserves an immense amount of credit for the hours and hours of work out on the trails.

But there is also a bigger picture that has to be considered at every turn. Local trail issues are often a reflection of statewide policies that work against continued access and

proceed to harm our access to public land. It has taken time and effort, but now CORVA representatives are sitting at the table together with representatives from large environmental organizations when policies are being determined. We sit and advocate for all forms of recreation, because many times we are the only recreation representatives in these rooms, whether motorized or non-motorized, equestrian or water sports. It is important to stand up for all these minority voices because up-to-now they have rarely been heard. And off-roaders have always shown the generosity of spirit to help others in need, so our actions mirror the characteristics so integral to our community.

Since CORVA's members span the gamut of interests in the off-road world, we too address the issues with an eye on how policies will affect all those that wish to enjoy public land. Too often in the past, loud voices representing only one form of OHV

opportunities are protected. All in all, it is bad policy.

Coupled with the relationships that CORVA has carefully nurtured, we have also studied both state and federal regulations to understand how to comment substantively on federal documents and teach enthusiasts to do the same.

Every one of you has critical on-the-ground knowledge, so you must comment too! Oftentimes, either through bias or lack of effort, agency personal cut corners on policy enough to hurt recreational opportunities. In instances when agencies actually defy their own regulations, it's CORVA's job to call them on the carpet, and let them know that their actions have been noticed and are unacceptable to our community.

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CORVA

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Proudly Presents the:
2014

Southern Jamboree

October 18th

**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 Schedule

Rider/Driver meeting - 9:30pm

Poker Run - 10AM to 3pm

Dog Show - 4pm

Dinner Served - 5-6pm

Award Ceremony and

Raffle Prize Drawing - 7pm

Price List

Saturday Poker Fun Run

\$20 pre-reg

\$25 members At event

\$30 non-members At event -

Extra Poker Hand

\$5 members/ \$10 non-members

BBQ Dinner - \$10

Contacts

For more info call (805) 795-0679 - Email Jim.Woods@corva.org

or visit our website

www.CORVA.org

Directions

From the south: take US 395 to the town of Red Mountain, then turn right onto Trona Rd. Staging area is approx 15.5 miles from 395. Look for the CORVA signs and follow them in. See you there!

NEWS FROM THE SOUTH

THE 2014 SOUTHERN JAMBOREE

by Jim Woods, Southern Regional Director

Prepare now for a new camp experience at the CORVA Southern Jamboree October 18-19, 2014.

Bring your family to experience this awesome location and help your land use organization at the same time. The Southern Board is pleased to host our annual Southern Jamboree at "Charlie's Place". This is the same original location planned for last year's event which was moved to California City at the last minute when the government shut down and we couldn't obtain permits.

If you have never been to Charlie's Place & Wagon Wheel, the BLM open area near the city of Ridgecrest, you're in for a pleasant and unique experience. The camping area is covered with huge boulders nestled around the hillsides with nice vistas of the desert

and plenty of areas to explore. The Jamboree will be held on Saturday and will include a family friendly Poker Run, kids games and our CORVA dog show. We will again be serving our delicious BBQ tri-tip dinner and our evening program with a campfire and raffle. We encourage you to stay Sunday to explore the area with your family. Your entry will help support CORVA but the surrounding areas offer much more to enrich your off-roading experience.

Northeast about twenty miles (an hour's ride on small trail bikes) is the Trona Pinnacles National Natural Landmark. The Pinnacles are huge spires formed when the area was located at the bottom of the ocean millions of years ago. With over 500 Tufa Spires, some as tall as 140 feet rising across the bed of the Searles Dry Lake,

the Pinnacles are world renown, and a must see. This is also the location of the first Planet of the Apes movie so if you can, don't miss taking the family to see this unusual treasure. Pack a lunch and prepare for an amazing ride. (Bring lots of water too!)

Just twenty miles southwest of Charlie's Place is the city of Ransburg, an old mining town that welcomes the off-road recreationalist. You will find antique shops, great food and supplies. Off-road bikes, quads/UTV and 4x4 vehicles are all welcome. The ride is well marked and reasonably easy travel for a fun family ride. Most everyone loves the old fashion ice cream counter too. Either direction you choose, the surrounding area near Charlie's Place will bring lasting memories of the Southern Jamboree.

SOUTHERN BOARD OF DIRECTORS

On August 5th, the Southern Board held elections for our Southern Board of Directors.

The results are:

Jim Woods - Southern Regional Director

Bob Ham - Asst. Southern Director of Legislation

Ed Stovin - Asst. Southern Director of Grants

Linda Wucherpfennig - Asst. Southern Director of Clubs

Vinnie Barbarino - Southern Regional Secretary

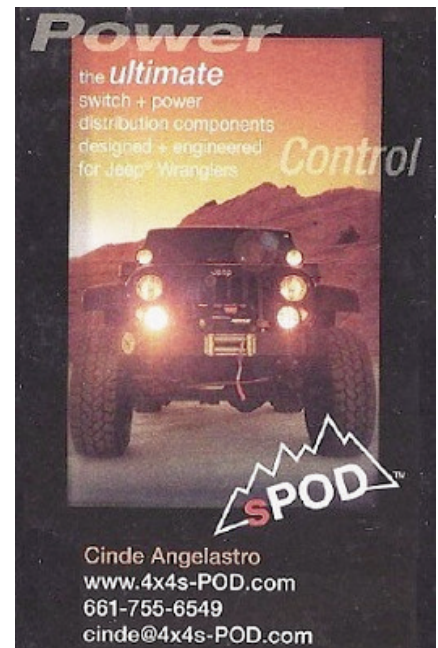
The Board sends sincere appreciation for outgoing Board members, Helen Baker and Clayton Miller for their services to CORVA. New to the Southern Board, Linda will be assuming her new position of Clubs after resigning as State Secretary. Linda encourages your inquiries, and if you would like a CORVA representative to attend your club meetings, or would like more information, please contact Linda directly at her email. (Note: all Board emails are listed on the back page of this newsletter.) Also, CORVA

now needs a volunteer to serve on the executive Board as Secretary. For more information, please email either Managing Director Amy Granat or Vice President of Administration Clayton Miller.

Also coming soon, the CORVA Southern Board will host a CORVA booth at both the Orange County Sand Sports Super Show on September 19-20 at the Orange County Fair Grounds. Look for the CORVA booth again at the Pomona Off-Road Expo on October 4-5 at the LA Fair Grounds. Volunteers are needed for both shows. (Contact Jim Woods at jim.woods@corva.org or Don Alexander at don.alexander@corva.org if you would like to volunteer for one of the shows) Don't forget to stop by our booth and show your support to CORVA (wear your CORVA T-shirt!).

We look forward to seeing everyone at our CORVA Southern Jamboree at Charlie's Place Oct 18-19th. Look for the Southern Jamboree flyer in this newsletter for more details.

Thank you for your support for CORVA - Protecting your rights to off-road access!



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LAND USE UPDATE

Bruce Whitcher, CORVA VP for Land Resources and Public Policy

National Monument Proposals Gain Momentum

Realizing that wilderness proposals are unlikely to reach Congress this year, advocates have shifted their strategy toward presidential designation of national monuments under the Antiquities Act.

San Gabriel Mountains National Monument

Since taking office, President Obama has designated 11 new national monuments.

President Obama has established the César E. Chávez National Monument, the Río Grande del Norte National Monument in New Mexico and, most recently, the Organ Mountains-Desert Peaks National Monument in New Mexico.

At the ceremony designating the Organ Mountains-Desert Peaks National Monument, President Obama made a firm commitment to growing his public lands legacy. He made it clear that he's not done yet, saying with great conviction that he's looking for more communities across our country where locals are speaking up and asking for him to protect our public lands.

In Southern California, a local effort is working toward establishing a National Monument in the San Gabriel Mountains. And in the greater Sacramento region, community members are calling for the permanent protection of the special Berryessa Snow Mountain region.

Berryessa-Snow Mountain National Monument

Sacramento – One hundred local businesses released a letter calling on President Obama to protect California's Berryessa-Snow Mountain region as a national monument. The region, which spans 350,000 acres north of Napa up to the Mendocino National Forest, is a haven for rare wildlife and a popular destination for hiking, boating, and outdoor recreation.

"Berryessa-Snow Mountain is a national treasure," said Nathan Weaver, Preservation Advocate with Environment California. "I am proud to stand with 100 local businesses in support of permanently protecting this hidden gem."

"Despite strong bicameral support for permanently protecting the Berryessa Snow Mountain Region, my legislation has not been voted on in either the House or Senate," said Congressman Mike Thompson. "If Congress will not act to protect this area, then the Obama Administration should. Protecting the Berryessa Snow Mountain Region will help boost tourism, grow the local economy, improve recreation opportunities and protect important species. We do not want to lose out on these benefits because Congress will not act – and we do not have to. The Obama Administration should take action where Congress hasn't and permanently protect this natural treasure."

"Whether it's hunting up at Snow Mountain Wilderness or photographing Tule Elk near Cowboy Camp, the Berryessa Snow Mountain region offers something for

everyone," said Sara Husby, Executive Director of Tuleyome. "The whitewater rapids of Cache Creek draw people from across the state as does Lake Berryessa, a favorite spot for boating and a renowned bass fishery. Along the oak-dotted hillsides and rushing creeks lies a trail system which appeals to residents and attracts tourists who love hiking, horseback riding, driving ORVs along the designated trails, and mountain biking. The Berryessa Snow Mountain region is a hidden treasure of Northern California well worth exploring, and an area that deserves to be protected for future generations. I hope President Obama will take action to permanently protect this beautiful wild place."

Update —The California Desert and the West Mojave Plan

Despite years of litigation by anti access interests, much of the desert remains available to the public for all forms of recreation, but this can never be taken for granted. Here's what you can do it help.

Q: Why have so many desert trails been signed closed?

A: Routes in the West Mojave area are "closed unless signed open." Signs have been placed by the BLM according to a signing plan developed by the BLM to comply with the 2011 court order.

Q: There are trails all over the place in the desert. Why should I ride only on signed routes?

A: During the court case the BLM argued that environmental damage was caused by illegal off trail riding, not by riding on designated routes. The court accepted this argument, but this could change and ultimately threaten our ability to use the desert if off trail riding can't be controlled.

Q: What can I do to get more routes opened?

A: The BLM will announce a revised West Mojave route plan in October. This will include public meetings and the opportunity to comment on your favorite desert trails. Specific comments on individual routes are a powerful tool to help keep them open.

Q: Will the "open areas" such as Spangler and Jawbone be affected?

A: No. OHV open riding areas were established by the California Desert Conservation Area (CDCA) Plan of 1980. Although signed designated routes run in and out of the open areas, the open areas themselves are not subject to route designation.

This issue of the ORIA focuses on the "open areas" managed by the Ridgecrest Field Office of the BLM as well as El Mirage which is managed by the Barstow Field Office.

Other "open areas" include Johnson Valley, Stoddard, and Rasor. Dune areas were separately designated by the CDCA and include Imperial Dunes, Dumont Dunes, and Olancho dunes.

Spangler – This 57,000 acre open riding area was designated by the 1980 CDCA. It is the second largest open area, and includes famous staging areas such as Wagon Wheel, Teagle Wash, and Charlie's Place.

From the south, use US 395 to the town of Red Mountain and then take the Trona-Red Mountain Road 7 miles north to the boundary of the OHV area.

From the City of Ridgecrest, take the Trona-Red Mountain Road from SR 178. Spangler can also be accessed from within the City of Ridgecrest by traveling south approximately 3 miles on College Heights Boulevard to the OHV area north boundary. It is managed by the BLM Ridgecrest Field Office.

El Mirage – The El Mirage Off-Highway Vehicle (OHV) Area (24,000 acres) is located in the Mojave Desert on the western edge of San Bernardino County near the Los Angeles County Line. This Off-Highway vehicle area attracts a variety of Activities. It was created in 1989-1990 from land rezoned from "unclassified" to "open", Class I (intensive use). Managed by the Barstow Field Office

Jawbone Canyon- Dove Springs – These areas are located within the Jawbone –Butterbrecht Area of Critical Environmental Concern (ACEC). Jawbone Open Area (7,000 acres) is located off State Highway 14, approximately 20 miles north of the intersection of State Highway 14 and 58 in the town of Mojave. A left turn from State Highway 14 onto Jawbone Canyon Rd., when traveling from the south.

Dove Springs –The Dove Springs OHV Area (5,000 acres) is located off State Route 14, just north of Red Rock Canyon State Park, approximately 30 miles north of the intersection of State Routes 14 and 58 in the town of Mojave. The entrance to Dove Springs OHV area is located on SC 94. Traveling from the south, make a left turn from SR 14 onto SC 94. Traveling from the north, make a right turn onto SC 94.

Background — History of Route Designation in the West Mojave

The Nation's laws are created by and endless cycle of legislation, regulation, and litigation. Recreational use of the California Desert has been the victim of this process for over 35 years. Here's a summary of what has happened.

The Federal Land Policy Management Act (FLPMA)

FLPMA specifically recognizes the need for recreational use of the desert by the public, including the use of off-highway vehicles "where appropriate".

The 1976 Federal Land Policy Management Act (FLPMA) established the 25 million acre California Desert Conservation Area (CDCA) and directed the Bureau of Land Management to develop a long range management plan for the California desert. FLPMA specifically recognized the need for recreational use of the desert by the public, including the use of off-highway vehicles "where appropriate", firmly establishing OHV use as a legitimate activity in the desert. FLPMA has been the key to legal defense of OHV use against various efforts to force an outright ban on off-highway vehicles throughout the area.

The California Desert Conservation Area (CDCA)

The BLM manages approximately half of the 25 million acre CDCA area. In 1980 the BLM published the California Desert Conservation Area Plan, a comprehensive long range management plan for the area. BLM planners understood that the plan would need to be amended over the years and fact the Plan has been amended over 147 times. Three regional land use plans have updated the CDCA plan.

These plans are: 1) the West Mojave (WEMO) (presently under litigation), 2) Northern & Eastern Mojave (NEMO) and 3) the Northern & Eastern Colorado (NECO) Coordinated Management Plans. This article will focus on the West Mojave Plan. The CDCA establishes routes of travel in the desert as "open", "limited" or "closed" as well as area multiple use classifications Class I, M, L,C, and unclassified. I- intensive use, M- moderate use, L – travel limited to existing roads and trails, C- preliminary recommended wilderness.

"L" (Limited) routes

"L" routes" are critical to OHV recreation and desert access, with nearly half of all lands managed by the BLM having routes in this category.

"Limited" routes are defined in the CDCA as "an existing route of travel is a route established before approval of the Desert Plan in 1980, with a minimum width of two feet, showing significant surface evidence of prior vehicle use or, for washes, history of prior use."

This definition was never removed from the plan in spite of several subsequent route designation efforts that expanded the system beyond routes present in 1980. This definition proved to be highly problematic and made later BLM route designation plans appear inconsistent with the CDCA, a legal flaw exploited by litigation.

The BLM never conducted a route inventory for the 1980 CDCA, relying instead on "vehicle access guides" that included information about routes dating back to 1973 to serve as an "interim management plan". The BLM began the lengthy and complex task of route inventory in 1982. These efforts continued throughout the 1980's and 1990's.

In March 2003, the BLM released the *Western Mojave Desert Off Road Vehicle Designation Project Environmental Assessment and Draft CDCA Plan Amendment* for public review. The WEMO Plan established a 5,098 mile OHV route network. A significant portion of these routes are derived from the 1985-1987 OHV routes, as well as separately designated ACEC routes. This document, the "2003 EA," addressed the route network developed through the "Decision Tree" process. The "Decision Tree" was a flow diagram developed by the BLM to determine which routes should remain open and which should be closed.

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IT'S ABOUT THE KIDS

It is Monday and I am still reeling. It is that unique feeling when something so exciting has happened one can't quite let it go.

Diana Mead

This past weekend I witnessed what will happen when committed people work toward a common goal. This particular goal, "make it happen for the kids".

Nestled In the north end of the Tahoe National Forest, 26 miles south of Johnsville, Camp Nejedly's 80 acres is accessed either by helicopter, by foot (the Pacific Crest Trail crosses the 4WD track into the property) or by off road vehicle. The camp has provided a primitive camping experience for special needs youth since 1963. Today, the Contra Costa Youth Council partners with The Steve Wampler Foundation, to provide physically disabled kids, ages 10 to 18 with an experience they may never have otherwise. Each camper is paired with a counselor who will spend the entire week with them. They sleep under the stars, eat in a mess tent, hike, fish, swim, sing around the campfire and socialize with other kids who have the same limitations in the real world. Along the shores of Hawley Lake, those

limits are stretched and sometimes even broken. Each achievement is hard won and unique. And each is celebrated, in no small way, by every person who contributes to Camp Nejedly.

On Saturday afternoon, 27 jeeps and off road pickups pulled up, two at a time and unloaded 20 very excited campers, their individual counselors, wheelchairs and the other gear needed for their day to day mobility. The drivers of these vehicles are volunteers, members of off road clubs, (Diablo 4 Wheelers and Norcal Crawlers that day, five clubs in total and many privateers). They shuttle the campers from the bus stop in Johnsville to the camp, year after year, making two trips in and two trips out over two weeks. Initially many do it because it is a great run with some challenges; others, because they love to try something new; after the first time though, they return and do it all over again, because of the "kids."

For weeks before this line of off road vehicles is stretched over a mile, many others spent their free time opening the camp after a brutal winter. Heavy equipment is brought in (four hours each way on the same trail the Jeeps use) to repair trails, replace water systems, cut and chip wood. Structures are repaired, new projects are begun with money raised over the off season. Each work detail has to eat, drink, and sleep while at camp. Most supplies and labor are donated. Everything is hauled in, and out, over the same 26 miles. Everything, for the "kids".

After the two weeks each summer when camp is in session, the volunteers come again to break down and winterize the property. The same process in reverse, minus the heavy equipment. It is all for the "kids".

The common goal allows so many different people to work together. It's about the kids!





On Saturday afternoon, 27 jeeps and off road pickups pulled up, two at a time and unloaded 20 very excited campers, their individual counselors, wheelchairs and the other gear needed for their day to day mobility.

Redlands
REDLANDS AUTO PLAZA



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BEATTY, NEVADA LOCAL MINING HERITAGE POKER RUN

By Karl Olson

The John Strozzi VFW Post 12108 working in conjunction with the Town of Beatty Nevada to host the first annual Bullfrog Historical Mining District Poker run will to be held on Saturday, October 25, 2014.

The purpose of the event is two fold, the first being to raise money in order to the restore the exterior, especially the steeple and bell, of the Historical Church that was moved from Rhyolite to Beatty and now houses the VFW Post.

The second is to raise awareness of the Historical importance of the "Last Great Mining Boom" in America and the part Beatty, Rhyolite, Bullfrog and the surrounding areas played in the event. Over the years Beatty has been a "Boom or Bust" town and in my opinion and others of like mind, tourism, especially highlighting geology, mining, and history are going to be the salvation and preservation of the area.

As members of CORVA you are well aware that organizations, usually from cities that have no relationship to the area, are attempting to turn the West back into the myth of untrammelled wilderness and wipe out our Historical Heritage.

It is our hope that events such as this, really focusing on History and the importance of preservation of same will stem the tide and keep Beatty and the surrounding areas of Gold Point and Goldfield open for responsible exploration into the past for generations to come.

The course is 41 miles long mostly class two and three roads featuring the History, Pre History, and Geology of the Bullfrog Historical Mining District. The course was designed for 4X4 vehicles and UTV's. Sorry but no dirt bikes or two wheel drive vehicles and all registered drivers must be eighteen years old or older. Registration Fee is \$25 dollars per vehicle and that

includes one poker hand and one BBQ diner Saturday Night after the event is over. The cost of the BBQ for all others is \$10 dollars per person.

For further information concerning the run go to www.beattynv.info, www.beattynevada.org, call the Strozzi VFW Post at 775-553-9313, or call Karl Olson at 253-736-4273.

Please come for the weekend there is plenty to explore in the area and folks that are willing to share good routes for folks that have never been here before.



« Land Use Update, continued

In 2006 the Center for Biological Diversity filed a lawsuit claiming that the plan was fundamentally flawed in a number of areas, including violations of FLPMA, the National Environmental Policy Act, and the Endangered Species Act. The case was heard in US District Court and a summary judgment issued by Judge Susan Illston in September 2009. The judge found that the BLM's use of the "Decision Tree" caused the BLM to inadequately consider and apply the "minimization criteria" to route the route designation process.

"Minimization criteria" are BLM regulations that require the agency to minimize harassment of wildlife, damage to soil, watershed, vegetation, air, and conflicts between off-road vehicle use and other recreational uses.

As a remedy, the judge returned the WEMO Plan to the BLM for revisions. These include:

(1) Prepare a revised OHV route network that complies with the minimization criteria.

(2) Either return to the 1980 OHV network or amend the CDCA Plan to lift the restriction on post-1980 routes.

(3) Conduct supplemental environmental National Environmental Policy Act (NEPA) analysis to correct deficiencies in the WEMO Plan.

The first steps in complying with the court order have been completed. The supplemental environmental analysis (NEPA) was announced in 2011, followed by public meetings to identify routes and develop the procedures for the plan to move forward. A full report of these activities is available as the Scoping Report published in June 2012.

The next step will be for the BLM to announce publication of a draft environmental impact statement (DEIS), with several alternative route systems for the area and this is planned for October 2014. The DEIS will undoubtedly include several alternative route systems ranging in mileage. Some will

be limited to provide more resource protection, others will provide more opportunity, but any route system will have to consider the "minimization criteria" to be acceptable to the court.

A complete listing of developments is available on the BLM website, "West Mojave Plan Amendment Activity" http://www.blm.gov/ca/st/en/fo/cdd/west_mojave_wemo.html



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The Inland Empire 4 Wheelers Annual Forest Fest



Each year IE4W uses the Big Bear Forest Fest to raise funds for many important causes. The funds raised are used to donate to various land use efforts. CORVA is one of the benefactors of this event as is the San Bernardino National Forest Adopt-A-Trail program. This event allows IE4W also use the funds to donate to local charities and the club has created two college scholarships.

Forest Fest have grown over the past 17 years from a few club members to over 400 rigs, making Forest Fest a premiere 4 wheeling event in SoCal. Held during Father's Day Weekend, entrants can select from 26 different runs over the three day event.



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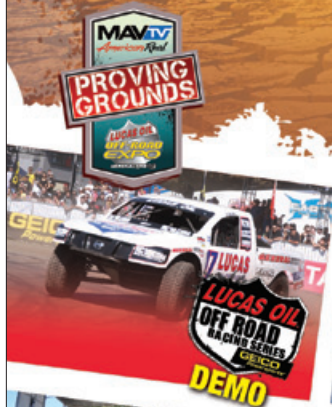


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West Coast Four Wheel Drive Club of Santa Ana	\$200.00	John K Warren Jr	\$20.00	Wayne Horning	\$25.00
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Vinnie Barbarino	\$100.00	Scott Philbrook	\$10.00	Wayne Horning	\$25.00
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Tim Nowak	\$40.00	Ocotillo Wells Fund		Paul Enstrom	\$60.00
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DONATION FORM

CORVA needs your help!



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

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Please make checks payable to **CORVA** (Donations are not deductible as charitable contributions)

Have questions for CORVA? Contact the board at corvabod@corva.org or
CORVA Managing Director, Amy Granat at amy.granat@corva.org or 916-710-1950.

WELCOME MEMBERS!

Welcome New Members

Christopher Pogue
Craig Rutherford

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« The True Meaning of Leadership, Continued

As the statewide organization representing all forms of motorized recreation, CORVA has the ability and experience to put together the pieces of the puzzle that represents off-road recreation in California. But one of the most important criteria when it comes to representation is the number of members in the organization. Every member is a person who cares about motorized recreation. Each and every membership stands as a testament and proves that people care enough about their access to public land to join CORVA. Think of all those who have not yet signed on as members of CORVA – now is the time to explain to them why their membership is so important.

CORVA advocates, educates and represents off-road recreation in all levels of government and politics standing alongside our members. As educators we know that even with a group as powerful as CORVA, a politician still needs to hear from individuals or their organizations. Everyone has within themselves the ability to be a leader. Representatives from CORVA will guide and advise you every step of the way, while you are empowered to act in the best way possible for your roads, trails and areas.

So consider yourselves empowered! I honor my fellow off-roaders with as much dedication I can bring to these endeavors. All of you can make a difference in your local communities, while CORVA helps create policies that will benefit off-road recreation. I honor my fellow board members of CORVA who work so hard, but most of all our members, whose generous donations and memberships make all this work possible.

MEMBERSHIP APPLICATION & RENEWAL

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OFF-ROADERS IN ACTION

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October 18 & 19, 2014

Spangler Hills OHV Area - Wagon Wheel
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CORVA Northern Jamboree

October 24-26th 2014

On-Going Meetings

Friends of El Mirage

www.elmirage.org

2nd Wednesday

Friends of Jawbone

www.jawbone.org

3rd Wednesday

CORVA Board Conference Call

4th Monday

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.

For more information, contact Amy Granat, Managing Director:
amy.granat@corva.org or 916-710-1950

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