

CORVA
CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION
www.corva.org

OFF-ROADERS IN ACTION

[CORVA Board Member Strikes Back!](#)

The following is an article written about the OHV Recreation Division of the California Parks Department by Janet Armantrout. It is followed by a response written by Diana Mead, CORVA's Assistant to the Northern Director for Grants. This response is a great example of how one person can make a difference.

A Livermore citizens group called Friends of Tesla Park has formed to preserve the rich, abundant resources of a 3,000 acre site some 10 miles east of Livermore on Corral Hollow Road.

The site is called Tesla (Alameda-Tesla in state documents) for the historic town that once thrived there. Tesla is a wildlife corridor and a place of scenic beauty. It houses Native American artifacts as well as rare plant and animal species. Active protection is needed because a little known branch of the California Parks Department wants to turn it into an off-road vehicle park. Tesla is owned by the state. The Department's Off Highway Motor Vehicle Recreation Division has accumulated \$20 million, mostly from gasoline taxes, for the project. This is the same Parks Department that is so short of funds that it has to close dozens of existing parks and shut down public education programs.

Anyone who has driven out Corral Hollow Road has seen the devastated Carnegie landscape left by the off-roaders. Ruttled hillsides look like moonscapes. The same fate awaits Tesla if plans for off-roading move forward. State environmental restrictions have kept this from happening so far, and must continue to do so. Friends of Tesla Park deserves our support in its effort to find a healthy future for the site, perhaps under the management of East Bay Regional Park District. A meeting was held on May 21 to discuss the general plan for the site.

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[Channel Islands 4x4 Swap Meet](#)

By Wayne Ford, CORVA Clubs

Simi Valley – Channel Islands 4x4 club operates out of the Ventura county area with monthly meetings at the Yard Café in Simi Valley. The club boasts a membership of 1,000 people, and offers its members free membership. However, due to this free membership, Channel Islands 4x4 must hold fundraisers to maintain its excellent website and pay other club expenses.

On May 12th, CORVA was invited by Channel Islands 4x4 President John (Bulldawg) to come out and join in the club's annual swap meet and fund raiser. We set up next to the registration booth an hour before the gates opened and had a birds eye view of the gear up for sale. If you have never been to an off road swap meet, be sure to keep your eyes open for the next one. There are not only parts for Jeeps, but parts and accessories for every off roader, including camping gear and much more. The spaces are not limited to used swap meet gear either, as outside vendors also attended. Olympic 4x4, Off Road Werkz, and others brought a wide variety of new gear at low swap meet prices.

Continued on page 14



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WHAT IS CORVA?

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

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

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

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

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

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

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

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PRESIDENT'S MESSAGE

By Jim Woods

Nowhere to Ride

As I have mentioned before, I lived in Glendale California as a kid and had many places to ride my dirt bikes within walking distance or just a short drive from my home. I rode almost every day: Elephant Hill in Eagle Rock, Zoo Drive by the LA Zoo and on the weekends, all of us went to Palm Springs and rode all over the dunes. It was legal to ride in these areas which helped to curb this young mans' mischievous spirit and build skills that I have used all my life. I learned lessons I never would have learned elsewhere and went on to use my motorcycle mechanical skills to own my own business. Not the kind of education you learn in a mall or playing video games. It seems like that is all there is now: virtual activities.

In my teenage years I raced District 37 AMA Desert competition in Bean Canyon, High Vista, Indian Dunes, California City and Jawbone Canyon. There were private tracks everywhere: Baymere, Saddleback, Hopetown, Ascot Park and Trojan Raceway, just to name a few. Most are closed now to racing and those that survived don't have any type of motorized recreation.

As I got older, I have seen the implementation of the Desert Protection Act, the closure of the Rand Mountains to Dual Sport, Peirson Milkvetch weed closures in Glamis, the constant fight to keep Pismo Beach open and now air quality issues, the application of BLM Desert Cost Recovery for all events, the closure of Clear Creek, Rubicon Trail water-crossing issues and Surprise Canyon. Shall I go on or do you get where I'm going? We have lost our public land at a very fast rate!

Think of the places you went and enjoyed that are now closed and decide if you are willing to give the rest away. We are currently facing the two largest battles we have had to fight in many years.

Governor Brown wants the State of California to take our Grant and operations money (Green Sticker) to help keep open the failing non-OHV State Parks. Our State Vehicle Recreation Area (SVRA) at Hungry Valley and Hollister Hills, and who knows what other places we now have will be closed. Just say goodbye to our wonderful OHV opportunities. Keep in mind this is how they plan to save the failing and mismanaged California State Parks System. Furthermore if the Grant money gets taken for the General Budget, the funds that California pays to the Bureau of Land Management and the National Forest Service will be taken away as well. If public land can't be managed, it will be managed by closures. We will lose our access to many more thousands of acres of public land. Goodbye Jawbone Canyon and the Rubicon Trail and with the pending withdrawal of Johnson Valley, we will lose 50% of the remaining open riding area. Goodbye desert racing. Goodbye peaceful connection to our wonderful desert as we experience some of the greatest unobstructed views on our planet. Goodbye reality. Goodbye sanity.



I decided join the struggle for public OHV access a long time ago – just like all the folks that work and volunteer for off-road access organizations and associations. Now, I need you to take action. Don't sit there in some virtual world and let them close more public land to motorized access. This month pick up your telephone and call Governor Brown's office (916-445-2841) and tell him to leave our Off-Highway Vehicle Trust Fund alone. Tell him sharpen his pencil – just like the off roaders have. We manage our Grant money and build partnerships with all the organizations involved. Our SVRA program pays for itself with user-fees. Let's be heard!

Finally, please donate to: SavetheHammers.org. Help save Johnson Valley for all of us to use for many generations. You can also go to the Secretary of the Navy Facebook page and ask him to support keeping Johnson Valley for recreation and open access.

If we lose now, you'll find me at the local auto parts store, buying a "For Sale" sign.

Jim Woods

San Gabriel Canyon OHV Area

THERE WILL BE A
VENDOR AREA &
ON SITE SALES OF
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SATURDAY
JULY 14, 2012



ALONG WITH



IS PROUD TO ANNOUNCE

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OF THE BRAND NEW OBSTACLE & KIDDIE ATV COURSE

The OHV Community would like to thank *Los Angeles County Supervisor Mike Antonovich* for his many years in support of sustainable multi-use recreation opportunities for the county of Los Angeles.

This innovative project was funded by the county of Los Angeles Department of Parks and Recreation Director Russ Guiney, in coordination with Angeles Forest Supervisor, Thomas A. Contreras.

Water and Soda's donated by the Office of Assemblyman Hernandez

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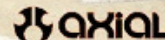
FOR FURTHER INFORMATION PLEASE CONTACT

MIKE BISHOP AT 626-840-8472

OR

E-MAIL ACORA12@yahoo.com

Don't forget to Join us
for the Raffle!!



CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

California Motorized Recreation Council Hires Livingston Group in Effort to Save Johnson Valley

Washington, DC – The California Motorized Recreation Council (CMRC), an umbrella group of the eight largest OHV access groups in California, has agreed to contract terms with the Livingston Group, LLC in Washington, DC to help stave off the expansion of the 29 Palms Marine Base.

According to a draft EIS, the Marine Corps only plans to hold training exercises 24 days each year in Johnson Valley. While the expected proposal does allow for a limited shared use of a portion of the OHV area, event promoter Dave Cole, who produces a large off road race in Johnson Valley, believes, “The current shared use alternative has no language for securing the perimeter of the expansion, and that’s a set up for a dangerous situation for the public. They don’t currently secure the base line now, and most of the public has no idea they are wandering on to the base. It will be 10 times worse if they expand.”

“Our primary objective was to figure out a way in which everyone could get what they needed. Rather than draw a line in the sand, we are proposing the Marine Corps work with us to meet those needs. To accomplish our goals, we had to pass our message to professionals in DC, and that’s where the Livingston Group comes in.” Jerry Grabow, American Motorcyclists Association District 37 Off-Road President, went on to say, “It’s a departure from our normal way of dealing with the loss of OHV recreation opportunities.”

Unifying a diverse group of OHV enthusiasts from across the state, CMRC delegates voted overwhelmingly to support the contract with the Livingston Group. The move supports a re-enforced position by off-roaders who are willing to go all the way to Washington, DC to maintain motorized recreation in Johnson Valley. This is a strategy that hopefully provides for future generations to experience the last great expanse of desert that OHV users may enjoy.

Understanding the Off Highway Vehicle Trust Fund

California State Parks is charged with administering the State’s Off Highway Motor Vehicle Recreation (OHMVR) Program to provide high quality OHV recreation opportunities and address the effects inherent with those activities. The OHMVR Program is carried out through two basic components. The first is a system of eight SVRAs. These provide motorized recreational activities on approximately 120,000 acres of State Parks’ owned and managed lands dedicated to OHV recreation and related uses. Units are managed to ensure public safety, protect sensitive natural and cultural resources, and mitigate conflicts between various stakeholders.

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The second component is a grant program providing financial assistance to local and federal agencies as well as Native American Tribes, non-profits, and educational institutions. Along with the SVRAs, OHV opportunities on federal and other lands are an essential element of the OHMVR Program. This critical financial assistance enables other agencies to implement sustainable, environmentally responsible OHV programs that maintain OHV recreational opportunity. Funds are also available to counties and other local communities affected by OHV uses and impacts, including trespass, noise, and other nuisances, that require regulatory action, education, and law enforcement.

Funding Sources

The funding from the OHMVR Program comes primarily from three sources: fuel taxes on gasoline burned in motor vehicles operated off-highway for recreation, green and red sticker fees, and entrance fees at the SVRAs. The OHMVR Program is often referred to as the “Green Sticker Program,” referring to the green colored registration stickers issued by the California Department of Motor Vehicles (DMV).

Continued on next page

“Sustainable Parks” Program Threatens OHV Funds

The Sustainable Parks proposal, which would divert \$21M from the OHV Trust Fund, cleared both Senate and Assembly budget subcommittee hearings and will now go to the legislature. CORVA has drafted letters to be sent to the governor asking for his veto of the item in this proposal that would redirect funds from the Trust Fund and restructure the Grants and Cooperative Agreements program. Please take the time to send a letter to your legislators and the Governor. Ask your state legislators to vote “no” on this item, and ask the Governor for his line item veto.

Sample letter:

Dear Governor Brown,

We are writing to you to express our opposition to a provision of the Sustainable Parks Proposal. We strongly urge your veto of this item that would shift \$21 million prior to deposit in the Off-Highway Vehicle Trust Fund. There are three inherent problems with this proposal that warrant a veto:

1. EQUAL PRIORITY: According to PRC 5090.01, the Off-Highway Motor Vehicle Division of State Parks should enjoy equal priority with other programs in the Department of State Parks. The shift of up to \$21 million to support State Parks at the expense of the OHV Trust Fund is inconsistent with the mission of the Department. Unfortunately, funds from the OHV Division have a long history of being used for purposes other than originally intended by the Act. Beginning in 1983, approximately \$190M has been taken in the form of loans and transfers to the General Fund. These loans and transfers have continued in 2009 and 2010 and again by the Sustainable Parks Proposal. The majority of these have yet to be repaid.

2. BETRAYAL OF TRUST: When the Off Highway Motor Vehicle Act was passed by the legislature in 1972, off-road supporters of the Act agreed to forgo their fuel tax refunds to allow its transfer to the Motor Vehicle Fuel Account for support of the OHV Division. The Sustainable Parks Proposal betrays the trust inherent in that agreement, and violates the spirit of SB742, a bill negotiated in 2007 with all stakeholders that allows a program that does not rely on bonding money to be used on a manner that everyone understands.

3. SALES AND INCOME TAX INITIATIVE: Californians will soon be voting on the California Sales and Income Tax Increase Initiative. Supporters of the OHV Division would vote for this Initiative if they felt this would help save their program by providing badly needed revenue to the State. With the proposed shift of OHV funds supporters will have little incentive to vote for a tax increase.

The supporters of OHV recreation are passionate and will use any available means to defend California’s OHV program. In the past, OHV advocacy groups have been successful in protecting the OHV Trust Fund through litigation. Despite the testimony by legislative counsel that the shift from the Motor Vehicle Account is constitutional, these groups have retained legal counsel to independently evaluate this question. Many budget provisions have been challenged in court and this will be no exception.

Time has come to establish priorities more in line with available funding. The Sustainable Parks Proposal is a good attempt at addressing the budgetary problems of State Parks, with the exception of the proposed transfer of funds slated for the OHV Trust Fund. It makes little sense to transfer funds from a well functioning program to one that has an expanding budget and more property than it can effectively manage.

Again, we request your veto of the Sustainable Parks Proposal that would shift \$21M from the Motor Vehicle Fuel Account prior to deposit into the Off-Highway Vehicle Trust Fund (OHVTF) and reduce the Local Assistance Program (Grants and Cooperative Agreements Program) by \$11 million.

Thank you for your consideration

Grants Program Announces “Intent to Award” for 2012

Please check the OHV Division web site to see which applicants are eligible to receive OHV grant funding. The link to the site is: http://www.ohv.parks.ca.gov/?page_id=1164

Details of the funds awarded are now available. Review the “factual findings” to see how your local area performed on its grant application. Many areas lost points due to lack of adequate documentation. Also some lost points for failing to show how they planned to use “sustainable technology”.

The good news is that the legislature appropriated funding for this year’s awards. The bad news is that with a \$5M reduction of the program, many deserving applicants will not receive funding. As predicted, the grants were more competitive than ever this year.

Continued on next page

[CORVA Comment writing workshop held for Los Padres, Angeles, San Bernardino, and Cleveland National Forests Plan Amendment](#)

CORVA sponsored a comment writing workshop in Redlands on June 2nd. This is part of the ongoing CORVA “comments” project directed at empowering local recreation groups to respond with written comments to federal actions on public lands. The full day session was attended by approximately 20 well informed members of local clubs from Southern California. This included a review of the NEPA process and the proposed Forest Plan amendment that will affect all four Southern California Forests.

This proposed Land Management Plan amendment is a result of the Settlement Agreement approved January 3, 2011 for California Resources Agency, et al vs. United States Department of Agriculture, and Center for Biological Diversity, et al vs. United States Department of Agriculture.

The proposed amendment would modify the existing land use zone (LUZ) allocations in selected Inventoried Roadless Areas (IRAs) to include more Back Country Non-Motorized (BCNM) and Recommended Wilderness (RW) areas. An alternate monitoring framework is also proposed. The full details of the proposed action can be found on the project webpage at: <http://www.fs.fed.us/nepa/fs-usda-pop.php/?project=35130>.

Major components of the Proposed Action

The proposed action would change the zoning to “non-motorized” on approximately 300,000 acres of IRAs, and change the Land Use Zoning allocation to “Recommended Wilderness” (RW) on approximately 80,000 acres Roadless Areas. The majority of the additional non-motorized zones are located in IRAs on the Los Padres National Forest and San Bernardino National Forest. Additions to the Recommended Wilderness allocations are within IRAs on the Angeles and Cleveland National Forests. A preliminary analysis does not reveal any closures of existing motorized routes.

On the Angeles National Forest, the Fish Canyon and Salt Creek IRAs were combined to create the proposed 40,000 acre Fish Canyon RW area. On the Cleveland National Forest, the proposed 23,000 acre Eagle Peak RW area includes portions of the Eagle Peak, Sill Hill, and No Name IRAs, along with portions of the Cedar Creek and Upper San Diego River undeveloped areas. The 11,000 acre Barker Valley and 5,000 acre Caliente RW areas are also proposed on the Cleveland National Forest.

Suggested comments:

- Corridor width: in many places this is inadequate to allow rerouting and reconstruction for sustainability of existing roads and trails.
- The increase in Back Country Non Motorized (BCNM) zoning will preclude any future expansion of OHV opportunity without a Plan Amendment. Limited expansion of the Forest transportation system is needed to allow for future use.
- Southern California Forests have the lowest road density of any National Forests. Additional protection such as BCNM and Recommended Wilderness (RW) zoning are not necessary.
- Existing RW designations in Southern California Forests have yet to be acted on by Congress.
- Over 50% of California’s National Forests are already designated wilderness. More is not needed.
- Existing land ownership boundaries complicate management of future wilderness.
- Management of wilderness is more costly than non-wilderness. More wilderness is not needed at time of limited budgets.
- Wilderness designation complicates fire management, a critical safety concern for Southern California National Forests.

How to Comment:

The informal scoping period for comments “to be most effective” closed June 11. However, comments will be accepted after the deadline.

The Forest Service will next prepare a draft environmental impact statement. This will have a formal comment period of approximately 30-45 days, TBA.

You are invited to participate in the process. Send written comments to Cleveland National Forest, 10845 Rancho Bernardo Road, Suite 200, San Diego, CA 92127-2107, ATTN: LMP Amendment.

Comments may be sent via e-mail to: socalnflmpamendment@fs.fed.us, or filed through the project web page at: http://www.fs.fed.us/nepa/nepa_project_exp.php?project=35130.

For Further Information, Contact Bob Hawkins, Project Manager at: socalnflmpamendment@fs.fed.us, or visit the project website at: http://www.fs.fed.us/nepa/nepa_project_exp.php?project=35130.

[Educational News - Adopt a Legislator](#)

By Ed Waldheim, VP Education

“Adopting a Legislator” is a topic I have been preaching to off-roaders since I joined AMA District 37 in the late 70’s and also throughout my role as president of CORVA for 15 years. Here we are, almost 40 years later, and this topic is as important now as it was then.

However, the stakes and consequences of us not doing what we should have done 40 years ago has come to haunt us in an enormous way.

Just think, when our OHV program was created in 1972 by Bob Ham, Russ Sanford, and George Barnes among others, they would never have envisioned all that has happened over the years. I wonder what they would say about these changes.

Some of our state legislators do not even know what a “Trust Fund” is. We have legislators who will put their personal agenda before any logic or sound judgment, indifferent to the needs of society. They will destroy our entire way of life the way they dismantled our grant program in June.

They claimed the thousands of jobs lost from the destruction of the Grants program would be made up in the State Parks, but this is far from the truth, as the program affected so many Californians who were employed because of the grant process. There is also a freeze on hiring state employees, so these new State Park jobs seem even more outrageous.

So, where am I going with this? This month’s education topic is “Adopting a Legislator”, with a goal of 120 volunteers who contact their district legislator at their district office and in Sacramento. We must get to know our legislator’s staff, meet with them on a regular basis, and not rest until they recognize us wherever we go. This is the only way to have an effective influence on public policy regarding OHV lands.

Our legislators must be made aware of our needs as their constituents, and the more who do so, the more they will be concerned. We must bring large groups to meetings or take out ads in the paper to get the word out.

To help do your part, visit: <http://192.234.213.69/lmapsearch/framepage.asp> and enter your address. When your legislator’s Sacramento and district office information appears, copy it down and use it to speak your mind about the issues that our off road society faces. It is your responsibility to make sure you get to know these legislators. Regardless of their political party, you are still their constituent.

Please email me at: edwaldheim@aol.com when you find out who your legislators are, by district and name, so I can list this. All we need is 120 of you, to do this. In fact, I know my legislators in both Cal City and Glendale, so it is down to 118. We can do this, and for the sake of our sport, we must.

I look forward to hearing from you all.

[BLM Announces Public Meetings for Haiwee Geothermal Leasing Area Near Ridgecrest](#)

The Bureau of Land Management (BLM) has announced public meetings in Lone Pine and Ridgecrest to assist the public in preparing comments on the Draft Environmental Impact Statement (DEIS) for the Haiwee Geothermal Leasing Area (HGLA) and proposed an amendment to the California Desert Conservation Area Plan. BLM will accept public comments through Aug. 2 for the DEIS and proposed amendment, as well as three pending geothermal lease applications within the Haiwee area in southwestern Inyo County.

The HGLA consists of an estimated 22,805 acres of BLM-administered public lands; this area also includes the area subject to three pending geothermal lease applications for approximately 4,500 acres of BLM-administered public lands. The DEIS analyzes the potential environmental, social, and economic effects of several alternatives and issues raised during the public scoping process.

Public meetings were held on June 13, 2012, in Lone Pine, California, at the Boulder Creek RV Resort, 2550 S. Hwy 395 from 6 to 9 p.m., and on June 14, in Ridgecrest, California at the SpringHill Suites by Marriott, 113 E. Sydnor Ave., from 6 to 9 p.m.

Public comments received will be used in the development of the Final EIS in compliance with the National Environmental Policy Act. All written comments must be received by August 2, 2012, and should be submitted to the BLM's California Desert District Office, Attn: Jeff Childers, HGLA Project Manager, 22835 Calle San Juan de Los Lagos, Moreno Valley, CA 92553.

For more information contact Jeff Childers at (951) 697-5308 or email: jchilders@blm.gov.

Continued from Page 1

[Off Roader Strikes Back! \(continued\)](#)**Response by Diana Mead:**

This article makes the OHV Division of California State Parks sound like invading aliens (moonscapes, devastation, etc.) It is not a "little known branch", of the State Parks Department. In fact, this division has been in existence since 1971. It is the only division of California State Parks that takes no money from the general fund. The State Vehicle Recreation Areas (SVRA's), of which Carnegie State Park is one, are 100% self funded. The general tax paying citizen does not pay anything toward the OHV Trust Fund.

The OHV Division of California State Parks' operating budget includes operation of the eight SVRA's, grants to fund OHV management for counties, law enforcement, non profits, BLM, USFS, and land acquisition. The source of the budget funds are primarily from three sources: user fees for SVRA's, registration fees for off highway vehicles and fuel tax for the the fuel purchased for OHV's. Ms. Armantrout seems to have no issue with the first two sources but calls the last source, "gasoline taxes", deviously suggesting that the fuel taxes generated when you pull up to the pump and fill your family car are going to buy land for OHV recreationists to destroy. This is simply not true.

Prior to 1971, when the OHV trust fund was established, a taxpaying California citizen could deduct tax paid for fuel to power an off highway vehicle (farm tractor, atv, etc.). The reason for the potential deduction was to reimburse Californians who purchased fuel for vehicles that would not travel on the government maintained road system. Clearly, folks who use tractors are still paying fuel taxes for the trucks they use to get into town. Like other legislation in California, this was deemed a "fairness" issue.

The SVRA's and the trail system that the OHV trust fund grants manage/maintain are our "roads". The State developed the formula to determine how much fuel tax goes into the OHV trust fund based on the numbers of OHV's registered in the state. The formula does not include any street legal vehicles such as Jeeps, or mountain bikes, equestrians, etc, that also use the trails that our fund maintains.

Basically, the fuel taxes that go into the OHV trust fund, are not "the public's tax revenue," unless that public owns, and registers an OHV in the state of California.

Back to the letter written by Ms. Armantrout. A leisurely drive along Corral Hollow Road, commencing at Hwy 580 in Tracy, heading toward Livermore, is beautiful to some beholders. Most of the area is ranch land, devoid of the native oak trees, thanks to the cattle. Then we have the Lawrence Livermore Labs, Area 300, a test site cordoned off by miles of barbed wire fencing. There are many lovely rock formations, some with the requisite graffiti. Travel then leads to Carnegie State Vehicle Recreation Area. Yes, there are trails visible from the highway. There are also well maintained camp grounds, event areas, and archeological sites. The site was originally inhabited by indigenous people. In the 1800's, Carnegie was a brick manufacturing facility and a thriving small town complete with railroad. OHV activity on the site dates back to the early 1900's. Since the state purchased the area, and began managing and measuring OHV activity, Carnegie serves as an example of well run park, teaming with wildlife and renewable resources.

OHV trust fund money was used to purchase the Alameda-Tesla land adjacent to Carnegie. The purpose was to grow the OHV recreation area AND to provide other recreation opportunities easily accessible for an urban and suburban population. The OHV community understands this will be a multiple use area, but make no mistake, OHV funds were not used to purchase this land to prevent access for the OHV population of the bay area.

As to the 20 million dollar "state parks" funding, when state parks are being forced to close, please reread the first paragraph again. This division of the State Parks Department, is separate and wholly self funded. No SVRA's are slated to close. None are in need of any state general fund dollars and the Carnegie expansion is not using any State Parks funding that could have kept another state park open. Legally, it just doesn't work that way. This suggestion is akin to my not buying a house because my cousin is foreclosing on his. Of course legally, I can choose to help my cousin, even if I feel he is not financially able to continue his mortgage payments because he has no source of income. However by California state law, State Parks may not be funded by the OHV trust fund.

I understand that owning or using an OHV is not for everyone. In fact some find it abhorrent. To this I will only say that we are proud of our diverse heritage in California. OHV activities are enjoyed by many families over many generations. OHV's provide access to many areas for the disabled, the young and the elderly, who might not otherwise see that perfect vista. Motorsports are an attractive alternative to gangs, drugs and video screens for young people. OHV activity contributes to our economy as well as the OHV trust fund.

As a liberal progressive and an off highway recreation advocate, I believe in building bridges. I believe in managing our resources and studying the science available to us. But mostly, I believe in being honest with the public. Off highway recreation is not going away. Please help us to manage this activity responsibly and honestly.

CORVA Southern Regional Board Meeting & Elections

Mark your calendar for the CORVA's Southern Regional Board meeting and elections July 14, 2012 at the San Gabriel (Azusa) Canyon OHV Area. The meeting will follow the morning festivities and sponsored BBQ to celebrate the official grand opening of the brand new Azusa Canyon obstacle course (see copy of A.C.O.R.A. flyer on page 5). The board meeting will begin at 1:00 p.m. (Look for the orange CORVA shade cover and table near the entrance to the obstacle course area.)

We hope you can attend this meeting to learn more about the many issues we face in our area. We will also hold elections for the five Southern Region offices of:

1. Regional Director,
2. Assistant Director for Grants (Coordinates all representatives of requesting agencies),
3. Assistant Director for Clubs (Maintains club relations and recruitment),
4. Assistant Director for Legislation (Coordinates legislative relations, promotes relations with legislators),
5. Regional Secretary

For Regional Officers, any Supporting Member of CORVA in good standing who is also a resident in that region may run for any regional office. Potential candidates may submit a short biography to be posted on the CORVA website, space and time permitting. The term of office for all Association Officers shall be for a period of two years. For more information about regional offices see CORVA Bylaws, Article VI Sections (H), (I) and (J). Bylaws are found under the CORVA tab on top left side of the main page at: www.corva.org

Feel free to contact Clayton Miller at (909) 815-3780 or at: clayton.miller@corva.org if you have any questions.

Come out and celebrate the grand opening of the Azusa Canyon OHV obstacle course. Its completion represents a big accomplishment for everyone who led the effort and the off-road community as a whole. The obstacle course offers great wheeling and a fun way to try out your vehicle and driving skills on several different sections of varying levels of difficulty. Visiting the San Gabriel Canyon OHV Area is also a great way to spend the day. The OHV area includes water crossings, rocks, dirt roads and sand hills. Join CORVA and the Azusa Canyon Off Road Association (A.C.O.R.A.) on July 14th! We look forward to seeing you there.

The link to the A.C.O.R.A website with information and pictures of the Azusa Canyon OHV Area is: www.acoraus.com.

Additional information about the Azusa Canyon OHV Area from the US Forest Service Angeles National Forest is available at: <http://www.r5.fs.fed.us/angeles/recreation/ohv-sangabriel.shtml> offers.

San Gabriel Canyon OHV Area offers up to 150 acres of diverse off-road opportunities. Water crossings, rocks, dirt roads and sand hills are some of the seasonally challenging experiences you will find. The assortment of physical terrain is unmatched anywhere in this area. Here you can truly enjoy the results of your California OHV funds at work.

Alcoholic beverages are not permitted in the area, and all vehicles must meet local, State and Federal laws. Registration and spark arrestors are required, and all ATV riders must wear a helmet.

Hours:

San Gabriel Canyon OHV area is only open on weekends and holidays. All visitors are required to be out of the area by sunset. Hours may vary due to changing weather conditions. This area may be closed at any time due to high river flow.

- Summer Hours: Gates open at 8a.m. and close at 4p.m. All vehicles must exit the area by 5p.m or risk being cited.
- Winter Hours: Gates open at 8a.m. and close at 4p.m. All vehicles must exit the area by 5p.m or risk being cited.

Fees (charged daily, including holidays):

- Primary vehicle - \$8.00.
- Secondary vehicle (such as dirt bikes or ATV's hauled on a trailer) - \$5.00

The fees charged here are used by the Forest Service to maintain and improve this area. Thank you for your support!



BLM Announces the Availability of Draft Environmental Document for Proposed McCoy Solar Energy Project Near Blythe

By David C. Briery - BLM

The Bureau of Land Management (BLM) recently published a notice of availability (NOA) of a Draft Environmental Impact Statement (DEIS) and a draft land-use plan amendment to analyze the impacts of the proposed McCoy Solar Energy Plant (MSEP) in Riverside County, California.

McCoy Solar, LLC requested authorization to construct, operate, maintain, and decommission a photovoltaic solar facility that could generate up to 750 megawatts (MW) of power with ancillary facilities including a generation-tie (gen-tie) line, access road and switch yard. The precise generation capacity will depend on the technology selected and efficiencies available at the time of a rights-of-way (ROW) authorization.

The MSEP would require approximately 7,700 acres of public lands. The solar power plant area itself would require about 4,893 acres. The proposed 16-mile gen-tie line, with a ROW width of 100 feet, would require approximately 200 acres of public and private lands. The proposed 20-acre switch yard would be adjacent to, and connect into, Southern California Edison's Colorado River Substation. The MSEP site would be approximately 13 miles northwest of the City of Blythe, California, and approximately 32 miles east of Desert Center.

The BLM, as the lead agency under the National Environmental Policy Act, prepared both a DEIS to analyze the site-specific impacts of the proposed project and a draft California Desert Conservation Area Plan Amendment. The DEIS analyzed the site-specific impacts on air quality, biological resources, cultural resources, water resources, geological resources and hazards, hazardous materials handling, land use, noise, wilderness characteristics, visual resources and transmission system engineering, and transmission line safety.

Publication of the NOA initiates a public comment period of 90 days, ending Aug. 23, 2012. During the comment period, the BLM will solicit public comments on planning issues, concerns, potential impacts, alternatives, and mitigation measures that should be considered in the analysis of the proposed action. The BLM will hold two public meetings to be announced later. The BLM is accepting comments on the DEIS for use in preparing the proposed plan amendment and final EIS at camcco, which can be sent to: sep@blm.gov, faxed to (951) 697-5229, or mailed to Jeffrey Childers, Project Manager, BLM California Desert District Office, 22835 Calle San Juan de Los Lagos, Moreno Valley, CA 92553.

Further details on the proposed MSEP project can be found at the following website: http://www.blm.gov/ca/st/en/fo/palm-springs/Solar_Projects/McCoy.html. For information, contact Jeffrey Childers at (951) 697-5308, or e-mail: jchilders@blm.gov.

4x4 Freelanders – New CORVA Club!

by Wayne Ford, CORVA clubs

4Wheel Parts Azusa is a great contributor to the off road community. Aside from giving generously to clubs for raffles, Rudy, the owner, even lets the 4x4 Freelanders use the store for its club meeting on the fourth Thursday of each month. The meetings are held at 915 Foothill Blvd in Azusa at 7 p.m. and you are invited to attend. For more information, contact Shawn at 562-692-2154 or Tom at 951-488-6220.



CORVA was invited to speak at the meeting, and Clayton Miller and I attended. A fantastic dinner of pizza and salad was provided, and the meeting followed shortly thereafter. CORVA's Southern Regional Director, Clayton Miller, began the presentation with a land use report. The 4x4 Freelanders are well-versed in and very concerned with issues pertaining to land use, as the Q&A went on for quite a while. After Clayton's presentation, I spoke about the benefits of becoming a CORVA club, and many more good questions resulted. The club is very active in the Adopt A Trail program, and has adopted the Pipes Canyon trail 1N01. We welcome The 4x4 Freelanders as a CORVA club, and look forward to their participation in the fight for continued land access.

We would like to thank all the Freelanders for inviting CORVA, and providing dinner and a warm ear. If you are interested in joining a club, and you live in the Azusa area, see the Freelanders webpage: www.4x4freelanders.org for information their next meeting, trail maintenance, and becoming a member.

Politics, Voting and the Connection to Off-Highway Vehicle Access

"Whether or not someone agrees or disagrees with the adventure of off-roading, it is acknowledged to be the largest growing form of recreation in the state, making it far better to manage and maintain the opportunities for the good of all. Yet the Sustainable Parks Proposal will strip the OHV program of its very core, destroying a program that benefits motorized and non-motorized recreationists alike. Critical to the support for the proposal from this paper was the belief that the funding being taken was previously allocated to building new OHV parks. Nothing could be further from the truth; these funds were used for restoration, conservation and law enforcement projects that benefited millions of Californians, providing jobs and bringing revenue to the state.

It is unacceptable that half-truths and discrimination of OHV activities be advocated in any proposal to come from state officials. Non-motorized and motorized enthusiasts deserve equal opportunities. (6.6.12 CORVA letter to the Editor written by Amy Granat to the San Jose Mercury News)

For the last month OHV in California has been fighting for its very existence, to keep the OHV Division of State Parks properly functioning and funded. Years ago, off-road representatives made an agreement with the State of California. The State would form an OHV Division of State Parks that would be funded through 3 sources: fees from the sale of green and red sticker vehicles, fees collected at State Vehicular Recreation Areas, and a percentage of the gas tax used in the pursuit of off-road activities. Previously, residents of the state could apply for a refund for miles traveled off-road; by giving up that right, those involved thought those monies would be protected. In other words, they trusted the statutes and intent of the program would insulate the division and allow OHV recreation in California to flourish. These people were visionary, but no one could have predicted the changes in government, politics and the economy that has lead to the current situation.

Seeing politics in action is frustrating. CORVA has been attending all the budget meetings, testifying before members of the legislature along with other representatives of the OHV community. As eloquent as their pleas have been, seemingly nothing can change the intended take of money from the OHV Trust fund. Last year, the program was robbed of \$10 million, this year, through the Sustainable Parks Proposal anywhere from \$21 to \$31 million will be removed, effectively eliminating the division's grant program that helps fund the management and maintenance of OHV roads and trails.



Many have asked why this is happening, and we need only listen to the news to understand the depth of California's fiscal mismanagement. The OHV Trust Fund is being used as a pawn in the game, and the OHV Trust Fund is being used to plug up holes in the budget. The OHV Division of State Parks has been deemed politically expendable, as the pressures from the Sierra Club, Public Employees for Environmental Responsibility, the Wilderness Society, CBD, and other organizations bent on eliminating OHV recreation from the landscape promise their support in exchange for the effective elimination of the OHV Division of State Parks.

What can we do? It all comes down to voting, who we vote into office, and our relationship with those representatives after they take office.

1. **ADOPT A LEGISLATOR!** Make sure your local representatives know who you are. Whether you voted for them or not, this person is still your representative at the Capitol. This isn't hard, does not take a long time, and may be very rewarding.
2. **NUMBERS EQUAL POWER!** Ask your friends, relatives and fellow club members to join CORVA. Number of members equals number of voters, and nothing turns a politician's head more than the possibility of thousands of people voting against him/her.
3. **DO ONE THING TO MAKE A DIFFERENCE!** Don't bite off more than you can chew. Many alerts are being sent, causing confusion which may result in "Alert Overload". As an organization we have to send out as much information as possible. Choose one or two actions, and commit to those.
4. **ASK QUESTIONS!** If you do not understand what is going on, ask the CORVA Board of Directors. We are here to help you, help our members, help our sports, and help save motorized access.

A number of organizations came together to form the Off-Highway Vehicle Defense Council. The OHVDC is dedicated to pursuing legal action against the State of California for the takings of the funds from the OHV Trust Fund. Many groups and clubs have contributed to this effort, and for this project to be successful, many more people will need to be involved and participating. Check the: OHVDC.org website for updates on the progress.

Continued from Page 1

Nicole and the Channel Islands 4x4 staff sold t-shirts and raffle tickets for the 50/50 raffle to benefit the club. The raffle was held at 8pm and went to a very happy club member. CORVA would like to thank everyone from Channel Islands 4x4 for allowing us to participate. We would also like thank the ten new members that joined CORVA at this event.



If you would like to become a member of Channel Islands 4x4, go to: www.ci4x4.com and sign up for free. Once you are signed up, keep your eyes open for "runs" coming soon, and emails sent by the club, as they will inform you where the club will be next.



CORVA NEEDS YOUR HELP!

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

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TOTAL \$ _____

Please make checks payable to CORVA

Donations are not deductible as charitable contributions

The Plague of Off-Road Guilt

Guilt comes in my guises. We are taught early on to do the right thing, reminded constantly to remember birthdays and anniversaries, and told to call up our parents from time to time. Whatever the form of guilt, it should not be used to denigrate a wide range of activities beloved by scores of people who enjoy time in motorized vehicles on public land.

Off-roaders have been told over and over again that OHV recreation causes irreparable damage but this is far from the truth. Motorized vehicle use on dirt roads does not cause more damage than any other group activity on public land. Numerous close up pictures show ruts in roads, but with no proof that they were formed by anything more than a driving rainstorm hitting loose soil. The pictures tug at your heartstrings, and the oft-repeated statements about damage due to off-road vehicle use have become ingrained in our group consciousness. The frequency with which we see these pictures is damaging in the fact that we begin to believe OHV use actually is the cause.

Imagine a herd of buffalo thundering across a meadow, or stagecoaches traveling long distances as settlers moved to homestead in the western territories. Areas where traces of this still exist are protected as coveted remnants of our past, and an important part of our history. We enjoy the stories of travel through the Rubicon to reach Rubicon Springs because the Rubicon is still open. We can understand and appreciate the difficulty of that route and the bravery of the people who readily traveled that road. Dirt roads supply a myriad of imagined stories through travel, following in the collective tracks of people from an earlier time.

Mother Nature is extremely resilient. Though travel on the road to Panamint City through Surprise Canyon existed for many years, very little remains to show for it. However, a few years ago, it was still considered pristine enough for designation as a Wild and Scenic River. How can a road suddenly turn into a Wild and Scenic River? The earth is constantly changing, growing and engaging in a widespread version of cell renewal. Where travel once was commonplace, meadows may now be created. Areas with severe wildfires 10 years ago are now full of trees. Examples of growth and change abound in nature, and those who refuse to see this reality seem to be charged with spreading the myth of misuse and guilt to others.

Do not apologize for driving or riding on dirt roads. Do not feel guilty and or accept pronouncements that off-road use equals long term damage as fact. Do not question your right to access public land or use it responsibly. Do not allow others to define the activities you enjoy as harmful, reckless or wrong. We must rid ourselves of this collective guilt that has accumulated over the years, and stand tall and proud of your activities. Remain responsible for yourselves and others in their behavior off-road, because the very best of us will be judged by the behavior of the very worst. Until we can bring about right-minded thinking in regards to public land use, it will be up to us to set the example.

Cycle Gear – Bike Night

by Wayne Ford, CORVA Clubs

CORVA was back on the street at Cycle Gear in Canoga Park trying to talk some sense into the “Road Huggers”. We were surprised to find that at least half of the people we met out there rode some form of off road vehicle. As a result, we signed up five new members to support our cause.

After setting up, we had a great raffle sponsored by Cycle Gear. Tarzana Motorsports provided computer checks and chain lubes for bikers, and Eaglerider Motorcycle Rental distributed bike rental information and discount coupons for 25% off street bike rentals. Angels and Demons Tattoo attended for the first time, and Live Ride Christian Church (home of the late CORVA member Gary Shanks) came to promote its next poker run. They mentioned they are planning a memorial for Gary to finish the ride that the club never finished. If you are interested, visit their website at: www.liveride.org.



We gave away goggles, t-shirts, gloves, a Topsy Turvy pepper planter, and the grand prize, a set of Dunlop tires of your choice donated by Cycle Gear, Canoga Park. Eagle Rider (www.eagleriderbh.com) donated a one day rental of any bike in its inventory. Cycle Gears across the nation have monthly bike nights; if you are interested in attending one, see the schedule on their web page at: www.cyclegear.com. The winner of the set of tires was actually my daughter Shannon Ford, but in true CORVA spirit, she gave up the tires to a VERY happy girl who really needed them for her street bike. Congratulations to all the winners! CORVA will be out again soon; email me for information at: wayne.ford@corva.org.



Cal Sierra ATV Club

Presents The Fourth Annual

ATV & SIDE X SIDE POKER RUN



Saturday July 21, 2012

Cisco Grove / Soda Springs, CA

For more information or registration go to www.calsierraatvclub.com or contact:
Kevin Stevens at 916-257-4035 e-mail: redlinedirect@aol.com
This event is under Special use Permit on the Tahoe National Forest



Cal Sierra ATV Club

4th Annual ATV & Side by Side Poker Run

Saturday July 21, 2012

Registration open at 8:00am

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*To help us out and make a donation
 please see the ad at the bottom of page 14.
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CORVA Member Spotlight



Pictured above is Bruce Kelly, a member of CORVA since 1974. Bruce joined when he was a member of the San Gabriel Jeep & Buggy Club, one of the many buggy clubs that formed CORVA. CORVA would like to thank Bruce and all of its long time members.

Ventura County Off Road Show 2012

By Wayne Ford, CORVA Clubs

The Ventura County Off Road show was the show that almost never happened. Last year the event was scheduled, and booked until everyone found out that it was Mother’s Day weekend. While moms do love off roading, the event was cancelled in 2011. Through perserverance and great personal commitment, however, promoter Courtney came through in 2012.

This year the event was held on April 21st & 22nd at the Ventura County Fairgrounds and was deemed a great success. CORVA fared very well, signing up nine new one year members and 26 ninety day members. Old pros Helen Baker, Christina Shwartz and Tracy Allison made this possible.



The event brought many off road businesses in this area out of the woodwork. Companies that we don’t see too often such as Viking Off Road, Children of the Dirt, Off Road Depot, Mercenary Off Road, Air Zenith, Pro Shop, Roper Design & Fabrication, T&R Performance, Kibbetech Off Road Fabrication, Sugartown Roller Derby, GO Big Truck Performance, Pro Precision Sand and Off Road, Bangtime Clothing, Borderline Bar and Grill, BTO Sports, RDM Off Road, and Shift Up Motorsports were all in attendance. Many of the regulars attended as well, including GenRight Off Road, race401.com, Hungry Valley & Hollister SVRA, Olympic Products, Sway Away, All J Jeep Products, RIS Designs, Race Radios, Got Desert ID, Trasharoo, Off Road Werkz, Bulldog Lighting, ASA, and Biker Information Guide.

We spoke to many clubs and old friends in attendance, such as Point Megu 4x4, Axle Snappers, Ventura 4x4, Channel Island 4x4, Lost Jeeps So Cal, and a new club forming called the Ojai Valley Dirt Riders (OVDR). If you are interested in joining a club, no matter what or where you ride, there are plenty near your town. Even if a club is not in your town, most clubs do runs and events at the major riding areas. For questions on types and availability of clubs in your area, contact me at: wayne.ford@corva.org.

Next year promises to be bigger and better, so keep your eye on the event web page at: www.venturacountyoffroadshow.com.

NOT A MEMBER?

www.corva.org

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www.corva.org

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- FREE 90 DAY MEMBERSHIP
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 WHAT DO YOU RIDE? _____ WHERE? _____
 CLUB OR BUSINESS NAME _____

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CORVA CALENDAR

July:

- 7/14 San Gabriel Canyon OHV Area Off Road Obstacle Course Grand Opening (see flyer on pg 5)
- 7/14 CORVA Southern Regional Board Meeting and Elections at the San Gabriel (Azusa) Canyon OHV Area (will follow festivities for grand opening of OROC, see article on pg 11)
- 7/21 4th Annual Cal Sierra ATV Club Poker Run at Cisco Grove in Soda Springs, CA (see flyer on pg 16)

August:

Have a great summer!

FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE WWW.CORVA.ORG

