

**CORVA**

CALIFORNIA OFF-ROAD  
VEHICLE ASSOCIATION

www.corva.org

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

## ***Johnson Valley Update: Off Roaders Meet with USMC about 29 Palms Base Expansion***

**Final Environmental Impact Statement Due in January, 2013**

From Land Use Resources and Public Policy Report, by Bruce Whitcher

At the urging of members of Congress, including House Majority whip Kevin McCarthy, the United States Marine Corps met with key members of the California Motorized Recreational Council (CMRC) December 5th 2012 in Twentynine Palms, CA. Major General James Kessler led the discussion and the Marines re-established their position regarding the Twentynine Palms base expansion. The Marines' preferred expansion route would consume the majority of land that currently belongs to a popular off-highway vehicle (OHV) area in Johnson Valley, CA.

With a footprint larger than the state of Rhode Island, The Twentynine Palms base is the largest Marine base in the world. With the expansion, the USMC is hoping to gain an additional 167,000 acres. The Johnson Valley OHV area is home to many popular off road events, including 50 years of District 37 motorcycle races and one of the fastest growing motorsport events in the country, King of The Hammers. "This is the last great wilderness experience for motorized recreation in California" said Jeff Knoll, Chairman of the CMRC sub-committee on base expansion.

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## ***Who Owns Public Land?***

By Amy Granat, CORVA Managing Director

Land management agency offices throughout the country struggle to answer this question every day against the backdrop of an increasingly complicated political landscape. During this winter season, the answer to this simple question has become critical to many; who would have guessed that a simple excursion to collect firewood in a national forest, or cut down a family Christmas tree, would become the center of a nationwide argument?

The ability to engage in these seemingly harmless activities has almost been legislated out of existence in recent years by Travel Management conducted by both the Forest Service and Bureau of Land Management, as well as other agency land use decisions. Numerous forests and open areas have issued maps defining allowable routes and seasons for motorized travel (while spending millions of dollars in the process) that bear little resemblance to the conditions travelers find on the ground, causing confusion and misunderstandings to proliferate. What has become lost (besides losing thousands of miles of roads and trails) is much clearer now that some time has passed. The ability of average American families to engage in treasured traditions by traveling unimpeded on public land to search for that perfect Christmas tree, or gather enough wood to heat their homes, has fallen by the wayside, as they have been lost in the war over access to public land

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



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PRE-REGISTER IN NOVEMBER ONLINE AT [WWW.CORVA.ORG](http://WWW.CORVA.ORG) OR PAY AT THE EVENT SITE!

**All OHV's Welcome!\***

**GREAT RAFFLE PRIZES DONATED BY THE OFF ROAD INDUSTRY**

**POKER RUN - SATURDAY, JANUARY 12<sup>TH</sup>**

Registration- Each Vehicle: CORVA Member: \$35.00 / Non-Member: \$45.00

Kids (12 and under) on ATV's/MC- \$20.00

All Prices include one poker hand and 1 raffle ticket / Great prizes for 1, 2nd, & 3rd place Poker Hands /  
Great prizes for 1, 2nd, & 3rd place in Games

**START TIME: 8:00AM / START LINE CLOSSES: 11:00AM**

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**SEE MAP TO EVENT: [corva.org](http://corva.org)**



**SUGGESTED ITEMS:**  
First Aid Kit, Tow Strap,  
Spare Tire, Fire Extinguisher



**BBQ dinner to follow Poker Run**

**Trailmasters Club BBQ Dinner Menu**

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

Registration desk will open at 2:00pm Friday afternoon (January 11<sup>th</sup>) at the event

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

All proceeds from this event to go to CORVA's Land Use Fund!

Need more info?

Email: [steve.hewitt@corva.org](mailto:steve.hewitt@corva.org) or call 951-237-0233

**CELEBRATING 18 YEARS OF GREAT OFF-ROADING!!!**



## WHAT IS CORVA?

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

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

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

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

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

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

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

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Amy Granat - Managing Director  
[amy.granat@corva.org](mailto:amy.granat@corva.org)

Contact us at: [corvabod@corva.org](mailto:corvabod@corva.org)

Mailing Address: 1500 W. El Camino Ave. #352  
 Sacramento, CA 95833-1945

Phone: 800-42-CORVA

Newsletter Editor: Eric Pearson [editor@corva.org](mailto:editor@corva.org)

## ***PRESIDENT'S MESSAGE***

***By Jim Woods***

### ***Johnson Valley: The Battle Continues***

If I have learned one thing as CORVA's president it is how important it is to stay engaged to the end of a conflict. Three years ago I was ready to throw in the towel on Johnson Valley. In the beginning, I thought "How can we beat the Marines, the best fighting force in the world?" I was intimidated by their presence. But now I realize I was wrong to be intimidated.

I wish I could report all is well in Johnson Valley and that we have succeeded in keeping it for recreation. I can say there are still multiple discussions for modifying the preferred alternative. At this time the Marines have modified the current alternative to allow for passage between the shared area, the Hammers and the Anderson Dry Lake with a one and a half mile "cherry stem." They refused to address noise issues, the effect to the local community, and the economic impact on the off road industry. We ultimately want them stop trying to take any of the Johnson Valley recreation area but another option is to do their training from east to west by considering Alternative Four. This would allow them to use a smaller part of Johnson Valley by permit (similar to District 37 Competition) with no live fire on public land. They could engage in live artillery on the land they already occupy, the existing military base at Twenty Nine Palms. This was again brought to their attention just recently at a meeting on base with representatives from OHV leadership and Congressman-elect Cook's office. Nothing is perfect or finished yet but if we would have given up three years ago none of this would even have been possible. By uniting with other recreation groups and locals and working closely with professional federal Lobbyists we have been able to prevent the loss of this land.

So where do we go now? We know the Record of Decision will be issued in January 2013. Our next steps are to petition President Obama and educate him on our side of the story. We must continue working with the Livingston Group in Washington to keep up the pressure on Congress and the military to look at all options - not just the Marines. We must also work with a Public Relations firm to let all off roaders in the United States know of the fight and get them to unite. With their help, as the complete and united off road community, we will have a louder voice.

Will you help do that? Will you tell everyone you know? Will you stay engaged in the battle and remember this is a national fight? It is so important to spread the word to everyone and don't forget your out-of-state friends and relatives. Let's all work together to keep Johnson Valley as our crown jewel of off road recreation in the California Desert.

In closing, I would like to thank the Ventura County Motorcycle Club and AMA District 37 Dual Sport for their Donations of \$1000.00 dollars each and all of our members for your trust in CORVA. I hope to see many of you at our Truckhaven Challenge at Ocotillo Wells this month. Remember, Keep Engaged. Without our persistence, many more recreational opportunities will be lost now and in the future.



### ***Workshops Announced for OHV Grants and Cooperative Agreements Programs***

#### NORTHERN CALIFORNIA

Date: Thurs, Jan 10 – Fri, Jan 11, 2013

**Location:**

Lions Gate Hotel (New Location)  
3410 Westover Street  
North Highlands, CA 95652

#### SOUTHERN CALIFORNIA

Date: Mon, Jan 7 – Tues, Jan 8, 2013

**Location:**

Doubletree Inn  
222 North Vineyard Avenue  
Ontario, CA 91764-4431  
Phone (909) 937-0900

### **The OHV Grants Cycle**

**Activity:**

Application materials available on the Division Website.  
Application workshops may be held for potential Applicants.  
Preliminary Application filing

**Date:**

The second Monday in January  
Information posted annually on the Division Website.  
The first Monday in March.

Applications due no later than 5:00 pm local time.

## ***CORVA Meets with Congressman Elect Paul Cook***

By: Ed Waldheim, CORVA VP-Education

Ed Waldheim, Steve Kuehl and Kim Carpenter, all early supporters of Congressman elect Paul Cook, (Ca 8th Dist) were invited to a private victory party at San Manuel Casino on December 12th. Congressman elect Cook once again affirmed his opposition to any loss of recreation on Public Lands.

Carpenter, Waldheim and Kuehl, all active in the motorized off-highway recreation community, made an early push to endorse Cook during the 2012 congressional election season. Each has had one on one meetings with Congressman elect Cook, and has attended town hall type meetings where Cook and his opponent discussed the issues.

On December 14th, Congressman Cook joined Kim Carpenter, Steve Kuehl, and Helen and Harry Baker, along with a select group to tour the Johnson Valley OHV area where he also met with local residents and business owners to listen to their concerns regarding the economic impact that a 29 Palms Marine Base expansion will have on local communities as well as the impacts on public access to public lands contained in the BLM managed Johnson Valley open area.



Two CORVA Past Presidents and a Past Presidents Award Recipient meet with Congressman elect Paul Cook, CA 8th District

## ***CORVA's Response to the Johnson Valley Predicament***

By Clayton Miller, CORVA Southern Director, and Amy Granat, CORVA Managing Director

The proposed Marine Corps expansion into the Johnson Valley OHV Area has been of great concern to off-roaders and local residents alike since the public became aware of the plans some years ago. It is an ongoing battle; an effort that is being fought on many fronts by many organizations. CORVA has been an integral part of the efforts since the beginning, and the following are a synopsis of the points of concern we have submitted both in writing as part of the NEPA (National Environmental Policy Act) process, and in person to representatives from the Marine Corps.

1. CORVA unequivocally supports the Military and the Marine Corps.
2. The proposed expansion of the 29 Palms Marine Corps Base would result in a significant negative impact on the local community, economy, OHV and the environment.
3. The Marine Corps Failed to Analyze Cumulative Impacts (i.e. displaced recreation and impacts on other OHV areas - safety and environmental impacts).
4. The Marine Corps Failed to Analyze Impacts from Noise and Vibrations to local communities and residents.
5. Marine Corps Has Failed to Consider Reasonable Alternatives, Including the No Action Alternative (Foregoing all expansion plans). The Marine Corps used Incorrect Criteria to Eliminate Serious Consideration of Alternative 3. All the other alternatives have the closest proximity to cities and towns; will cause the highest impact to cities and towns: incur the greatest financial impact to surrounding communities and residents; have the potential for the highest mortality rate to the Desert Tortoise and Mojave Ground Squirrel.
6. Marine Corps Have Failed to Consider Current Marine Corps Training Strategy, or withdrawal from desert terrain battle areas.
7. The Marine Corps Failed to Analyze All Evidences of Cultural Heritage.
8. The Marine Corps Failed to Include Accurate Assessment of Toxic Releases
9. The Marine Corps Failed to Analyze the Effects of the Proposed Expansion as it Refers to Environmental Justice.
10. Marines Failed to Analyze Seismic Hazards.
11. The Marine Corps Failed to Accurately Analyze the Effects of the Proposed Expansion on the Desert Tortoise.

These objections that CORVA has raised in our comments, submitted to the Marine Corps as part of the NEPA process, exposed the deficiencies of the proposed expansion and the choice of preferred Alternative 6. These objections are on solid legal ground and will be raised as part of our appeal as well. Litigation is not CORVA's preferred course of action, but it does remain as a viable option.

# CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

## Legislation Threatens OHV Use (From AMA Action Alert)

*Take Action! Write your U.S. senators now!*

The U.S. Senate is considering S. 3525, the Sportsmen's Heritage Act of 2012. The American Motorcyclist Association supports many provisions of the bill. However, the AMA is concerned with certain provisions that pose deleterious threats to responsible motorized recreation on private and public lands.

The AMA opposes as written several provisions in the bill. Title II, Sec. 201, would effectively create a new definition for "aquatic habitat." The term is defined broadly and includes "any areas on which an aquatic organism depends, directly or indirectly, to carry out the life processes of the organism, including an area used by the organism for spawning, incubation, nursery, rearing, growth to maturity, food supply, or migration." Additionally, the term includes areas adjacent to an aquatic environment that "serves as a buffer" or "protects the quality and quantity of water resources." One could argue that all of the land our members ride on falls under this definition.

Moreover, the AMA opposes Sec. 204 and Sec. 207 because the bill mandates that the federal Bureau of Land Management and U.S. Forest Service cooperate to "conserve" "aquatic habitat[s]" as broadly defined in Sec. 201. This will impose broad restrictions on all BLM/USFS activities and be a priority over the Federal Land Policy and Management Act's multiple-use requirements.

Additionally, Sec. 204 allows projects to be automatically "approved" should the secretaries fail to respond to recommendations within 180 days. Besides allowing for automatic approvals, the bill delegates authority to the secretary to "promulgate such regulations" as "determine[d] to be necessary to carry out this subtitle" (Sec. 210).

If S. 3525 becomes law, as written, anti-access advocates and the administration could usurp congressional authority by administrative fiat concerning the disposition of public lands. This bill has far-reaching implications because the BLM/USFS manages millions of acres of public land nationwide.

The AMA needs all its members and all OHV enthusiasts to write their U.S. senators today. Send an email to your senators now and let them know you oppose S. 3525, as written, and to amend Title II.

## State OHV Division Announces Plan for Major Acquisition in Eastern Kern County

### Project Description:

The California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation (OHMVR) Division is proposing to acquire up to 60 privately-owned parcels (approximately 28,500 acres) in Kern County, California, from Renewable Resources Group. The parcels are within an area frequently referred to as the Onyx or Rudnick Ranch (note however that the town of Onyx is approximately 20 miles northwest of the project area). The parcels are largely interspersed with lands owned by the U.S. Bureau of Land Management (BLM). The checkerboard of public and private lands results in roads and trails between BLM parcels often traversing private lands. Off-highway vehicle (OHV) recreation occurs on many of the Renewable Resources and BLM parcels, largely on designated roads and trails.

The EIR for the proposed purchase will examine the direct and indirect environmental impacts associated with the purchase of the parcels by the OHMVR Division from Renewable Resources, and the use and management of the parcels for ongoing recreation and resource protection prior to adoption of a general plan. A general plan is not part of the current CEQA process. Preparation and approval of a general plan is a separate action from this project and would be subject to separate environmental review. The majority of the acreage to be purchased is located within the Jawbone-Butterbredt Area of Critical Environmental Concern (JBACEC) located in the western Mojave Desert. This area is the transition zone between the West Mojave Desert bioregion and the Sierra Nevadas.

The Pacific Crest Trail traverses the northern and western project area, and the Los Angeles Aqueduct traverses several of the easternmost parcels. In addition to their recreational and scenic value, these private lands contain important springs, riparian areas, cultural sites, and other sensitive resource areas. Acquisition of these parcels would provide better overall management of the area as it would allow land managers complete access to those lands to manage and support the recreational uses, protect sensitive resources, and restore and rehabilitate damaged areas.

Additional project information is available on the OHMVR Division Website: [www.ohv.parks.ca.gov/ohv-ceqa-notice](http://www.ohv.parks.ca.gov/ohv-ceqa-notice).

Continued on next page



## Oceano Dunes Update

*By Roy Stearns, Deputy Director for Communications, California State Parks*

California State Parks is making every effort to be cooperative in addressing the air quality issues at Oceano Dunes and the Nipomo Mesa. Air particulate regulatory matters are highly complex and do not readily lend themselves to judgments made in the absence of sound data. Because we know this is a vital issue to the community, State Parks has been vigorously pursuing answers to a very real public health issue. State Parks has consistently stood by its commitment to help address air quality concerns.

State Parks has followed the requirements of Rule 1001, met all deadlines and is on track to submit necessary permitting documents by the rule's deadline. In a show of good faith, State Parks voluntarily contributed \$20,000 toward the San Luis Obispo County Air Pollution Control District's (SLOAPCD's) Community Monitoring Project and has increased street sweeping to reduce dust from sand tracked out of the state vehicular recreation area. This has all been done despite our valid, science-based objections to the SLOAPCD regulatory attempts to focus solely on Oceano Dunes State Vehicular Recreation Area.

Contrary to assertions that State Parks has been throwing up roadblocks, it is worth noting that more than a year ago State Parks requested but was denied permits to conduct much of the monitoring currently at issue and that would have provided valuable data to speed the process along. Air quality concerns on the Nipomo Mesa are far more complex than otherwise depicted. Our submittals to the SLOAPCD Board include numerous technical documents from experts, including the California Geological Survey.

The continued characterization of our monitoring efforts as simply efforts to disprove the APCD's conclusions is not productive. All sides should be willing to openly share and review scientifically sound data clarifying where dust control measures can be most effectively implemented. Significant technical efforts have been undertaken by a team of experts assembled by State Parks. This team includes scientists vetted by the APCD as qualified to conduct pilot project work at Oceano Dunes in 2011 and the state's geology expert, the California Geological Survey.

The Dust Rule has a timeline that does not factor in the time needed to obtain permits. For example, discussions with the California Coastal Commission make it clear that permitting will optimistically take one year's time for processing and review. That is the reality of permitting constraints on the fieldwork we must do as part of the Dust Rule.

There is an insistence that State Parks specify the exact type, locations and magnitude of measures for reducing sand movement and potential dust generation before we conduct any testing, and that we install these measures prior to determining their effectiveness. This is akin to constructing a building without a survey or plans. The public is better served by careful analysis of facts.

## Desert Renewable Energy Conservation Plan (DRECP)

**Background:** the Desert Renewable Energy Conservation Plan will determine where in the California desert renewable energy projects will be sited. Together with the West Mojave Plan there will be a virtual "carving up" of the desert by competing interests. CORVA is fortunate to have highly knowledgeable participants attending the DRECP meetings. So far, the desert OHV Open Areas have been established as "off limits" for renewable energy development, but solar and wind development companies are eager to place installations on any suitable site, so nothing should be taken for granted.

### Next DRECP meeting – January 9, 2013

The Renewable Energy Agency Team (REAT) agencies have received recommendations for holding public workshops on subjects important to the development and success of the DRECP (e.g., durability of conservation activities, governance, financing etc.). Two workshops already have been held and others are being planned or considered. In addition, the Independent Science Panel (ISP) released a draft report that can be viewed at: <http://drecp.org/documents/#science>.

The REAT agencies have decided to release an informal document, tentatively titled the "Description and Comparative Evaluation of Draft DRECP Alternatives," prior to releasing a formal public draft of the DRECP and environmental impact analysis (Draft EIR/EIS). The "Description and Comparative Evaluation" will provide information and analysis of the DRECP alternatives for stakeholder review and comment. It will be made available on the DRECP website (<http://www.drecp.org/>) in mid-December. There will be a comment period of approximately one month following its release. There will also be a WebEx meeting on January 9, 2013, to review the document and receive any initial input.

Continued on next page

## New State Parks Director Takes Oath of Office

Major General Jackson recently retired from the U.S. Marine Corps after 36 years of distinguished service. Prior to his retirement, Jackson served as the Commanding General, Marine Corps, Installations West. In this role, he was responsible for the command and control of Marine Corps installations in the southwestern United States, including oversight of administration, fiscal, military, construction and energy programs and the welfare of 13,000 civilian employees and more than 60,000 marines and sailors.

## Jane Arteaga to Serve as BLM Director of OHV/Travel and Transportation Management

CORVA representatives recently had the opportunity to meet with Arteaga to discuss issues such as Clear Creek, Johnson Valley, and concerns in the area of the Mother Lode Field Office. Discussions were productive, and it is evident that Jane is committed to access to public lands and we look forward to working with her. Jane replaces James Keeler who has retired. We will miss Jim and wish him the best. We understand he is still active, teaching BLM's new and progressive approach to Travel Management around the country.

## Eldorado National Forest

### *Comment Period ends for Supplemental Environmental Impact Report on 42 Motorized Routes*

#### 42 Routes Project – Questions and Answers

Why is the Forest Service analyzing these 42 routes?

In 2008 the Forest Service designated a system of roads and trails for public wheeled motorized vehicle travel. Parts of the Forest Supervisor's decision were litigated in Eastern District Court of California. In 2011, the Judge found that 42 routes that appeared to cross meadows had not been analyzed in light of one standard and guideline in the Eldorado National Forest Plan. Because of that error, the designation for that portion of the routes that crossed meadows had to be withdrawn until they were analyzed for consistency with this standard and guideline.

More specifically, the court directed the FS to reconsider the 2008 decision regarding the meadow crossings on the 42 routes in relation to following Standard and Guideline

*“Maintain and restore the hydrologic connectivity of ... meadows ... by identifying roads and trails that intercept, divert, or disrupt natural surface and subsurface water flow paths. Implement corrective actions where necessary to restore connectivity.”*

We realize that these are very popular public motorized vehicle travel routes and that their closure has an immediate impact on people's ability to enjoy their national forest. The final decision is expected in July, 2013.

The Eldorado National Forest Supervisor begins the SEIS by identifying what she proposes to do with the segments of 42 routes that cross meadows.

Who will decide if a route is reopened or not?

Eldorado National Forest Supervisor Kathy Hardy.

Do you realize how important these routes are to motorized recreationists?

The Forest Service learned through public involvement for 2008 Travel Management Plan that the routes involved in this analysis are very important to motorized recreationists. As a result, they were included in the Forest's designated travel system. The court, however, determined that we failed to analyze the routes in light of Eldorado National Forest Land and Resource Management Plan, SNFRMA Standard and Guideline 100 as it relates to meadows. The Forest Supervisor will keep in mind the information gained through public involvement in the 2008 travel management planning process as she frames up her new decision.

Do you realize how important meadows are to the ecosystem?

Yes. They are special places and very important to the watershed and for wildlife habitats. The SEIS will be very narrowly focused and will just analyze what the judge found was missing in our original environmental analysis.

How does the Forest Supervisor's Proposed Action differ from the decision made in the 2008 Eldorado National Forest Travel Management FEIS Record of Decision?

The proposed action differs from the previous decision only in that portions of two routes would not be reopened, and that a Forest Plan Amendment would be included for 20 of the routes to except them from meeting Standard and Guideline 100 in the Eldorado National Forest Land and Resource Management Plan, as amended by SNFPA, at the time of designation.



**Do you have funds for trail improvements?**

The Forest Service roads and trails budget has not looked good for years. In fact, in the past few years it has gone down significantly. We've found that paying for the environmental analysis for road and trails projects is more difficult than finding external sources of funding for project implementation. Both are scarce, but funds for environmental analysis seem to be the most difficult to obtain.

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**How are projects prioritized?**

The Forest Service is required to conduct an environmental analysis for any ground disturbing action we propose on national forest land. The analysis process requires that we form an interdisciplinary team of specialists to determine the effects of the proposal and alternatives. These folks provide an objective, science-based analysis of the effects of doing the project and not doing the project.

The challenge is that there are a limited number of specialists working for the Forest and there are many projects that need to be analyzed. It's all about priorities. In the mix of possible projects are prescribe burning, invasive plants, hydropower, recreation management, meadow restoration, road easements, stewardship projects, etc. Take a look at the schedule of proposed actions on our website to get a better idea of the work we proposed to do each year.

**Will the routes remain closed until the SEIS is completed and a new Motor Vehicle Use Map is completed?**

Yes. The portions of the 42 routes that were closed by a court order will remain closed until the SEIS is completed and a new Motor Vehicle Use Map (MVUM) is issued that shows segments of the routes to be open to public wheeled motorized vehicle use.

**Where can I get information about which routes are currently closed?**

Each Forest Service office has copies of the free motor vehicle use map (MVUM) that shows what routes are currently open to motorized use. The map is also posted on the forest website

**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:

**CORVA**  
1500 W. El Camino Ave. #352  
Sacramento, CA 95833-1945

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Funding the CA Desert Legal Bills	\$ _____
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Other Area: _____	\$ _____
General Fund (non specific)	\$ _____
<b>TOTAL</b>	<b>\$ _____</b>

**Please make checks payable to CORVA**

Donations are not deductible as charitable contributions

# Managing Director's Report

by Amy Granat

## *Side By Sides, ATV's, 4Wheel Drives, Buggies, Sand Rails, and Snowmobiles...Oh My!*

What do all of the above have in common? They may be different types of motorized recreation, but underneath it all they are enjoyed by people who have the same spirit and sense of adventure. All of us are individualists who enjoy the freedom that motorized recreation allows us to experience. The beauty of the forest or the desert along with the effortlessness of traveling to gives us an experience unequaled.

What else do all of the above have in common? They are all forms of motorized recreation that are represented by CORVA in front of state and federal land use agencies. Motorized recreation receives attention from all quarters, and we often find ourselves in the spotlight having to defend our rights at a moment's notice. CORVA is there, protecting your right to motorized access, and 2012 was an incredible year of representation, definitely one for the record books. As motorized access enthusiasts, you deserve the best we have to offer, and CORVA is always striving to give you, our members the best representation we can.

From Johnson Valley to the Rubicon, South Cow Mountain to Clear Creek, the issues never stop coming. So in the spirit of holidays and start of the new year, I want to thank the Board of Directors of CORVA for its hard work and dedication. Each and every one of you understands the responsibility we all feel as members of the board of CORVA: the need to represent our members in the best way possible, to keep fighting to preserve our sports and our access in California.

In the new Year, we will see issues come to the forefront with Clear Creek Management Area, and the proposed expansion of the 29 Palms Marine Base into the Johnson Valley OHV Area. There are also bound to be Wilderness proposals coming from Congress, and we will have to remain vigilant in opposing new Wilderness that takes away from motorized access. Alternative energy proposals are starting to look closely at OHV Open Areas, another type of expansion that CORVA opposes. Our work as part of the stakeholders group for the Desert Renewable Energy Conservation Plan, currently ongoing to define appropriate areas for alternative energy development in the desert areas of California, stands testament to our dedication to keeping these companies away from our OHV Open Areas. As motorized recreation enthusiasts we sometimes both literally and figuratively have to draw a line in the sand to oppose development; CORVA has drawn that line against increased Wilderness and development, and will stand by our position opposing both.

A new year always brings new resolutions, and we have a continuing resolution to protect off-road access, with your help and assistance. As members of CORVA, we depend on you to support us in our goals. Tell your friends and family members to join CORVA, as the more members we have, the more power we wield in state and federal government. As we close out 2012 and look toward the future together we can find that light at the end of this long tunnel. Here's to working together in 2013!

Continued from Page 1

### Who Owns Public Land?

Federal agencies would have us believe that members of the public will have enough knowledge about motorized travel routes by thoroughly researching information on their websites and downloading quadrant maps, and will not need to stray off designated routes. But the fact is, the maps are incomplete and confusing, and even the most technically savvy individuals of my acquaintance end up throwing up their hands in frustration when faced with these images. When the brightest among us have a hard time deciphering agency material to comply with the letter of through law, it can be safely assumed that something is very wrong with the system.

To make matters worse, it has recently been related that organizations such as the Sierra Club and Snowlands Network are listening in on agency radio frequencies and carrying cameras with telescopic lenses, looking for anyone violating agency policy, whether innocently or in the rare occasion purposely traveling outside designated routes. And if that violator is located, these same organizations are forcing agencies to issue onerous tickets costing hundreds of dollars to someone with the simple bad luck of being confused.

Public land is by its very definition open to all of us. While we must practice good stewardship while visiting these special places, members of the public should not be ticketed or forced to pay hundreds of dollars in fines for getting turned around on a trail by the lack of signage. Non-governmental agencies should not be forcing the hand of public agencies, or creating land use policy by virtue of their sizable monetary donations to politicians. The task before us is clear; we have to change the status quo. At times this task seems daunting. But never underestimate the power of the underdog; others won't underestimate us if we don't underestimate ourselves.



## **2nd Annual OMC OFFROAD Food and Toy Drive**

By Wayne Ford, CORVA Clubs

OMC OFFROAD is a company based out of Banning California, and proudly manufactures products here in the United States. The company makes front and rear bumpers, rock sliders, and body armor for Jeep XJ, MJ and ZJ's. OMC OFFROAD is run by Aaron Eaton, who built the company from the ground up, and has watched his company grow tremendously over the years. His commitment to keeping jobs in the US is rare in the off road industry, as many products are manufactured elsewhere. This is not to say that all foreign-made products are bad, or poor quality, but when you have a choice, look one more time at the American-made product.



Aaron not only manages his company, but he also finds time to give back to the community, with perhaps the best example being the OMC Annual Food & Toy drive, held in November, 2012. By putting aside personal and business pursuits, Aaron worked all year to promote this event at other Off Road events, many of which he and I attended together, and it was all worthwhile, as this year's drive had a fantastic turnout.



I know in many of the articles I write, I bore you by mentioning the weather, but I need to do this one more time to make a comparison to the previous year. While the 2011 drive took place in the rain, this time it was warm and only slightly overcast. This set the stage for an event that drew twice as many vendors, and twice as many off roaders.

Registration opened at 8am, which was a donation either in cash, food or toy of at least \$15. Additional raffle tickets were available, and we announced winners all day. Schaeffer Oil gave a demonstration, and Harry Baker delivered an update on Johnson Valley, both of which drew much interest. The best part of the day came when Aaron and his Tracy tallied the results, and found that we did several times better than last year, gathering cash, food and toy donations.

OMC OFFROAD would like to thank to the following for their participation: Courtney Holland (Ventura County Off Road Show), Casino Morongo, Nicky from Casa Cruz, the Banning Chamber of Commerce, Harry & Helen Baker, Mike Bishop from ACORA, Robert De Dios from Inland Empire Drive Line, Will Gonzales from Schaeffer Oil, Keith Slade from Kimball Midwest, Wayne Miller from TDS 4X4, Lauren Campbell from Redlands Chrysler Jeep Dodge, Larry from Banning Drive Line, John Salvagio from Pass Auto Center, Pepe Palomo from Global Off Road, Knights of Columbus, Consuelo's Restaurant, HB Photography, and Tony and Bubs Brenneisen, who helped run the event. Committee members are as follows: Tracy Zamora, Wayne Ford, Courtney Holland, and Glenda Wristen. Thank you every one for your help and dedication to the show. See you next year !



OMC OFFROAD received many generous food donations



## [A New Year Brings New Challenges and New Fun](#)

By Terry Work, CORVA VP-Administration

As we all know, the election was held recently, and as a result, we will be working with some new and old players. This gives us the challenge of learning new faces and their stances on supporting CORVA in OHV recreation, and dealing with the same old battles with many of the incumbents. As usual, this takes time and effort, and CORVA is very active politically, but we need your help writing letters, attending meetings, and passing along information of happenings in your area. If you hear about a meeting in your area that is important to OHV access, please let us know. Sometimes these meetings are not publicized to the general public.

In the upcoming months, we will be very busy with events and I hope to see you all at some point. January 12th will be the annual CORVA Truckhaven Challenge, which is always a fun-filled event supporting the great cause of keeping our OHV areas open. There will be a Poker Run, a Raffle, and a delicious Barbecue dinner. We are also looking forward to the Family Fun Run at the Hungry Valley SVRA in March (look for information in the upcoming ORIAS). In addition, the CORVA Annual Meeting will be held in May, and is open to all members. Here, an election will be held for various Board positions, including CORVA President, so it is very important that our clubs and members attend so their voices can be heard.

To sum it all up, your involvement as members is extremely important for CORVA to be successful, whether by being politically active, attending events, becoming a Board member, or all of the above. Sure it is nice to enjoy the outdoors and meet new friends, but we have a responsibility to protect the sport we all love so much. And while I have met countless friends during my membership and tenure on the CORVA Board (Ed Waldheim, Bob Ham, Steve Kuehl, Helen and Harry Baker just to name a few), this is not why I joined CORVA. So please, get involved and do whatever you can to keep our sport alive and

Continued from Page 1

### [Johnson Valley Update](#)

The USMC maintains that the expansion is needed to insure the proper training of its Mechanized Expeditionary Battalions (MEBs). Of the six expansion alternatives outlined by the Marines, the USMC continues to prefer option 6, which affects 147,000 acres of OHV land. The Marines do not currently have a plan in place to secure the new border with fencing which could present a security risk for the Marines. "If the Marines move their boundaries into an area that has been open to OHV use for generations, popular opinion believes, that it will likely take 5 years to safely secure this perimeter" said Fred Wiley, President of the Off Road Business Association. He continued by saying, "However, we believe the OHV community created a plan where the Marines could start training in six months, under the use of a permit."

"The Marines study outlines six alternatives that meet the minimum requirements for training. Our plan uses an existing alternative but asks that the USMC use the property under a permit with the BLM rather than the Marines taking outright ownership of the land, this way the public can continue using this area when the Marines are not." said Knoll. CMRC believes that utilizing a BLM permit process will meet the requirements of the USMC training, reduce the cost of expansion to US tax payers, continue the stream of \$71 Million annually spent by OHV enthusiasts in the communities surrounding Johnson Valley, and keep the majority of the land open for public use.

Jim Woods, President of the California Off Road Vehicle Association (CORVA) pointed out that "CMRC is a very focused group who has made a priority to seek out solutions that best represent the interests of the American people. With the fiscal cliff looming, I don't think the Marines have considered the true costs of their expansion."

The Marines hope to release their final decision in early January, which will leave the expansion in the hands of Congress. Last July, thousands of OHV enthusiasts contacted their federal representatives asking them to save Johnson Valley. This week's meeting with the USMC was a direct result of those efforts.

The CMRC, with the help of dedicated OHV enthusiasts, environmental groups and local residents to Johnson Valley, will continue its campaign to save the Johnson Valley OHV area. Its plan is to educate congressional leadership, the general public and the Marines regarding their proposed alternative. "This campaign has proven that proactive participation in our government can affect change" said Knoll "Without the engagement of the OHV Community the gates might well have already been installed, and I am proud that we have come this far." Those interested in assisting with the campaign to save Johnson Valley should visit [www.savejohnsonvalley.org](http://www.savejohnsonvalley.org) or [www.facebook.com/savethehammers](http://www.facebook.com/savethehammers).

**About California Motorized Recreational Council (CMRC):** CMRC is the combined efforts of multiple OHV organizations and subject matter experts to address the needs of motorized recreational enthusiasts throughout the state of California. The group is comprised of the following organizations: Off Road Business Association (ORBA), American Motorcycle Association (AMA), California Off Road Vehicle Association (CORVA), California Association of 4Wheel Drive Clubs, AMA District 37, and AMA District 36.

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