



Off-Roaders in Action

Summer 2018

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DEDICATED TO PROTECTING OUR LANDS **FOR**
THE PEOPLE, NOT **FROM** THE PEOPLE.

PRESIDENT'S MESSAGE

Ken Clarke, President

California has some of the most beautiful and diverse backcountry in the world. We have coastal forest, high desert and low desert, along with rugged mountains and sand dunes. Access to all of this beauty is brought to you by California State Parks and the Off Highway Motorized Vehicle Recreation Division.

Grants to maintain these opportunities are helped and paid for by your gas tax whether you recreate on BLM, National Forest or county land. I am amazed at the value we get for our investment. The Off Highway Motorized Vehicle Recreation Division may be the only California government agency that gives us what we pay for with our tax money. Besides providing access, the Division is in charge of awarding grants for Law Enforcement, Maintenance and Restoration for thousands of miles of roads and trails. I like to think about how nice our commutes to work would be if our paved roads were managed by California State Parks, Off Highway Motorized Vehicle Recreation Division.

CORVA represents another fantastic value for your money. As we work to protect and expand all of our access to public land we strive to use our member and business sponsor monies in the most effective manner. CORVA's Board of Directors is made up of passionate volunteers who work directly with decision and policy makers at all level of government. When we need to, we break out the big guns and work with lawyers and lobbyists. We find the best professionals who share our passion for access to public lands. We have

also partnered with legal foundations who work at no charge to our members. We are currently working with Texas Public Policy Institute as we work to re-write the Forest Service Travel Management Rule. Additionally, CORVA partners with other land use organizations such as Sierra Access Coalition to advance our goals. All of this collaboration, along with our depth of knowledge, have led to CORVA receiving United States Congressional attention.

I want all CORVA Members to take pride in our achievements. Your voice as a CORVA member was heard on June 26th 2018 In the United States Capital when Amy Granat testified before a House Sub-Committee hearing on the National Forest Service Travel Management Rule. Amy Granat, our Managing Director, is being recognized as one of the foremost authorities in the nation when it comes to motorized recreation on public lands. I would like to thank Sierra Access Coalition for their assistance in getting Amy to Washington and back. On the same day in June, Diana Mead, former CORVA President and Current Assistant Northern Director spoke before a California Assembly hearing on SB 1316, a Senate bill we've been aggressively fighting. Please join me in thanking Diana for donating her time, expertise and knowledge. CORVA has now become the most progressive land use organization in the nation, and had two women testifying in our State and National Capitals on your

HELP CORVA CHANGE FEDERAL LAND USE POLICY!

Amy Granat, Managing Director

CORVA was very proud to be invited in June to testify in front of a Congressional subcommittee regarding the loss of access to public land brought about by closure-oriented Forest Service policy.

So many people have been negatively affected by these policies that this subcommittee hearing brought together representatives from different western states to personally hear their complaints. What was most striking about the hearing was the similarity of the testimony from the three witnesses invited to speak. No matter which state and what form of access they represented, the message came across loud and clear that Forest Service policy enacted within the last few years has hurt rural economies and hurt traditional forms of recreation including hounding, hunting, rockhounding and fishing. But it was very clear that the bulls-eye goal for all these negative policies was

eliminating off-road access to national forests throughout the United States.

We talked with many Congressman and congressional representatives in Washington DC about the barriers people face when trying to access public land. We also related the difficulties at times dealing face to face with federal agencies representatives who appear perfectly reasonable in meetings but later make decisions that hurt public access. The problem is pervasive; people from western states have suffered enough from policies that purposely aimed to limit motorized activities, either over dirt or over snow!

So CORVA has some concrete plans moving forward, but we also want to hear from our members who encounter these issues every day when they travel out into the forest to enjoy recreating, rockhounding or hounding. Our first plan is a legal action we will file in late fall or early winter with our partners Sierra Access

behalf on the same day! I am extremely proud of this and you should be too.

Just a quick thought SB 1316 – some people may think they don't care about Carnegie SRVA because they don't live near this park. But if this bill passes, anyone with political connections, and/or enough money, could force the sale of state property that is designated for any form of recreation with which they disagree. The concept of NIMBYism is alive and well, and being played out in the California State Legislature in the form of SB 1316. Your favorite play area could be closed as a result of this bill. I find it interesting that the author of SB 1316 claims this bill will end the 20 year legal battle against the expansion of Carnegie SVRA. But what the author fails to say is that during those 20 years, all those legal challenges have failed. CORVA is reviewing our options in regards to SB 1316, including exploring any legal avenues available.

CORVA held our Annual Meeting this year at the BLM Jawbone Canyon OHV Area. This recreation area is managed and maintained by the Friends of Jawbone, who donated their Visitor Center for the event. We held the meeting in conjunction with the Friend of Jawbones Moose Anderson Days, an annual clean-up event. Breakfast was provided, and as the volunteers were in the desert cleaning up the CORVA BOD conducted the needed business. When the volunteer's returned with bags of litter we broke for lunch. As we all gathered for lunch, Friends of

Jawbone honored ED Waldheim who is a CORVA past president, past OHMVR Commissioner, Off-Road Motorsports Hall of Fame inductee and the go to guy for OHV issues for the last fifty years. OHMVR Commissioner Edward Patrovsky presented Ed with an award from the OHMVR Commission and Benjamin Stark, field representative for State Senator Jean Fuller, presented Ed with a Resolution of Commendation from the California State Senate. I was humbled to be in the presence of the great OHV Advocates that attended the CORVA BOD meeting, and I thank Friends of Jawbone for hosting our only face to face meeting of the year. This is just another way CORVA gives you value for you membership money.

Do you want to help CORVA? We are looking for a volunteer that is a social media guru and can check in with the BOD occasionally. This person would then push our message and accomplishments out to all forms of social media. If you think you would like to take this task on please contact me. Over the next few months CORVA will have booths at the Jeepers Jamboree Expo, Cantina on the Con, Sand Sports Show and the Off-Road Expo. Come out and meet us in person!

Coalition. Working with Texas Public Policy Institute, we will be filing an Administrative Petition to repeal the Forest Service Travel Management Rule enacted in 2005. This rule has caused so many problems for communities around the country that it is time for it to be repealed. To help make this a reality, Sierra Access Coalition and CORVA have brought together 15 organizations representing 8 states and 20,000 individuals, making this a national effort!

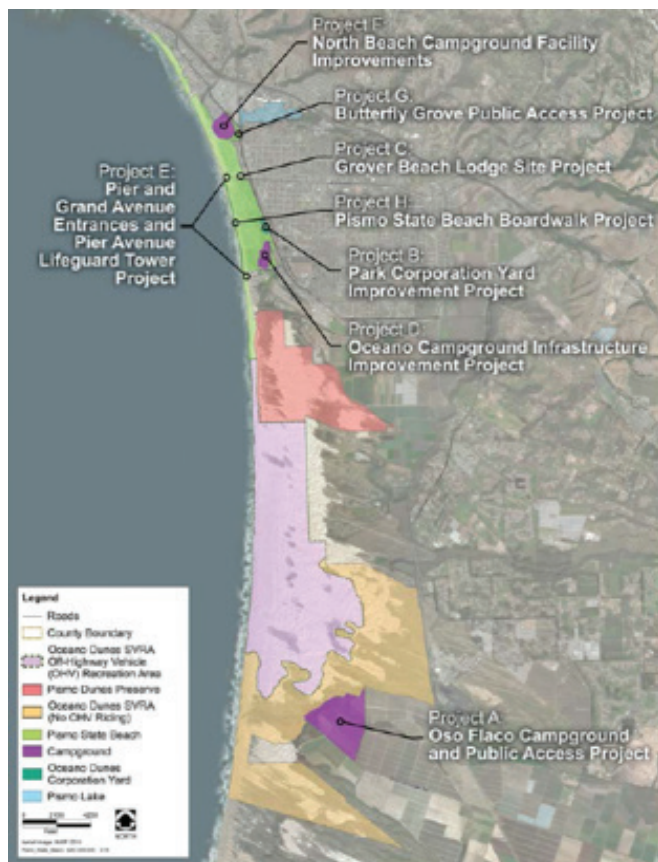
We have found that the most pressing issues facing us in California have their roots in national politics, so to best represent our members and off-road access we have to be heard in Washington DC. Although CORVA is branching out into national leadership roles we remain firmly dedicated to our great state of California. Paraphrasing the sentiment; "As California goes, so goes the rest of the country", CORVA feels it is incumbent on us to push as hard as possible for

change in California so the rest of the country can see benefits as well. CORVA has been at the forefront of environmental politics for almost 50 years, so we have the knowledge and the dedication to get out in front and advocate for access to public land.

It's an exciting time to be a member of CORVA, and an exciting time for CORVA to have so many dedicated and involved members. As of August 1, 2018, we are asking our members for even more as we raise our membership fees to \$40.00 a year. We ask you to continue supporting our efforts, and please understand that we are very conservative about how we spend our members' funds. We greatly value your memberships and donations, and never take for granted that we are here solely because of your support. We really do want to hear from our members – reach out to us at anytime at info@corva.org.

CORVA LAND USE REPORT SUMMER 2018

STATE PARKS ANNOUNCES PUBLIC WORKS PLAN FOR THE OCEANO DUNES DISTRICT



State Parks released the notice of preparation for a Public Works Plan that will reconfigure the 5500 acre Oceano Dunes District. The Plan will make improvements to facilities, redirect traffic and address concerns about dust emissions. The Public Works Plan will replace the 1982 Coastal Development Permit issued by the California Coastal Commission.

The Oceano Dunes District includes:

- Pismo State Beach
- Ocean Dunes State Vehicular Recreation Area (SVRA)
- Pismo Dunes Natural Preserve
- Pismo Lake
- Oso Flaco Lake

The Plan will be under development through Winter of 2020, and will

- Document existing conditions
- Consider improvement projects and management programs to improve access for motorized and non-motorized recreation opportunities
- Integrate other planning efforts and ensure consistency with General Plan
- Develop policies, goals and guidelines

The Plan includes a Southern entrance to the SVRA through the Oso Flaco Campground to help relieve traffic congestion on the Pier and Grand Avenue.

Plan development will include coordination with the following:

- The San Luis Obispo Air Pollution Control District (SLOAPCD) on air quality within the region
- Coastal Dunes Dust Control: requirements and emissions standards
- Stipulated Abatement Order

BLM ANNOUNCES DRAFT WEST MOJAVE ROUTE NETWORK PLAN

The comment period for the draft West Mojave Route Network Plan closed on June 4, 2018. CORVA submitted extensive comments on this important plan. The planning area covers approximately 9.4 million acres of California desert.

The draft West Mojave Route Network Plan is a supplement to the 2006 WEMO Plan that was partially remanded to the BLM by the court because of deficiencies in use of the “minimization criteria” for route designation and other reasons.

The BLM will consider comments and release a final supplemental Plan sometime within the next year.

In addition to responding to various court directives the supplemental West Mojave Route Network Plan required modifications because of the Desert Renewable Energy Conservation Plan (DRECP) that was adopted late in 2016. Both planning areas have considerable overlap.

The WEMO Plan includes four alternatives:

Alternative 1 - The “No Action” alternative

- 6074 miles of motorized route.
- Includes the route system designated by the 2006 WEMO Plan with modifications

Continues page 10

INTRODUCING CORVA'S NEW BUSINESS SPONSOR, HAPPY TRAILS RENTAL!

Johnson Valley OHV Park has always been a mecca for off-road enthusiasts and outdoor adventure seekers. Its diverse terrain and unique landscape make for some of the best places to trail ride and rock crawl in California. Many know about Johnson Valley from its famous one week race spectacular known as the "The King of the Hammers", where at times over 60,000 spectators and racers transform this otherwise quiet desert into a small city known as Hammer Town.

Due to this recent popularity along with its proximity to Orange County, Los Angeles and Inland Empire communities, there has been a demand from visitors for an off-road rental company. Many guests visiting the Johnson Valley OHV Park lack the resources or equipment to explore the vastness of this area. Happy Trails Rental was created to do just that. Happy Trails Rental provides visitors with a premier riding experience by exclusively renting new 2018 Polaris 1000 XP RZR's for the entire family to enjoy. Happy Trails Rental is a Certified Polaris Adventure Outfitter and backed with only the best equipment and support. Their fleet of new rental vehicles feature:

- SPOT satellite communications and location device providing one click 911 in case of emergency.
- Fully digital GPS Navigation device built into each Polaris vehicle with pre-loaded routes to follow, so you can ride with confidence.
- Built in doors, bucket seats with safety harnesses, covered roofs and half windshields.
- Ice chests filled with ice and water to stay hydrated and cool.
- Free use of safety equipment including helmets and goggles for all drivers and passengers.



Happy Trails Rental is owned and operated by serious off-road and outdoor enthusiasts with decades of experience. It is their mission to share the natural beauty of the Mojave Desert with you and provide a safe and memorable experience to always cherish. Their roots are deeply entrenched in the local community as they live where they play. Their love for the land and our creator is evident by their actions and care for all. "We are more than just a rental company, we are here to educate, train and support safe riding practices while teaching our guests the proper use and respect for our public lands" Ben Stone, owner of Happy Trails Rental. "As a BLM volunteer and a lifelong OHV enthusiast, it is our mission to share this great off-road location with our guests for many generations to come".

Happy Trails Rental offers both guided and self-guided tours 7 days a week. Contact them at (760) 993-5050 or drop Ben an email at ben@happytrails-rental.com. Happy Trails Rental are located at 32838 Old Women Springs Road, Lucerne Valley, CA, 92356 next to the corner of Hwy 247 and Barstow Road in the heart of Lucerne Valley. Come be their guest and experience real adventures.



UNDERSTANDING OHV TRUST FUND GRANTS

Ed Stovin, President, San Diego Off-Road Coalition

Assistant Southern Director, CORVA

The OHV Trust Fund combines greensticker and red-sticker registration fees along with the portion of the fuel tax calculated to be used in the pursuit of off-road recreation. The funds are then used to provide grants to agencies and nonprofits that help off-roading. When grant applications are filed, they become available for the public to read through and provide meaningful comments. We have a new grant cycle starting in early 2019, but I want to let you know what happened when I took a good look at the 2018 grant applications. I looked at grants in the southern half of our State and found a few odd things I then brought up to grant administrators and applicants.

Here are some of the issues I reviewed.

Imperial County (IC) sheriff's dept are good people. They are not known for heavy handed enforcement, which I appreciate, however, their grants were a little odd. Their education grant received this comment from me.

"This is an interesting grant that I, unfortunately, take issue with. I applaud the sheriffs going out and doing public outreach to young people, I wonder why there are no line item requests for any educational materials. Usually these grants look to print materials to distribute or obtain materials from Tread Lightly or other orgs. I also don't understand the need for a 4 wheel drive vehicle for outreach purposes. Everyone who stages to use OHV's does so in two wheel drive areas. I have staged in Imperial County hundreds of times in two wheel drive and have never been stuck. I still appreciate IC Sheriff's dept; I would just like to see their grant make a little more sense."

They also wrote a restoration grant request. Restoration means looking at an area that was used and closed to OHV or we never had access to the area legally. Restoration grants help return the area to how it was before. IC sheriffs are looking at the shore of the Salton Sea and want to reduce people driving and racing there. They ask for hundreds of thousands of dollars to pay salaries to patrol.

"I know Imperial County sheriffs do a great job of keeping peace in OHV areas of Imperial County. I have never, however, seen a restoration grant from a sheriff's office. In the grant there is talk about rock and fence to stop OHVs from going on the Playa, but there are no line items in the grant request for materials, other than a patrol vehicle. I like this agency, but feel this grant request is a stretch on what restoration grants should be."

The San Diego County Sheriff Department asked for money to buy 40 pairs of goggles, 50 pairs of gloves and 20 helmets. It didn't add up to much money compared to the overall grant, but struck me as odd. I also don't like that \$3500 was requested for 100 signs that say "Off-Road Vehicles prohibited".

Riverside County was asking for \$250,000 to look for a site suitable for an off-road park. I have seen this type of grant from this county a few times before, but they never went anywhere. We can just hope for the best!

California City has a lot of land open for off-roading and they get big grants. That is fine, but this year they are asking for \$47,800 for a dump truck. I don't see why a dump truck is useful for an OHV area. As far as I know, OHV land managers only use heavy equipment to smooth out dirt roads and staging areas.

Ridgecrest BLM restoration is asking for \$140,000 to hire three interns. I remember when interns didn't get paid but only got an item to add to their resume.

There is a little OHV area in the northern part of the Cleveland National Forest called Wildomar OHV Area. My comment:

"This grant request reads as though it is business as usual at Wildomar OHV area; \$83,000 to manage this area. Problem is, the area is now closed due to a fire in the area recently. You say it will open in December 2018, but until then I'm not sure if we need to fund all the specialists and regular maintenance work such as cleaning the rest rooms etc., when there are no visitors. I hope the forest can get the area open soon. If the CNF would like help, maybe coordinating volunteers to work out there, please let me know. I have volunteered in the Descanso District in the past and would come up there if it would help get the area opened."

I hope my comments illustrate the importance of reviewing and writing comments on the grants. The OHV Trust Fund consists of money from our registrations and our activity on public land. It's up to us to make sure the money is spent wisely!

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STEP ONE FOR OFF-ROAD RECREATING

Wayne Ford

So you just got back from your trip with Uncle Dan and rode a dirt bike for the first time in 20 years. Or you went to Hungry Valley SVRA with your neighbor Aaron and had fun going way too fast over five foot whoops with his side x side. Or maybe you went with everyone's friend Tony, who is sporting '40's while he's "hauling and crawlin'". Either way YOU HAVE BEEN BITTEN, and are now OHV Positive*.

This 'disease' affects millions in California and while you will enjoy this affliction, you also have to be careful and follow guidelines that could save your life and prevent serious injury. The following are some of the first things to consider.

In the end, it doesn't matter what brings you to the point you decide to throw down your dollars and purchase an off-road vehicle. But please remember that your fellow members of CORVA and our friends in the off-road industry can help guide you to the Promised Land while avoiding a spinal fracture. My strong suggestion is to start from the beginning when selecting a new or used OHV. Sooner rather than later, you will start picking gear, body armor and other aftermarket accessories. And of course then you'll start looking at RVs and trailers! I encourage you to leverage the expertise held by our membership and our Industry friends while making your decisions.

The first issue is to determine the pro and cons of each type of OHV, and figure out what type of vehicle may suit your lifestyle more than another. When I was single, I was into single track riding therefore a dirt bike was my choice of vehicle. But if you have a family, you may want to consider a side x side or a 4WD vehicle, which may be a better choice. Also consider your level of experience, and the type of OHV owned by your friends. It is not advisable to ride or drive off-road alone; it is always safer to recreate in numbers. That said, you will probably end up making a choice that revolves around what you can afford and what type of vehicle works best for the areas you and your friends will be riding or driving.

The other factor that will dictate your OHV choice is storage space. A dirt bike or ATV will have a much smaller storage requirement than needed for a Side x Side or Jeep. And multiply that storage requirement if you're considering adding a toy hauler or RV and trailer! First you'll need to figure where everything will fit. Evaluate your budget and space first, and then figure out what type of OHV and/or tow vehicle will work. Most off-roaders start off thinking small, but sooner rather than later end with the perfect (larger) set-up. In between, you'll have plenty of time to change your mind and change your vehicle. I know a couple that started with a Toyota camper with a dual sport bike on a bumper rack, but now have an RV and enclosed trailer that rival a Ringling Brothers tour rig!

Even the most active riders or drivers of OHV's realistically end up getting out on the trail an average of ten times a year. The rest of the time you'll be storing your OHV. I have a neighbor who bought a Yamaha Rhino ten years ago that has not yet been used, but is taking up half the space in his garage. Another consideration is the storage restrictions in many cities and towns regarding what you can store in your yard. I live in LA County, and it seems that it's a 'free for all' in my area since code enforcement in LA County is weak. So depending where you live, offsite storage may be a better choice to consider. There are both indoor and outdoor storage options. The monthly cost and the hassle factor of getting your stuff out of storage makes it harder to get out of town. The cost of offsite storage depends on what you are storing, and the area in which you are storing. If you like to ride in a particular place, storing the vehicles near that area is a popular choice. Many off-roaders who love the dunes also store their vehicles near the dunes, since it is cheaper to store out in the desert, than let's say in Calabasas. The other benefit to stowing your vehicle where you like to ride is that you don't have to haul your junk 400 miles round trip, so you'll save on gas and wear and tear on your tow vehicle and/or RV. Many storage sites have services that will help, which may include a dump station, on-site air compressors and wash stations. Some places will even bring your vehicle out for you for a nominal charge.

But the best and easiest option for vehicle storage is always at home. You can park it after a long trip, and unload during the next week at your leisure. Having your vehicles at home makes it easier to get out of town more often. You can prep your vehicles for your upcoming excursion on nights and weekends before your trip.

Inspecting, preparing and fixing your vehicle(s) is an important step to take to ensure a good time on your next trip. I can't tell you how many times we have all been out with that person - the one who didn't fix something important before leaving home. In the end, they won't enjoy their trip either because of something minor, like a battery that doesn't hold a charge, or something more serious like a bent axle they should have checked after their last time wheeling.

We want to hear your ideas as well! Knowing your experiences and recommendations would be a big help to us. Please weigh in with comments, tips or suggestions by sending me an email at wayne.ford@corva.org.

*OHV Positive, a term coined from Vinnie Barbarino which means that now you've been bitten by the off-road bug, you will never look at life in the same way. Or be the boring person you were prior to your first LOL in a Sand Rail at Imperial Sand Dunes!

Land Use Report, from page 4

Alternative 2—Resource Conservation Enhancement

- 5,231 miles of motorized routes
- Through-access oriented Goals and Objectives
- Area-wide increased minimization strategy for all public lands
- Closure-focused route designation strategy

Alternative 3—Public Lands Access

- Destination-and Touring-access oriented Goals and Objectives
- Area-wide increased minimization strategy across all public lands and case-by-case mitigation
- Less emphasis on closure as a strategy, more emphasis on alternate measures
- Network-enhancement focused implementation
- 10,864 miles of motorized routes

Alternative 4—Proposed Action

- Destination-and Touring-access oriented Goals and Objectives
- Area-wide increased minimization across all public lands and case-by-case mitigation
- Balanced minimization strategy, emphasis on closure or avoidance
- 6,313 miles of motorized routes

Look for some variation of the “Proposed Action” to be included in the final plan.

CALIFORNIA OFF-ROAD RECREATION AND CONSERVATION ACT ADVANCES TO THE SENATE

This landmark piece of legislation would legislatively protect the five “open areas” for future OHV use. Although these areas were designated by the California Desert Conservation Act, this bill would specifically reserve these areas for OHV use and protect them from renewable energy development.

These areas include:

- Dumont Dunes
- Spangler Hills
- El Mirage
- Rasor
- Stoddard Wells
- Johnson Valley

300,000 – The bill would establish or expand six off-highway vehicle recreation areas in the California desert totaling about 300,000 acres. **These areas could not be closed administratively.**

39,000 – The number of acres the bill would add to the National Park System. These are long planned additions to Death Valley National Park.

18,000 – The number of acres of existing federal land that would go into the Alabama Hills National Scenic Area. That would restrict large-scale renewable energy projects on the land while preserving existing recreational and commercial uses.

329,000 – The amount of acreage to be designated as wilderness under the bill. These areas are presently protected as Wilderness Study Areas and do not have any significant OHV opportunity. The bill would also release wilderness study areas not designated as wilderness.

CALIFORNIA OFF ROAD RECREATION AND CONSERVATION ACT

A plan to keep open roughly 300,000 acres of Southern California desert for off-road vehicle use — a land area nearly as big as Los Angeles — and preserve hundreds of thousands of other acres is being considered in the Senate after being approved last month by the U.S. House of Representatives.

Sponsored by Rep. Paul Cook, R-Yucca Valley, the [California Off-Road Recreation and Conservation Act](#) has the support of San Bernardino and Inyo counties along with off-road vehicle and some environmental groups. But the Sierra Club has concerns about the bill.

Cook represents Inyo and Mono counties along with desert and mountaintop communities in San Bernardino County, including Adelanto, Apple Valley, Big Bear City and Lake Arrowhead. About 90 percent of Cook’s district is federal land, and the goal of his proposal is to balance conservation concerns with off-roaders’ desire to roam vast stretches of Southern California landscape, said Tim Itnyre, Cook’s legislative director.

“Land suitable for conservation should typically be managed as part of a desert park or wilderness. Similarly, lands appropriate for energy generation and economic development should not be encumbered with conservation designations such as ‘wilderness study areas,’” Itnyre said.

“Additionally, popular off-highway vehicle recreation areas should be given the same sort of protections in law that are granted to conservation areas to prevent arbitrary closures. (The bill) attempts to solve these problems by setting aside land for conservation and off-road recreation, while releasing wilderness study areas that have been found unsuitable for a wilderness designation.”

Continues next page

'IT'S TAKEN AWAY'

Cook introduced a similar bill in 2015. A year later, Sen. Dianne Feinstein, D-Calif., offered similar legislation, creating 142,000 acres of off-highway recreation areas around [three national monuments in the Mojave Desert created by President Barack Obama](#).

Cook objected to Obama's monument designations, which totaled 1.8 million acres. His 2015 bill would have allowed new mining claims, expanded off-roading areas, and made Mojave Trails National Monument a less-restrictive special management area.

Co-sponsored by Rep. Pete Aguilar, D-Redlands, the 2018 bill that passed the House by a voice vote strips out "controversial provisions" from Cook's earlier proposal and Feinstein's bill, including restrictions on desert groundwater use and incentives to boost large-scale renewable energy projects, Itnyre said.

The bill establishes or expands six off-highway vehicle recreation areas, including Johnson Valley in San Bernardino County, and includes language to keep those areas open.

"With the increasing popularity of the sport, (off-highway vehicle) users deserve to have lands set aside without worry that a bureaucrat or president

will unilaterally close the area for questionable reasons," Itnyre said.

Loren Campbell of Palm Desert, who serves on the board of Inland Empire 4 Wheelers, said federal land that could be open to off-roading is often off-limits.

"The use is allowed by permission ... (but) the permission is never granted," Campbell said. "It's taken away, the right to enjoy the land, but it's never given back."

The bill also designates about 18,000 acres of federal land as the Alabama Hills National Scenic Area. The move would restrict large-scale solar and wind energy projects while preserving other commercial and recreational uses.

Another 39,000 acres would be added to the National Park System, including "significant acreage at both Joshua Tree National Park and Death Valley National Park," read a news release from Cook's office. The bill also designates 329,000 acres as wilderness, according to Itnyre.

Continues, page 16



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We make the process easy, too. Order online at the CORVA Store or just fill in the items you want, mail the form with your check and we will get your order processed quickly. Once we have received your order, we will send you a confirming email so you will know when your items have shipped.

All orders are shipped via USPS. You can expect to receive your order quickly, usually no more than a week.

Thank you for helping to support CORVA. Don't forget to order extras to give along with a Gift Membership for all those off-roaders in your family! If you have any suggested items that you might want that are not listed, send us an email. We are always looking to promote CORVA!



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Photo: Linda Atkins Photography

NIAGRA RIM POKER RUN

Ken Oyer and Mary Krupka

On the July 14th weekend, 4x4 in Motion held a poker run in the Stanislaus National Forest. CORVA, getting word of this event through a member who attended last year's poker run, decided to round up some members to give the run a try.

A little bit of background: 4x4 in Motion is a 4 wheel drive club with members from all around the Central Valley. Members predominately live in the Turlock/Hilmar/Modesto areas, but they also reside as far away as Pollock Pines to Tracy and then up into the mountains off Hwy 108 and Hwy 4. The club consists of Jeeps, trucks and some Side x Sides.

Some people called and spoke to me to get more detailed information about the run. There were a few people that I had to talk out of coming, due to the high gearing in their rigs. But once other people mentioned that they had done the Rubicon Trail in their Side x Sides or Sand Rails I told them to come up and join us! In the end having them join was a learning experience for 4 x 4 in Motion as well as the sand rails and side x side owners.

The Niagara Rim Trail is located about 15 miles past the Pinecrest turnoff off Hwy 108. The sign for Eagle

Meadows on 108 is your clue to exit and then follow the poker run signs to base camp. The road into the area is forest road #5N01, and is paved as is part of forest road #5N09. About a half mile past the OHV camp ground/staging area and bridge over the creek crossing, the road will turn to dirt. Over the course of the last few years, members of 4x4 in Motion have volunteered with the Forest Service and done a lot of work on this dirt road, but it was still bumpy. There were some other camping options that limit exposure to the bumpy road and some participants chose to camp below while a few hardy campers continued to base camp.

Early Friday evening, 4x4 in Motion along with some of their long time participants, gathered in base camp for the evening social. There was a ton of food and drinks shared with anyone who came into camp. In addition, there was a kid's social with juice, water, soda and snacks kids and adults love to eat. For the adults, there were 12 racks of smoked ribs, a delicious Filipino rice dish and homemade elk chili that is traditional at this run.

Continues page 15



**PRE-REGISTER IN NOVEMBER ONLINE AT CORVA.ORG OR PAY AT THE EVENT SITE.
ALL OHVs WELCOME!***

GREAT RAFFLE PRIZES DONATED BY THE OFF ROAD INDUSTRY

POKER RUN - SATURDAY JANUARY 19TH

REGISTRATION- EACH VEHICLE: CORVA MEMBER: \$35 / NON-MEMBER: \$45

KIDS (12 AND UNDER) ON ATVs/MC- \$20

ALL PRICES INCLUDE ONE POKER HAND AND ONE RAFFLE TICKET

GREAT PRIZES FOR 1ST, 2ND & 3RD PLACE POKER HANDS AND

FOR 1ST, 2ND & 3RD IN GAMES

START TIME: 8:00 AM / START LINE CLOSES: 11:00 AM

Course length approx. 20 miles / Alternate "difficult routes" for those willing to "GO FOR IT!"
Checkpoints have "games of skill" for more fun and prizes! COURSE CLOSSES AT 4:00 PM

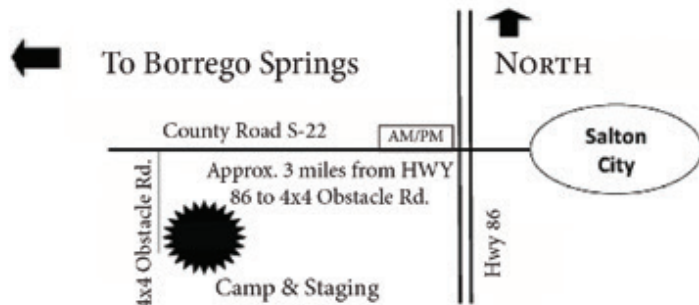
SEE MAP TO EVENT: corva.org

BBQ dinner to follow Poker Run

Google maps coordinates $33^{\circ}15'40.9''N$ $116^{\circ}00'31.4''W$



Ocotillo Wells SVRA
Pre-Registration opens in November
(See web site for details)



Registration desk will open at 2 pm Friday afternoon (January 18th) at the event

Camping for the event is located in an easily accessible dirt area adjacent to a large dry wash. There is plenty of room for motorhomes and trailers. This is dry desert camping, so no hookups. 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: Vinnie Barbarino at 80hiluxcrawler@gmail.com or call (714) 292-3431

CORVA MEMBERSHIP FEE INCREASE EFFECTIVE AUGUST 1, 2018

Ken Clarke, CORVA President

I am proud of the dedication everyone associated with CORVA exhibits as we advocate for all forms of off-road recreation and motorized access.

CORVA is increasingly influential and working to protect the rights of our members to enjoy public land. As President of CORVA, I have been tasked with informing our members and the public that the CORVA Board of Directors voted to raise our membership fee to \$40.00 per year, effective August 1, 2018. This increase will help us engage more widely politically and keep our promise to our members to stay at the forefront of all issues facing off-road access. CORVA will remain the leader in the battle to keep public land open for the people.

It has been about 15 years since CORVA last raised our membership fee. As the years have gone by, our costs have significantly risen, including insurance,

printing and postage. CORVA is also getting increasingly involved in legal issues (using the best legal talent we can find) and this year has employed a very effective lobbyist in Sacramento.

CORVA is always working on new strategies to protect motorized recreation on public land. We are now looking at how we can influence Congress to help our forests in California maintain our roads and trails and prevent the occurrence of catastrophic wildfire. As always, we continue to focus our work in California but we also need to be heard in Washington as land use policies evolve. And even though we are on the forefront of off-road advocacy, we will always use our Members funds in the most effective manner possible.

Thank you for continuing your support for CORVA and our dedication to promoting, protecting and preserving off-road opportunities in California.

Niagra Rim Poker Run, from page 13

When you add in wrap sandwiches, cheese, salami, crackers and many other available goodies, we felt like we had a feast!

People mingled and talked about their rigs and trails as they grabbed a drink and something to eat. Mother Nature decided to pop in and hit us with a 20 minute rain shower that was welcoming but at the same time, a bit of a party pooper. Either way, some people stayed out and continued with the social while others went back to camp. The good news is, the trail was pretty much dust free the next morning!

4x4 in Motion puts on a good run. They have members staffed at all the difficult locations, spotting, throwing rocks and hooking a strap in order to get you over an object or lowering you down via a winch line. They were patient, as were the other participants. Remember, this run is more for the bigger 4x4's, spiced up with some SxS's and our handful of rails. Everyone traveled the same trail, with the option of using bypasses. We found that the low profile of the rails caused us some issues, but once clear of the obstacles, we were able to move freely. The SxS's with lower gearing and modified for rocks fared well. They just scooted between the rocks and used their upgrades to get them through the trail. Once in open areas, they were able to really open it up. Because everyone was

divided into four groups that started at different parts of the trail, waiting in line was limited.

The run finished between 1pm and 2:30, which gave us ample time to play on back roads or relax at camp. The dinner started by 5:30 pm and 4x4 in Motion can cook! Tri-tip, salads, rolls, yummy beans and cobbler for dessert. 'Nuff said! Wait, I didn't mention the homemade pickles...Delicious!

The raffle and poker hand pay-outs followed dinner and the prizes were terrific. They had nine big items (winches, ARB 50 quart fridges, air tanks, etc....) and most of the other 80 prizes had a \$70 value.

All in all, I would say this is a great run for rigs that are equipped to handle rocks, have lower gearing and are easy to keep running while in neutral. There are sections where you have to crawl slowly and make tight turns. Getting a running start at these sections is difficult. I have to give 4x4 in Motion credit as they did everything in their power to make this a good run for us.

4x4 in Motion is a supporter of CORVA as well as supporting another 3-5 off road programs. They also support family and children services with the money they raise. Another thing I noticed is that 4x4 in Motion celebrates women wheelers with their "Chick's on the Rock's". All are good reasons to support them.

'TOO MUCH'

While the California Wilderness Coalition supports the bill, the Sierra Club believes too much land is set aside for off-roading.

"Every acre of federal land that's open to new off-highway vehicle use is too much," said Athan Manuel, director of the club's Land Protection Program.

"There's no shortage of trails on public and private land. There's no shortage of places to ride."

Off-roading can damage grasslands and wetlands and cause noise and air pollution, Manuel said. "We're not trying to shut down existing off-highway vehicle areas. But we don't want to see any new areas open up."

Campbell said his club spends 1,500 hours a year preserving the trails it uses. Itnyre said off-roading is a multi-million dollar industry that supports thousands of jobs.

The bill's strong bipartisan showing in the House "should give it some momentum" in the Senate, Itnyre said.

"The fact that the Senate is scheduled to be in session through the end of August should expand the window for a hearing and a vote this year," Itnyre said. "While passing anything through the Senate can be challenging, Rep. Cook is optimistic that (the bill) has a real chance of being enacted this year."

FOREST SERVICE RELEASES DECISION ON SNOWMOBILE USE

Special Release from Sierra Access Coalition

The Lassen NF released their Record of Decision (ROD) for Over-Snow Vehicles on 3/29/18. SAC, as well as several other groups, filed an objection to the decision. There will be an Objection Meeting with all the parties at the Forest Service office in Susanville on July 25, 2018.

The decision creates restrictions for OSV including the following:

- 12" minimum snow depth for cross country riding
- 6" minimum snow depth for riding on roads
- Designates 5 open areas for cross country OSV riding in the Ashpan, Bogard, Fredonyer, Jonesville, and Morgan Summit area
- Designates 17 crossings of the Pacific Crest Trail

It is expected that the same basic restrictions will be applied to the Tahoe, Plumas, Stanislaus and Eldorado National Forests' OSV Plans, along with restrictions on local areas for each of the Forests.

TAHOE NF SNOWMOBILE DRAFT EIS

The Tahoe NF released their Draft Environmental Impact Statement for Over-Snow Vehicles (OSV) on 4/13/18.

The Forest Service's Preferred Alternative is Alt. 2. El Dorado National Forest released the draft Over Snow Travel Plan in September 2016 and a decision is expected soon.

NEW GROUP WORKS TO PRESERVE SNOWMOBILE ACCESS IN THE SIERRAS

This new group is working hard to protect snowmobile access on public lands in the Sierras. They got over 300 sledders to attend a Forest Service meeting in Truckee on May 16. They're getting it done!

See their Facebook page at <https://www.facebook.com/Sierra-Snowmobile-Foundation-1855484898085627> Please like and share their Facebook page to help spread the word. SAC will be working closely with them, especially on the Tahoe and Plumas OHV plans in the coming months.

OHV GRANT REGULATIONS TO BE UPDATED FOR 2019

The intent of the proposed regulation revision is to reduce confusion for Applicants, address changes based on the OHMVR Division's past experience and to ensure public funds are being spent wisely and within the State's best interest. The proposed revisions will allow for a more clear understanding of the regulations and Grant administration by both the Grantees and OHMVR Division staff. These changes will provide Program efficiency and will allow the OHMVR Division to fully support motorized recreation.

OBJECTIVES AND BENEFITS

The objective of the proposed action is to make improvements to the existing OHV Grants Program.

The proposed regulations add additional time to extend the Grant program cycle to give review teams the sufficient time to be thorough and to reduce errors that have occasionally been made in the past.

Further explanation has been added to clarify how a match is treated between the Program and grant participants to reduce confusion.

Updates have been made, based on the experiences of the last few years, throughout the environmental requirements e 1 to clarify required documentation. Guidelines have been added to explain how an application may be rejected. The definition of "Eligible Project Costs" have been updated to, allow for an hourly rate charge for vehicles with an additional 15% allowance to cover overhead costs of operating the equipment. Transportation cost and the base of operations have been defined. Guidelines have been added to update the equipment expense limit for nonprofits and the requirement that the Department of Parks and Recreation, OHMVR Division must be added as the lien holder after OHMVR Division approval of the equipment purchase.

RECREATIONAL ROCKHOUNDS FEAR PUBLIC LAND CLOSURES

Shirley Leeson, Board of Directors, American Land Access Association

When I tell people that I am a recreational rockhound, I always wonder what that word bring to mind. Recreational rockhounds do everything below...and more!

Recreational rockhounds visit schools and classrooms, opening up the wonders of the environment by showing rocks, minerals and fossils in their classroom setting. They bring rocks that have been cut and polished so children can compare the beauty inside of an otherwise very plain rock. Recreational rockhound clubs put on exhibits of gems, minerals and fossils in local libraries and entries of public buildings. Recreational rockhound clubs are happy to invite you to their shows and talk about what collecting rocks is all about. Look to your county fairs - many have a gem and mineral department that exhibits all the joyous things about being a rockhound.

We've worked closely with off road people over the years because they are interested in keeping public land roads open, and many times those roads lead to our collecting sites. We're asking for help because our collecting sites are relying on you!

Each year, for any number of reasons, our public lands diminish. If you look deeply in to it you'll find people/organizations who want to 'save our land for our children'. Have you ever wondered what they mean? It's a code word for 'take away your rights.' In some cases the states take away public lands for their own purposes, like wind farms and solar installations. What better place but public lands because they believe no one is going to complain!

I hope I am speaking to the choir when I say 'we need YOU, to help us keep public lands for multi-use, as it was originally intended.

OPEN THOSE GATES

The Modesto Houndsmen Work to Protect Access to our National Forests

There is a very large family of people who use roads and trails to access and enjoy public land in many different ways. We have to recognize houndsmen, rockhounds or recreational rockhounds as fellow off-roaders; people out there with 4WD trucks, UTV's or ATV's doing what they love best on public land. In the case of the Modesto Houndsmen, they dedicate their time and experience helping to maintain access to the Stanislaus National Forest with little fanfare, but a lot of heart! The Modesto Houndsmen are a family oriented group who take access to public land

very seriously, and are trying to get the gates open to everyone can enjoy accessing the forest. As many know, the Stanislaus National Forest has been hit very hard the last few years by storms that washed out roads, and large forest fires destroying landscapes. But there are still a lot of gates throughout the forest blocking access for unknown reasons. CORVA joins the Modesto Houndsmen in their campaign to OPEN THOSE GATES!

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For more information please contact one of our Board Members, or send an email to: advertising@corva.org.



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CORVA 2018 Northern Jamboree

Frank Raines Park

October 26, 27

Friday's Agenda

Arrive, set up camp, ride for fun...help volunteers set up events for Saturday.

Saturday Agenda

Morning
Registration-Covered Area

EVERYONE COME for a fun evening of BINGO Friday night presented by East Bay Hightailers.

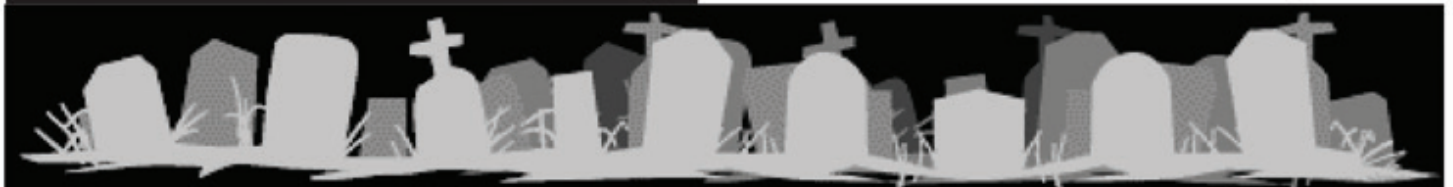
Activities

Wiggle Worm-Escarabajos
Egg Carry-Runabouts
Barrel Loop- Ridge Runners
Pumpkin Carry-EBHT
Blind Man's Bluff-Outkast Jeepers
Afternoon
Children's Crafts
Children's Costume Contest
Trick or Treating around the park

Tacos with all the fixin's
Adults-\$10
Kids 10 & under-\$5



...and MORE** in the evening!
Event Awards, Raffle
DJ & Dancing



THANK YOU FOR YOUR DONATIONS

Donation

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Tyler Collett	\$10	Chips & Christa Mercier	\$10	Doug & Vicki Divine	\$30
Brian Fisher	\$10	Jeff & Samantha Wright	\$10	James & Daisy Young	\$30
Richard Fisher	\$10	Charles Wilkins	\$10	Gretchen Moore	\$30



LIFE, LIBERTY AND THE PURSUIT OF HAPPINESS

Vinnie Barbarino

It's close to 100 degrees outside here in Orange County today and the Independence Day holiday is just behind us.

I hope everyone had a great 4th of July celebrating our country's birthday. In 1776 Thomas Jefferson penned the Declaration of Independence and the American colonies defied Britain, which was the most powerful country in the world at the time. A relatively small number of people believed in the cause of independence so strongly that they fought for freedom from Britain like their lives depended on it. But their lives DID depend on it. Today, over 230 years later, we still enjoy their hard-fought independence. This statement in the Declaration of Independence says it all; "Life, Liberty and the Pursuit of Happiness " in a nutshell.

Today we still enjoy our freedoms, but it hasn't been easy. We still must fight to keep our OHV opportunities open. It is the nature of government to impose rules on the people, but sometimes those rules are unjust. That is one reason CORVA came to be. About 50 years ago a group of Off Roaders realized that they weren't able to pursue their form of happiness because their favorite riding areas were being closed. So in the spirit of those brave colonists, they started the California Off-Road Vehicle Association. Today CORVA has grown from a handful of buggy owners to a large group of off-roaders. As you know we represent ALL forms of motorized recreation. So if you're a hunter and use your ATV to get to your favorite spot... we've got your back. If your thing is rockhounding.... we've got your back. If you're like me and have a 4x4, dirt bike, quad or whatever....we've also got your back!

Just like that small number of colonists that fought for the freedom of millions, a small number of off-roaders can make a big difference.

Case in point: Linda Wucherpfennig (a past CORVA board member) is president of "Friends of Little Rock Dam" (FOLD) and has been working to open the dam to OHV and the public in general. They've had two very successful open weekend events with fishing, swimming, picnicking and mudding. Mudders came from as far as Las Vegas and the events were strongly supported by the Solanos and Azusa Mudders from San Gabriel Canyon. It was a collaborative effort working with the Forest Service, Palmdale Water District and FOLD. The area is now closed for PWD construction but FOLD continues to work for more OPEN Day Events in 2019. Linda is also working to open roads/trails that were closed during the Station Fire. Way to go Linda, FOLD and everyone involved. Sometimes all it takes is a group of dedicated people.

In other news, CORVA had a booth at the 4WheelParts Truck Fest in Ontario last month and it was a big success. Thanks to everyone who helped: my wife Kathy Barbarino, her sister Janet Gottfried, my son Joe Barbarino, Chris Porche, board member Charlie Lowe, and Steve Gardner and Keith Graham from Cal4Weel. We signed up around 30 new members, handed out hundreds of our CORVA Newsletters (ORIA) and met a bunch of really nice people.

The Sand Sport Super Show in Costa Mesa will be in September and the Off Road Expo will be the last weekend in September. CORVA will be at both shows so make sure to come by and say hi! We need volunteers for both shows so if you want to help out contact me, Vinnie Barbarino Vinnie.barbarino@corva.org

Finally, it looks like the "Truckhaven Challenge 2019" will be a go for January 19, 2019. That is the MLK Holiday weekend so we will have a 3 day weekend to enjoy out in Ocotillo Wells. Make sure to join us for another fun time out in the desert.

OFF-ROADERS IN ACTION
Volume 30 Issue 3

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Join CORVA today! Check your mailing label for membership expiration date - Renew Today!

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- RENEWING MEMBERS \$40
- NEW MEMBER \$40
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Hey CORVA Supporters! CORVA now offers several cool sticker choices. Take a look at them in the [CORVA Store online](#). With your new membership, or when renewing your membership you will receive one of these stickers with your membership packet, but we encourage you to order more so you can put them on all your vehicles! If you send a photo of your vehicle with a CORVA California Bear sticker to our Instagram account, we'll post your photo.

Send them to: [C.O.R.V.A on Instagram](#). And don't forget, your support of CORVA helps keep your public lands available for all off-road users.

Thanks for supporting CORVA!





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On-Going Meetings

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2nd Wednesday

Friends of Jawbone
www.jawbone.org
3rd Wednesday

CORVA Board Conference Call
4th Monday

Get in Touch

Want to contact CORVA? Send an email to info@corva.org or call 916-710-1950.

WHAT IS CORVA?

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

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

We work with land managers for responsible off-highway vehicular access and recreation opportunities. Secondly, we educate our membership on the constantly changing rules and regulations and promote conservation, clean-up and trail maintenance projects.

We participate in lobbying activities in both Sacramento and Washington DC. We work closely with the State Department of Parks and Recreation providing input to

the Off-Highway Motor Vehicle Recreation (OHMVR) program from the users' standpoint.

We provide a valuable resource to land managers in the form of dedicated OHV and OSV enthusiasts who believe in using our public lands responsibly.

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

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

We are dedicated to protecting our lands for the people, not from the people.

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

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