

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

OFF-ROADERS IN ACTION

[CORVA Protests US Fish and Wildlife Frog Proposal](#)

By Amy Granat, CORVA Managing Director

Democracy requires action by citizens to preserve the freedoms it guarantees. According to Wikipedia, “Democracy is a form of government in which all eligible citizens participate equally—either directly or through elected representatives.” Celebrating this critical concept of American life, CORVA participated in a hearing held by Congressman Tom McClintock on August 6th at the Mother Lode Fairgrounds in Sonora, California. This hearing gave an opportunity for selected experts and community members alike to speak about the proposal by the US Fish and Wildlife Service to designate almost 2 million acres of land spread over 14 counties as potential critical habitat for the Sierra Nevada and Mountain Yellow-Legged Frogs and Yosemite Toad.

First to speak was a representative from the US Fish and Wildlife Service who spoke about the decline of amphibian populations in the Sierra Nevada, and stressed the importance of acceptable habitat to all species. But absent from the presentation was any acknowledgement that this proposal would affect people, businesses and families who reside, earn livelihoods or recreate in the areas outlined in the proposal.

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[Who Are the Real Conservationists?](#)

By Don Alexander, CORVA VP of Marketing

Q: As an off roader, do you ever think of yourself as a conservationist?

A: For most enthusiasts, the answer is an emphatic “NOT!”

Maybe it's time for a paradigm shift in the off roading community by considering the following: if you volunteer in an off road program with an Adopt-a-Trail program, a club or simply pick-up someone else’s trash while on public lands, you are a true conservationist!

Now would be a good time to look at a couple of definitions of “conservationist”.

1. conservationist: (Life Sciences & Allied Applications/ Environmental Science) A person who advocates or strongly promotes preservation and careful management of natural resources and of the environment.

2. conservationist: One that practices or advocates conservation, especially of natural resources.

3. conservation: 1. The act or process of conserving. 2. a. Preservation or restoration from loss, damage, or neglect. b. The protection, preservation, management, or restoration of wildlife and of natural resources such as forests, soil, and water.



Off Roaders showing why they are true conservationists.

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



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Southern Jamboree

October 12th

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Wagon Wheel Staging Area

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Dog Show starts at 4pm

Directions —————

From the south: use US 395 to the town of Red Mountain, then turn right on to Trona Rd. Staging area is approx 15.5 miles from 395.

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. We do this by commenting on many environmental documents on issues that affect us.

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

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

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PRESIDENT'S MESSAGE

By Harry Baker

[CORVA Update](#)

Congratulations to Bob Ham on becoming the newest member of the CORVA board. Thank you for stepping up. Bob is now the Assistant Southern Director-Legislation. His long history with CORVA and vast knowledge of all things political will help expand CORVA's legislative activities. I look forward to using his knowledge and expertise to keep CORVA moving forward.

July 27th was a perfect day to be out and about in the San Bernardino National Forest enjoying the trails maintained by the Adopt-A-Trail volunteers. And, to make the weekend even better it was the Second Annual Open House at All J Products in Big Bear, with plenty of food, drinks and good company. The day was capped off with the unveiling of the All J Motorsports Number 4540 Jeep being readied for the Ultra4 National Championship race this month and ultimately the 2014 King of the Hammers race in Johnson Valley. This vehicle is being designed from the ground up to meet all the specifications of the Modified Class. The crew working on this Jeep is experienced and dedicated and the design and workmanship is phenomenal. Thanks Quinn, Heather and the All J team for hosting a very good event.

Speaking of the Johnson Valley Off Highway Vehicle Area, while there seems to be very little talk about it right now, there has been a lot of activity going on behind the scenes. During the past 5 years there have been a lot of meetings, talks and travel to get out the message that not only is there a massive amount of usage in Johnson Valley, but the negative economic impact of a base expansion and the loss of the way of life to the area would be devastating. With the tour of Johnson Valley set up by Kim Carpenter for Congressman Cook and his resulting interest in the community we finally

had the support we needed to counteract the Marines' effort in the House of Representatives. Now the Marines are pushing hard in the Senate to insert their preferred alternative in the Senate's version of the NDAA. This is where the behind the scenes action is taking place by Congressman Cook's office along with the lobbying efforts of the Livingston Group. It is time-consuming, expensive, and seemingly operating in a vacuum, but it is a very important part of saving Johnson Valley.

Congratulations to Kim Carpenter for being named a Woman of Distinction by Congressman Paul Cook in Congressional District 8. Kim is being recognized for her extensive service to the community as well as for her efforts to save Johnson Valley.

The state has responded to the lawsuit against the Ocotillo Wells SVRA and a hearing has been set for December 13, 2013. There is a brief statement explaining the state's filing elsewhere in this issue. For now, it is in the hands of the court. From my standpoint it is unfortunate that there are groups of people who think that filing a lawsuit is better than working with the agencies to correct perceived problems. So much energy, time and money is spent on defense, when it could better be spent on improvements and solutions.

It seems that there is always more going on than there is time available, be it about land use, off roading or family. It is important to have balance in all that we do. At CORVA we have so many dedicated board members and volunteers out working on our behalf on issues ranging from frogs, to particulate matter, to water, to safety to expanding opportunities. They attend meetings, write comments, and field questions. They plan events such as our upcoming Northern and Southern Jamborees and our Truckhaven Challenge. They do community outreach at club meetings and events, as well as at off road shows like the Sand Sports Super Show and Lucas EXPO, and each year they travel to Sacramento to remind our representatives that off roaders vote! And they do all of this while raising families and holding down jobs.

I took some time out last month to take care of some family business in Montana. We traveled some roads we had never been on before and enjoyed the beautiful scenery of the countryside. My hope is that you all got to spend some family time this summer too.

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

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





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CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

Carnegie State Vehicular Recreation Area General Plan Revision

Plan for 16 potential new East Bay parks approved, Tesla property included

A long-term road map to expand the East Bay Regional Park District system with 16 potential new park sites was approved recently by the agency's board.

Only one of the 16 proposed parks stirred controversy, the Tesla site east of Livermore. Some district critics said they fear listing Tesla as a potential regional park could undermine state attempts to use the area to expand an off-road vehicle park. But district supporters said the one-time coal mining area and town site has rich habitat and cultural resources that warrant protection as a park.

The vote was 7-0 to approve the master plan, a vision of long-term goals and policies for the park system. Before it can buy land in an area, the district must first list it as a potential park site.

Eleven people spoke Tuesday afternoon, with more than half weighing in on Tesla. Don Amador, an off-road vehicle advocate from Oakley, said it is wrong to designate Tesla as a regional park site because the label conflicts with the state park system's plan to use the area to expand the Carnegie off-road vehicle park.

"The park district is interfering with the state's efforts to expand Carnegie," Amador told the park board. "Please take Tesla off your map."

David Duffin, an Alameda resident and advocate for off-road vehicles, noted that the state park system purchased the Tesla property with fees collected from off-road vehicle users in California. "We don't know how our property ended up in your master plan," Duffin said.

Jerry Fouts of Oakdale said the park district is shutting out the interests of off-road vehicle users because their activity does not "fit your narrow view of what recreation should be." Calling the regional park agency elitist, Fouts noted that the park system has no areas for off-road vehicle users.

Park district managers said they listed Tesla as a potential park because it has valuable wildlife habitat and Native American cultural resources. The regional park system would like to be involved with Tesla in case the state Parks and Recreation Department determines that some of the Tesla site should be preserved, park officials said.

David Furst, a Livermore resident, urged the park district to keep Tesla as a park site to protect its environmental and cultural resources. Keeping Tesla on the list of potential regional park sites also was supported in a letter by three members of the Alameda County Parks and Recreation Commission, Al Minard, Stephen Sanger, and David Tam.

Ayn Wieskamp, a regional park board member from Livermore, said many members of the public have told her they are concerned about protecting Tesla's natural and cultural resources. "We want to make sure we're treating everyone in a fair and level way," Wieskamp said.

Several hikers and mountain bicyclists said they were pleased the master plan envisions more places and opportunities for their activities, as one policy shift in the new master plan opens the door for establishing narrow trails that mountain bicyclists could use. Michael Mejia, president of the Bicycle Trails Council of the East Bay, applauded the park district for its patience over the decades in dealing with mountain bikers. "In 28 years, we have cleaned up pretty good," Mejia told the board. "Now we are grandparents. We all have come a long way."

Johnson Valley National OHV Recreation Area

Rep. Cook's Johnson Valley Plan Clears Key Vote

Rep. Paul Cook's (R-Yucca Valley) plan to create the Johnson Valley National Off-Highway Vehicle (OHV) Recreation Area was included recently in the National Defense Authorization Act (NDAA). Originally introduced earlier this year as a stand-alone bill, the legislation was co-sponsored by Rep. Howard P. "Buck" McKeon (R-Santa Clarita), Chairman of the House Armed Services Committee.

Cook stated, "This legislation has cleared an important hurdle. Support for it was overwhelmingly bipartisan. My concern has always been about public safety. The Johnson Valley is one of the few places left for off-highway vehicle recreation. This is a balanced approach which protects public safety while still allowing for recreational use."

Continued on next page

Rep. Cook's proposal would withdraw the Johnson Valley OHV area for the purposes of recreation and designate it as the Johnson Valley National OHV Recreation Area. The withdrawn area would be designated specifically for recreational uses, including but not limited to off-highway vehicle use, camping, and hiking. U.S. Marine Corps activities would be permitted to take place twice annually and could not include any explosives that could be left behind without detonating.

The NDAA passed by a 59-2 margin, and it will now be heard by the full House next week before moving on to the Senate. The NDAA is the comprehensive legislation to authorize the budget authority of the Department of Defense and the national security programs of the Department of Energy.

A member of the House Armed Services and Veterans' Affairs Committees, Cook served as an infantry officer and retired after 26 years as a Colonel in the U.S. Marine Corps. During his time in combat, he was awarded the Bronze Star and two Purple Hearts.

[Ocotillo Wells SVRA](#)

State Parks Responds to Ocotillo Wells SVRA Lawsuit

California State Parks has filed their formal response to the PEER/DPC lawsuit seeking to limit open riding within Ocotillo Wells SVRA. The response requests the judge to dismiss the lawsuit.

The response, a demurrer, cites that Public Employees for Environmental Responsibility (PEER) and Desert Protection Council (DPC) have improperly invited the court to direct State Parks how to run the SVRA, something the law does not allow. In order to pursue this lawsuit, PEER/DPC must identify a specific non-discretionary task, required by law, that State Parks has failed to perform. That is something the filing by PEER/DPC fails to identify.

The court hearing regarding the demurrer is scheduled for December 13, 2013. If granted, the entire case would be dismissed. Tierra del Sol 4WDC, CORVA and EcoLogic Partners will be filing as intervenors on behalf of California State Parks depending on the outcome of the December 13 hearing.

The filing by State Parks has extended the timeline. There is no action required prior to the December 13th court hearing.

A strong General Plan is the best defense from critics who claim Ocotillo Wells SVRA is being mismanaged

California State Parks recently kicked-off a comprehensive update of the General Plan for the Ocotillo Wells SVRA. A General Plan is a broad-based policy document that establishes a long-range vision and goals. A General Plan also provides direction on future types of improvements, services, and programs. An Environmental Impact Report (EIR) will be prepared as required by the California Environmental Quality Act (CEQA). The EIR will evaluate potential environmental effects associated with adoption of the General Plan.

The current version of the General Plan was adopted in 1982. The purpose of the General Plan Update is to revise the plan to reflect changing conditions and issues including additional land that is now part of Ocotillo Wells SVRA, and to update the vision, goals, and policies set forth in the plan. Public input will be used to help guide development of the General Plan Update.

PEER Files Lawsuit Against State Parks, Alleges Mismanagement

California PEER Director Karen Schambach noted that her organization has repeatedly alerted the new departmental leadership of the problems at the park, including a formal notice of intent to sue, to no avail. "Internal audits going back to the mid-90s found widespread illegal degradation, but the Department has just shrugged, deferring any changes until a new General Plan is completed. That General Plan update, promised since 2007, never seems to get done. We will not sit back and wait until the park is totally bereft of plants, wildlife and cultural resources." Under California natural resource statutes, the park has an ongoing duty to protect the desert resources regardless of the general planning process.

The Ocotillo Wells lawsuit, in essence, contends that core park management policies are illegal. Historically, California courts have been willing to intervene to curb poor management and excessive resource damages at State Vehicular Recreational Areas, the eight-unit system operated by the Department's Off-Highway Motor Vehicle Recreation Division.

[Motorcycle Industry Council Acts to Reduce Industry Impact from California Air Resources Board's Off-Highway Recreational Vehicles Evaporative Emission Regulations](#)

Efforts Aim to Protect Vehicle Availability and Minimize Related Price Increases to Consumers

On July 25th, the California Air Resources Board (CARB) adopted regulations to control evaporative emissions from off-highway recreational vehicles (OHRVs), including off-highway motorcycles (OHMs), all-terrain vehicles (ATVs), and recreational off-highway vehicles (ROVs), sometimes called UTVs or side-by-sides.

For the past seven years while these regulations were being developed, the MIC worked closely with CARB to ensure the regulations would not severely limit product availability or performance or significantly increase the cost to buyers. MIC's persistence resulted in significantly less stringent standards and test procedures, a multi-year extension of the implementation and phase-in period, the removal of refueling emission controls for most vehicles, improvements to the emissions inventory model, and other important revisions to CARB's initial proposal. Just last week, MIC convinced CARB to walk away from an eleventh-hour proposal to consider evaporative controls at this time on Red Sticker OHRVs – vehicles that are not required to comply with exhaust emission standards. Instead, CARB will hold industry workshops in the coming months to explore whether the Red Sticker program needs to be revisited.

“The MIC OE Technical Committee has worked diligently to find solutions that will further improve California air quality, while at the same time protecting off-highway recreation for the State's enthusiasts,” said MIC Vice President Pamela Amette. “California's ever-changing and increasingly stringent regulations require an ongoing, intense effort by committee members to fight to prevent unintended consequences of well-meaning but ill-advised proposals, and those efforts have made a significant impact today.”

The reduction in OHRV sales due to the recession makes complying with the newly adopted regulation by 2022 economically infeasible for certain models. The regulation would, in-effect, force the removal of these models from the California market. To address this issue, the MIC requested a two-year delay in the regulation's implementation during the July 25th Board meeting in Sacramento, Calif. The Board denied MIC's request, but committed to reviewing the state of the market in the coming years.

The proposed regulations, to be phased in from 2018-2021, establish emission standards to reduce evaporative emissions produced by OHRVs due to permeation of gasoline through plastic tanks and rubber fuel lines, tank venting, liquid leakage, and spillage. To meet the new regulations, vehicles will need to be equipped with activated carbon canisters or a pressure relief valve on the vent of the fuel tank. Low permeation materials will need to be used for fuel tanks and fuel lines. Newly designed ATV fuel tanks greater than 3.5 gallons will also be required to meet the filler pipe sealing surface requirements. Similar evaporative emissions regulations are expected to be proposed for on-highway motorcycles within the next two years.

The Motorcycle Industry Council exists to preserve, protect and promote motorcycling through government relations, communications and media relations, statistics and research, aftermarket programs, development of data communications standards, and activities surrounding technical and regulatory issues. As a not-for-profit, national industry association, the MIC seeks to support motorcyclists by representing manufacturers, distributors, dealers and retailers of motorcycles, scooters, ATVs, ROVs, motorcycle/ATV/ROV parts, accessories and related goods and services, and members of allied trades such as insurance, finance and investment companies, media companies and consultants.

The MIC is headquartered in Irvine, Calif., with a government relations office in metropolitan Washington, D.C. First called the MIC in 1970, the organization has been in operation since 1914. Visit the MIC at www.mic.org.

Secretary Laird Names Parks Forward Commission Members, Executive Director

Diverse Panel to Address Future of State Parks

Resources Agency Secretary John Laird and California State Parks Director Major General Anthony L. Jackson, USMC (Ret.) today announced a diverse panel of 12 distinguished Californians to lead the Parks Forward Commission, an initiative announced in June with a mission to craft a blueprint for the future of the state's parks. The volunteer panel will be led by co-chairs former State Senator Christine Kehoe of San Diego, a long-time legislative champion of state parks, and Lance Conn, a Bay Area businessman and conservationist. The 10 other members represent a wide spectrum of backgrounds, including a northern California tribal leader, a former National Parks Service deputy director, and the CEO of Sony Entertainment.

“This is a high-powered cast of Californians who will dedicate the next 18 months to bring out the very best in our parks, increase accessibility, and meet the needs of our growing and changing population,” said Laird. “Each commission member brings a unique perspective to this independent initiative that will conduct a thorough assessment of our parks system and recommend substantial improvements.”

Parks Forward was created in the wake of the passage of the California State Parks Stewardship Act of 2012 (AB 1589) signed into law last year by Gov. Brown. The legislation was enacted as a result of the ongoing and serious funding problems discovered within the California Department of Parks and Recreation.

Parks Forward is an independent process that will address the financial, operational, cultural, and population challenges facing State Parks to ensure the system's long-term viability, functionality, and relevance. Its task is to design and adopt a long-term plan for a financially sustainable and functionally relevant State Park System that meets the needs of a changing population and provides an innovative park system model for the rest of the nation.

Continued on next page

Progress Update: SB 234, Recreational Off-Highway Vehicles

This bill is presently on the Assembly Consent Calendar and will next go to the Senate for concurrence.

An act to amend Sections 38603 and 38604 of, the Vehicle Code, relating to recreational off-highway vehicles, and declaring the urgency thereof, to take effect immediately.

Background: AB 1595 (Cook)/Chapter 165 of 2012, defined an ROHV as a motor vehicle designed primarily for off-highway use, with a steering wheel and non-straddle seating for the operator and passengers. In addition, AB 1595 established certain requirements for safe operation on public lands, including that all ROHV passengers must ride in seats installed by the original manufacturer and must be able to place both feet flat on the floorboard while seated upright. Following its enactment, numerous ROHV user groups and individuals raised concerns about the passenger seating provisions of this bill, noting that aftermarket passenger seats are routinely installed on ROHVs and that the provision banning their use would prevent many ROHV owners from operating their vehicles in California. (AB 1266 Nielsen)/Chapter 529 of 2012, delayed the effective date of this requirement to July 1, 2013.) Additionally, the requirement in AB 1595 that all passengers be able to grasp handholds with their feet flat on the floor would preclude persons of short stature and children from riding in ROHVs.

Purpose: AB 234 allows ROHV owners who have modified passenger seating in their ROHVs (model year of 2013 or earlier) to continue to use these vehicles in California provided that the aftermarket passenger seat is fully contained inside of the ROHV's rollover protection structure while the vehicle is being operated. Owners of ROHVs with a model year of 2014 or later, however, would be required to have manufacturer-installed passenger seating. The bill also clarifies that an occupant handhold can be any factory or aftermarket device, which will allow ROHV operators to install handholds in locations that would allow children and persons of smaller stature to reach the handholds.

Related Legislation: AB 64 (Donnelly), pending in Senate Transportation and Housing, is an identical bill. Assembly Member Donnelly is a principal co-author of SB 234.

National Monuments

The Antiquities Act of 1906 grants the President unilateral authority to designate areas of public lands as National Monuments. While it seems clear that the original intent of the law was to provide Presidents with the ability to designate specific landmarks or objects, plus as small a portion of surrounding land as practicable, several Presidents have used the authority to designate large areas. It is almost certain that OHV use will be restricted in any area designated as a National Monument as anti-access proponents view monument designations as a way to functionally manage an area as wilderness without going through the formal wilderness designation process. Last session a leaked Department of Interior memo outlined the Obama Administration's consideration of designating up to 13 million acres of public lands in 11 western states as National Monuments. As a result numerous bills have been introduced to restrict National Monument designations. Wyoming was previously exempted from the Antiquities Act by statute.

Continued on next page

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Forest Plan Revisions

Inyo, Sequoia and Sierra National Forests are revising their Forest Plan using the 2012 National Forest System Planning Rule. The forests expect to complete plan revision over a three-year time period, starting in the winter of 2013. In the first year, the forest will prepare an assessment of forest resource conditions and trends, including social and economic conditions; terrestrial and aquatic ecosystems; and recreation opportunities and access. After completing the assessment, the forest will develop a revised plan and evaluate the environmental effects of the proposed plan as required by the National Environmental Policy Act. The public, Federal and State agencies, local governments, tribes, and scientists, and others will all be invited to participate in the plan revision.

Living Assessment

The Living Assessment is a wiki tool designed to gather and display information about the forest-level and bioregional assessments.

Our Forest Place

Individuals interested in forests and land management in California are invited to join this online community where they can blog, get involved in discussion forums, share data, post videos, or be part of an interest group.

Science Synthesis Report

Forest Service scientists at the Pacific Southwest Research Station developed a series of science syntheses on landscape-scale issues common to Sierra Nevada forests. These issues include topics such as fire ecology, aquatic conservation and meadow restoration, wildlife conservation strategies, biomass utilization, and others. Completed in January 2013, the Science Synthesis Report will be used to support the Forest Plan revision process.

Bio-Regional Assessment

The Bio-Regional Assessment is a synthesis of large scale information on resource conditions and trends for five key themes: Water Quantity and Quality, Fire Resilience, Sustainable Recreation, Ecological Integrity and Community Resilience. The Assessment area includes ten national forests.

Sierra Cascade Dialog Sessions

Region 5 of the Forest Service is hosting an ongoing series of dialogue sessions in Sacramento to discuss a range of critical issues that affect national forests in the Sierra Nevada and the Cascades.

U.S. Forest Service Planning Rule Could Jeopardize Access

On March 23, 2012, the Under Secretary of Agriculture for Natural Resources and Environment signed the Record of Decision to approve the Final Planning Rule that provides the management framework for the 193-million acre National Forest System. The Record of Decision includes no substantive changes to the preferred alternative that was included in the Final Programmatic Environmental Impact Statement (PEIS) that was released on January 26, 2012. The Final Planning Rule includes the same concepts and underlying principles as the Draft Rule, which was published on February 10, 2011. According to the USFS, "It meets the need for a collaborative and science-based planning process that will guide management of National Forest System lands so they are ecologically sustainable and contribute to social and economic sustainability."

The Final Rule is an improvement over the Notice of Intent, which was the original notice of this rulemaking. It includes provisions designed to make recreation a major consideration in forest planning. The Final Planning Rule requires plans to include components to provide for sustainable recreation, including recreation settings, opportunities, access, and scenic character. Recreation opportunities may include non-motorized, motorized, developed, and dispersed recreation. However, ARRA still has concerns that the Final Planning Rule clearly provides that preservation trumps social and economic factors, including recreation, contradicting the Multiple Use-Sustained Yield Act, the statute that authorizes many Forest activities.

ARRA and other OHV organizations are also concerned that the Final Planning Rule is overly burdensome, costly, and leaves too many key terms and phrases undefined. The Rule could be a litigation magnet and do little to end the decades-long effort to craft a planning rule that will stand the test of time – and courts.

The Final Planning Rule updates the planning procedures that have been in place since a 1982 rule. 68 of 127 forest plans are more than 15 years old. The USFS hopes that the time needed to revise plans will be cut from 5-7 years to 3-4 years. Forests will soon begin revising their plans under the Final Planning Rule.

It is crucial that you be involved in the land management planning process for your favorite Forest from the beginning. The USFS has announced eight Forests that will be the first to revise their land management plans using the Final Planning Rule. These Forests are: the Nez Perce-Clearwater National Forest in Idaho, the Chugach National Forest in Alaska, the Cibola National Forest in New Mexico, El Yunque National Forest in Puerto Rico, and California's Inyo, Sequoia, and Sierra National Forests. Opportunities for public involvement and collaboration are required throughout all stages of the planning process.

Managing Director's Report

by Amy Granat

CORVA – We Speak as One, But Represent Thousands

Whether I am speaking with politicians, the Forest Service or BLM, every time I speak as the Managing Director of CORVA, I am fully aware that though others see only one person before them, in reality I represent the interests, hopes and dreams of thousands of off-roaders. It is a responsibility I am proud to take on, and that realization is never far from my mind as I fight for motorized access.

So it is with the rest of the CORVA Board of Directors; it has been a very busy month as we submit comments, work on land use plans, and continue our efforts with the legislature on SB234, the UTV bill introduced by CORVA. Every member of the CORVA Board proudly represents the interests of all off-roaders and enthusiasts, and together I believe we cover every important issue around the state. Here is a sample of the issues we've been working on:

Littlerock OHV Park Proposal – CORVA is supporting LA County in its quest to create a NEW off-road park in the Littlerock area. A well-managed and well-maintained park brings so much to a local community, from increased on-the-ground management and law enforcement, to creating a safe place for children and families to enjoy OHV recreation.



Over 400 people gather in Sonora to listen as Congressman McClintock reviews proposals to close public lands

Carnegie SVRA – continued activity both in foreground and background to insure that Carnegie goes ahead with the much-needed expansion, as we all fight back against spurious attempts to steal the land from the off-road community.

SB234 – penned by the newest member of the CORVA Board of Directors, Bob Ham, the bill to grandfather previously made modifications to UTVs or Side by Side vehicles, SB234 continues working its way through the various committees of the legislature well shepherded in this process by the staff of Senator Mimi Walters. We expect that the bill will land on the Governor's desk before long, and since it has passed unanimously through every committee in the legislature, the Governor will sign the bill without delay.

Ocotillo Wells – the entire state has become galvanized by the blatant attempt by anti-access groups to challenge State Parks' management of the SVRA. The state has responded, and asked the judge to dismiss all the charges as baseless, and we hope the judge will agree. The OHV community is getting the best legal advice possible, and stands ready to support the OHV Division of State Parks in whatever way possible.

Fish and Wildlife Proposal for Critical Frog and Toad Habitat – CORVA filed official comments with the Fish and Wildlife Service objecting to the proposal to close off approximately 2 million acres as potential habitat to the Sierra Nevada Yellow-Legged Frog, and Yosemite Toad. We hope to bring common sense and good science to the argument, showing that amphibian populations worldwide have been declining due to a very contagious fungus. The fungus needs

treatment, the land does not and should not be closed to rural and recreation communities. Please see article on the front page of this issue for more information about this proposal.

Eldorado National Forest 42 Roads Supplemental Environmental Analysis – working together with the Rubicon Trail Foundation, CORVA appealed the Record of Decision, objecting to the closure of 18 routes while mitigation is ongoing in the forest. We welcome the fact that 24 routes will be reopened at the close of this analysis; it is regrettable that the forest did not choose to analyze whether continued motorized use on the 18 routes was a source of meadow degradation. The Eldorado chose a solution guided by legal advice to close any routes until all mitigation work was completed; we feel this was unnecessary, but will work with the forest to get those routes reopened as soon as possible. Filing the appeal enables us to have a seat at the table while the Center for Biological Diversity, the Sierra Club and PEER argue for closure of ALL routes. CORVA, RTE, and all the individual appellants, along with Alpine, Amador and El Dorado Counties made a very real difference in this process.

Action is always better than inaction; advocacy is always better than sitting on the sidelines keeping quiet. CORVA specializes in representing you in the best way possible, and I'm very proud of our current Board of Directors, their skills and their passion representing all types of off-road use. We stand for the truth in outdoor recreation, we stand for you!



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EVENTS SUBJECT TO CHANGE WITHOUT NOTICE

A Reader Writes: Off-Road Lifestyle As We Know It Might Soon Be Gone

By Sherri Kukla, Co-Publisher, S&S Off Road Magazine in Ocotillo Wells.

For six decades the off-road lifestyle has thrived there. People have ridden, driven and camped there. They've married there, forged deep friendships there, and strengthened family relationships there. Untold millions of memories have been created there. Ocotillo Wells is more than a desert, Ocotillo Wells is a place in our hearts.

Now it's historical use of open off-roading is being threatened because of a lawsuit filed by two environmental groups, demanding an end to the open riding policy, limiting off-roading to designated trails only.

In his book "Liberty & Tyranny," author Mark Levin says environmental activists are "imposing societal designs on a free and prosperous people, dictating their lifestyle, controlling their movement, and breaking their spirit."

If the environmental groups get their way, besides the emotional blow of a broken spirit the users would experience, it would deal an economic blow to the surrounding communities of Ocotillo Wells and the communities where the off road enthusiasts live as well as cities and towns they travel through on their commute. If the park no longer held the fascination and distinction of being able to ride and roam free, the longing and passion to visit there might very well dwindle and visitors who formerly spent millions of dollars on off-road vehicles, tow vehicles, RVs, food, fuel and supplies would no longer be patronizing local businesses for these products.

We are living in a time where devotion to the environment has taken on a life of its own and become top priority in the minds of many, to the point where dust blowing is a crime, tire tracks are an evil to be done away with and ruts are an abomination. Fortunately these same ideals weren't in place when wagon trains were allowed to forge their way across the nation, leaving ruts so deeply ingrained they are still visible to this day.

Author Steve Milloy writes in "Green Hell," "Greens aim to bring about their brave new world through federal law or local ordinance ... or simply trying to condition you, and those around you, to believe you are engaging in an act of severe personal transgression."

The environmental groups who have filed suit would have us to believe that tracks in the dirt and dust blowing are "severe personal transgressions" that hamper their enjoyment of life. Give some thought to the direction our nation is headed with the green movement. It is so much more than just a dispute over the management of an off-road park.

"Make no mistake: living green is really about someone else micro-regulating you — downsizing your dreams and plugging each one of us into a brand new social order for which we never bargained. It's about you living under the green thumb and having the boundaries of your life drawn by others," says Steve Milloy.

Even though we live in a nation where less than 6 percent of the land is developed, we aren't supposed to raise dust or cause noticeable tracks in the dirt on a plot of ground that is only .008 percent of the total land mass in the entire state. California already has 49 million acres of protected land and the Off Highway Vehicle Division spends millions of dollars statewide on environmental measures.

Because a few environmental zealots have made it their mission to share their hatred of the off-road sport with the courts, the public and the media; over 1 million annual visitors, as well as businesses throughout the region, may suffer the consequences. The question is not one of whether the environment is being adequately protected, the question is: Where are our priorities?

I sincerely hope the people who recreate there will be deemed more important to the courts than dirt that will be washed away by the next flash flood or blown away in a windstorm.

CORVA NEEDS YOUR HELP!

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Citizens Strike Back

“It is more trouble to consult the public than to ignore them, but that is what you are here for.” - Gifford Pinchot, 1st Chief of the Forest Service, 1905.

The Forest Service has met its match with the people of Dorris, California. During the last six months it became apparent that the Forest Service had not consulted, communicated with, or engaged these folks who live in and around the Klamath National Forest during Travel Management planning. So the fine people of Dorris took matters into their own hand. Armed with a resolution from the Dorris City Council supporting their efforts, they formed a Concerned Citizens Committee that quickly gathered signatures protesting the Travel Management decision, rightfully claiming that their lives and livelihoods were not considered when the Forest Service formalized Travel Management. CORVA is doing whatever we can to help the people of Dorris, but because they were not involved during the NEPA process that decided Travel Management, it is a bit harder. However, we are dedicated to making a difference by supporting these local residents, just as we support concerned citizens throughout the State of California. Working with local residents is just one of the things that defines CORVA; wherever and whenever you have problems and issues with land use planning, we'll be there for you!

The following letter was written by a resident of Dorris regarding the situation with the Forest Service.

Good Day,

This story began with several attempts to arrange a meeting with the Goosenest District Ranger, Laura Allen and her Timber Management Officer in March of 2013 to discuss the Motor Vehicle Use Plan (MVUP) and its effects on the public. After repeated phone calls with no return, it was decided upon by local residents David Andreatta, Todd Egeline and Sean Smith to embark upon a path to public meetings to discuss and inform residents of the US Forest Service Motor Vehicle Use Plan.

The first of the meetings on May 28th drew in excess of 150 persons to the Dorris City Hall. The Forest Service (USFS) was represented by Ms. Allen of the Goosenest and Ken Stagg and Dan Blessing from the Klamath National Forest Supervisors Office in Yreka, CA. The FS was also supported by two Klamath National Forest Law Enforcement personnel.

The meeting was kept civil at the request of Mr. Andreatta and the coaxing of Mr. Egeline as audience control. Both private and public figures voiced their opposition and concerns in respect to economic impacts and public accessibility to public lands. The FS representatives attempted to explain the history and factors affecting the MVUP and emphasized as a unit they had no choice due to monetary constraints and Washington level pressure.

As the meetings progressed, it was apparent there were numerous untruths coming from the FS representatives. When clarification was requested both by the attendees and the editor of the local newspaper, none was forthcoming. The Goosenest Ranger District and the District Ranger seem to not be taking the requests seriously. This furthers the confusion and distrust for the USFS as a whole. The time for trust was at the beginning of the process in 2005 with the inclusion of the local community leaders. They were inadvertently left out of the process either by neglect or purpose on the part of the USFS.

With all of this being said, the public at large has serious concerns for the economic future of woods based businesses as well as the increased opportunity for the occurrence of a catastrophic fire. Local leaders are questioning the ability of the USFS to properly and fairly manage the public lands of the National Forest system.

Thank You,
Dave Andreatta

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Off Road Show Volunteers Wanted

CORVA will have booths at the Sand Sports Super Show at the Orange County Fair Grounds on September 20-22 and at the Pomona Off Road EXPO at the Pomona Fair Grounds on October 5-6, and we are looking for a few good folks to help out. This is a fun way to support CORVA and to see these great shows.

If you would like to help out in the booth and see the show for free, please contact Helen Baker at 818-705-3930 or email bakerhab@aol.com for questions, information, or to volunteer.

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Continued from page 1

Who Are the Real Conservationists?

Every off roader I know is one who practices conservation of natural resources. The definition of conservation implies action where the definition of conservationist implies promotion and/or action. But most of those groups who we think of as conservation groups (and you all know who they are), spend far more time, effort and money promoting conservation rather than taking action for conservation of public lands. And in reality, those “conservation” groups dump huge resources into taking action to keep the public off public lands. And in turn, off-roading groups also need considerable resources to battle effectively against them. Think what off-roader groups could accomplish with all the money spent defending against land access closures!

So how do off-roaders stack up as action-taking conservationists? Well, if we take the general media's word for it, we fail miserably, and the self-proclaimed “conservation” groups are the saviors of the planet. But what is real? Off-roaders actually stack up pretty well on the conservation index. Off-roaders volunteer hundreds of thousands of hours annually in California alone, taking action for the conservation of public lands, with additional work on the ground dedicated to education and activism. Between Adopt-a-Trail and similar programs and the efforts of off-roading clubs and associations, the amount of conservation work undertaken by the off-roading community is massive in California. In fact, I would argue that off-roaders are far more active and productive than any of the self-proclaimed conservation groups in this state.



Here's an example: several years ago, an off-roader organized a massive cleanup in the Big Bear area, on the San Bernardino National Forest. Naturally the off roader invited both a local OHV volunteer program and the local Adopt-a-Trail program to participate in the cleanup. He also invited a local hiking group and Sierra Club to help, and in total 120 volunteers showed up. Eight giant trash containers were filled with over 80 tons of trash, plus four cars, a boat and two RVs. It was publicized in the local paper and on local TV. Ten members of the “conservation” groups showed up. 110 off roaders from as far away as a 100 miles were on scene to help.



And the next week, the newspaper gave all credit to the hikers/conservationists. No mention of OHV or off roaders, even though the vast majority of volunteers were off-roaders. This is certainly not a study, but it is an indicator of how media looks at and treats the off-road community. At least the local TV station got it right, but only because I took the host of the show around to film at different locations and interview volunteers hard at work.

So I would argue that off roaders are true, action-taking conservationists, doing far more than the generally acknowledged conservation groups. In my experience, the ratio is better than 10 to 1, with the advantage to off-roaders.

Maybe it's time for off-roaders, and CORVA, to take credit where it is due. Off-roaders are real, action-taking conservationists, actually PRACTICING conservation of national resources on OUR public lands. We need to let the 38 million residents of California know who the true conservationists really are: the 7 million Californians who participate in OHV activities. Maybe that will take us away from always defending our access, and allow us to play offense for a change. It would be interesting to see so-called “conservation” groups play defense when we show the world the facts about conservation in action!



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Continued from page 1

CORVA Protests US Fish and Wildlife Frog Proposal

This is because of a ‘glitch’ inherent in the Endangered Species Act. The Endangered Species Act is the best example of a well-meaning law that has been bent horribly out of shape by extreme environmental organizations. They consistently abuse requirements in the act meant to insure that government agencies follow through and investigate habitat issues of species that may not be thriving. These organizations abuse the system by requesting hundreds of species be added to endangered and threatened lists, overwhelming the ability of US Fish and Wildlife to comply. Then comes the eventual court case, and a settlement agreement is eventually reached between FWS and the extremists that is destined or perhaps designed to come back to hurt the American people. This whole process has a name, it’s called “Sue and Settle”, and this scenario occurs every day throughout the country.

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Regular Americans have no ability to abuse this system, let alone take Federal Agencies to court, but are left dealing with the consequences of this jury-rigged system. In the case of the amphibians before us, CORVA has reached out to US Fish and Wildlife Service to suggest they adopt a 3 step process that will allow the agency to set up critical habitat areas in already designated Wilderness areas or National Parks. By agreeing to CORVA’s request, local commerce, recreation and forest activity will not be affected. Communities will remain intact because activities in Wilderness and National Parks are already restricted. US Fish and Wildlife has already determined that 1.2 million acres of Wilderness/National Park are eligible for critical habitat for the Sierra Nevada and Mountain Yellow-Legged Frogs and Yosemite Toad, so CORVA’s proposal would not be difficult to enact.

Step 1: Instead of designating the currently proposed 1.83 million acres for critical habitat, start with the 1.2 million acres that is already Wilderness or National Park. Step 2: Investigate solutions for the amphibian disease that has been decimating frog and toad populations worldwide, and apply solutions in critical habitat areas. Step 3: After a 5 year period, return to affected areas to determine effectiveness of the plan. Inherent in this plan is an element of common sense and practicality. By using this plan, rural populations will not become endangered or threatened species, which is a very real likelihood if the current proposal becomes final.

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- 9/15 4WPW Customer Appreciation Day – Hungry Valley
- 9/20-21 OHMVR Commission Meeting – Orange County Fairgrounds
- 9/20-22 Sand Sports Super Show – Orange County Fairgrounds
- 9/26-27 Ultra4 National Championship – Las Vegas (www.ultra4racing.com)
- 9/28 San Bernardino National Forest Adopt-A-Trail BBQ
- 9/28 BLM National Public Lands Day

October:

- 10/5-6 Lucas Offroad Expo – Pomona Fairgrounds
- 10/12 CORVA Southern Jamboree – Wagon Wheel Staging Area, Spangler Hills
- 10/19 SOS Fundraiser hosted by the Bakersfield Trailblazers
- 10/26 CORVA Northern Jamboree – Frank Raines Park
- 10/26 OMC Food & Toy Drive – Banning (www.omcoffroad.com)

November:

- 11/1-2 DAC Meeting
- 11/2 SDORC Lost Lizard Fun Run (www.sdorc.org)

January:

- 1/11 CORVA Truckhaven Challenge
- 1/18-19 San Diego 4 Wheelers 16th Annual Superstition Run – El Centro

February:

- 2/2-10 King of the Hammers – Johnson Valley

On-Going Meetings

Friends of El Mirage (www.elmirage.org): 2nd Wednesday
Friends of Jawbone (www.jawbone.org): 3rd Wednesday
CORVA Board Conference Call: 4th Monday

FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE

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