

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

Crossing Water

By Don Alexander, CORVA VP of Marketing

Currently, one of the most controversial elements of traveling with motorized vehicles on public land in California focuses on water crossings. Several lawsuits from groups such as the Center of Biological Diversity have placed vehicular water crossings, and the potential hazards they may create, under great scrutiny. But problems arise because many of the rules and regulations regarding the operation of motorized vehicles through water are obscure or lack consistency. And while many operators of bikes, quads, side by sides and 4x4s use common sense to dictate actions, many others do not. When the rules are not clear, it makes it difficult even for the most experienced off roaders to comply.

Let's examine the various effects of a fast water crossing to your vehicle. When blasting across a stream or mud hole, the first problems encountered are to your own rig. Damage to electrical and electronic components can result from driving or riding through water. Cold water can easily damage hot components, from exhaust headers to engine blocks, transfer cases and clutches. In the winter, ice chunks can actually cause serious damage and breakdowns, including fluid lines and electrical connections. Much of this damage can be attributed to traveling too fast through a water crossing. I've never pulled out a rig stuck in a water crossing from going too slow, but I've pulled out several damaged by water and ice chunks. I recently heard about a Jeep owner who blasted through a mud puddle, even getting mud on the roof of the vehicle.



Shortly after crossing, the Jeep literally died. After getting it back to the dealership, the owner learned that the engine had extensive damage from water in the cylinders. The result was a cracked block, broken connecting rods and damaged cylinder heads. Bikes and ATVs can also be damaged when hot driveline components meet cold water.

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The Sad Saga of the Rim Fire

By Amy Granat, CORVA Managing Director

The Rim Fire scorched over 250,000 acres and was named the third largest fire in California history. This fire burned with intensity once uncommon, but recently has been seen more and more often. This leads us to the question: what has changed in regards to forest management to cause this devastating difference in fire intensity?

During his testimony given in August at a Congressional Field Hearing, Steve Brink, who is the Public Resources Vice President for the California Forestry Association but has 37

years of service to the Forest Service, described a situation existent in our forests that borders on certain catastrophe. Because this testimony was given before the Rim Fire started, Mr. Brink seemed able to look into his crystal ball. He predicted a fire exactly like the Rim Fire by explaining that forest tree density levels in California far exceed normal: "...the individual National Forests in California show an average of 266 trees per acre on a landscape that generally can only sustain 40-100 trees per acre and thereby be resistant to insects, disease and wildfire."

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WHAT IS CORVA?

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

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

It is the opening week of football season as I write this article and as was evident in several games, the game is not over until the total time expires, and the whistle has blown. It is the same with us and our battles to keep the public lands open for access for all.



Linda Wucherpennig's report of the meeting hosted by Representative Chu, that she and other CORVA members attended, illustrates this very well with her description of comments made at the end of the meeting. Her report can be found in this issue.

There have been several times in the past few years that language and boundaries have been changed at the last minute to substantially change what was agreed on. It is important to remain involved and vigilant.

Another benefit of attending meetings is the opportunity to hear what is happening firsthand and to network. Here are two recent examples. Both opportunities came about through my attendance at the monthly Friends of El Mirage meetings.

The first is that we learned about the proposed LA County OHV Park in Littlerock. This is a concept that we support, as we are always looking to increase OHV access. (See the information below for what you can do to help make this park a reality.)

The second benefit was receiving a helping hand with Johnson Valley from an unexpected source. While at an El Mirage meeting I was invited to address a meeting of the Southern California Timing Association (SCTA), the group that sanctions time trials at El Mirage and is involved in putting on the Bonneville Speed Trials. As a result of my presenting the issues of the proposed expansion of the 29 Palms Marine Base into Johnson Valley, Pat Riley, SCTA President, produced and handed out fliers to all racers at Speed Week, defining the issues and asking them to contact their legislators

and ask that they oppose the expansion. This is a great example of networking and of different groups working together.

CORVA was again involved in a fundraiser for the Rubicon Trail Foundation (RTF). Thanks to Ken Clarke's help, we set up a booth at Cantina for the Con. In addition to getting new members and selling some CORVA merchandise, we were able to contribute to RTF's work to keep the trail open. To collect donations for RTF, we hosted a Log Sawing contest in which contestants used both a single and a 2 person saw to see how fast they could cut through an eight inch log. RTF is an awesome organization that has really worked hard to keep the Rubicon Trail open for access to all. Mark your calendars for Labor Day Weekend, 2014 for the 10th Annual Cantina for the Con to join with CORVA and RTF for a good time for a good cause.

Senator Feinstein is again pushing her bill to create a National Monument on the BLM managed land along the Route 66 corridor. While developments in the middle east are in the spot light, the Senator has her staff contacting those groups that supported her last 'desert protection' proposal for support. It is a possibility that she may try to insert her bill into the NDAA as a method of getting it passed. Her bill is at odds with Congressman Cook's proposal to save Johnson Valley, and his plan to create the permanent Johnson Valley OHV Area could fall victim to her effort. We continue to work with Congressman Cook and the Livingston Group to keep this from happening.

Please put the upcoming Jamborees on your must attend list this month. The Southern Jamboree is on October 12th at the Spangler Hills OHV Area near Ridgecrest. This is a new area for the Jamboree and it offers a large variety of challenging trails and interesting sightseeing tours. The Southern Jamboree will have a poker run, games for kids and adults, a dog show, dinner and a raffle. The Northern Jamboree is on October 26 at the always popular Frank Raines Park near Patterson, and will offer games, trick or treating, a costume contest and a fun auction. Though the Jamborees are fundraisers, we always put the emphasis on FUN! Both events are great for the whole family and promise to have good food and good fun for all, as well as providing a "fun" fundraiser. I will be at both events so I will be looking forward to seeing all of you out there enjoying our public lands.

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.



Proudly Presents the:
2013

Southern Jamboree

October 12th

Spangler Hills OHV Area
Wagon Wheel Staging Area

This is a family event ... so bring the kids!
Support CORVA to help protect access to public lands!
Open to ALL off-road vehicles! (spark arrestor required)

Saturday —————

- Rider / Driver Meeting** 9:30am
- Poker Run** 10am to 3pm
- Prepared Dinner** 5:00pm to 6:30pm
- Award Ceremony and
Raffle Prize Drawing** 7pm

Prizes —————

- Saturday Poker Fun Run** \$20 Pre-Reg
each vehicle (includes one poker hand
and game ticket)
Registration at event
\$25 members \$30 non-members
- Kids** (12 and under) on ATV/MC \$10
- Extra Poker Hands** \$5
- Extra Poker Hands** (non-members) \$10
- BBQ Dinner** \$10

EVENTS FOR ALL OHV VEHICLES
GET YOUR CLUB INVOLVED & HOST AN EVENT!
FOR MORE INFO CALL
909-815-3780
OR
VISIT US ON THE WEB
www.CORVA.org
OR
E-MAIL
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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.

GPS: 3534'19"N 11733'0"W

CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

The following abbreviated press release is taken from Rep. Chu's website.

How will Rep. Chu ensure the National Recreation Area protects my rights?

Here is a list of assurances that Rep. Chu will uphold in legislation:

- Agencies and organizations (and all others) that own and manage land within a San Gabriel NRA will continue to manage their lands according to their own policies and regulations. Local governments, businesses, and private citizens will retain ownership over property and authority over land use whether they are in or near the NRA boundaries.
- NPS will not have the authority to regulate the way lands are used or impose its policies on lands it does not own, and NPS does not own any land in the proposed NRA boundaries.
- The NRA designation will not impact local land use authority over private lands or any lands the National Park Service does not own.
- The NRA will NOT establish additional regulatory or land use authorities over local governments.
- NRAs are subject to existing water rights so all existing water rights will remain intact and unaffected.
- Legislation will ensure the NRA designation does NOT impact infrastructure for flood control, protection, storage, and transportation of water, treatment of water and wastewater, management of solid waste or utilities.
- Management of water supply and treatment plants will continue under current authorities.
- The NRA will not include new or future beneficial uses or requirements for water supply, water quality, or air quality regulations.
- Eminent domain will not be used for land acquisition.

Why do we need an NRA to protect this area?

San Gabriel Mountains – The San Gabriel Mountains are visited by over 3 million people each year. However, persistent trash, graffiti, and safety issues increase fire dangers, decrease water quality, and threaten the ecology and unique habitats of the mountains. Resources are needed to make sure people can still enjoy this open space while also maintaining it better.

What would the role of NPS be?

The National Park Service (NPS) would coordinate partnership-based activities through cooperative management agreements, and provide educational, interpretive law enforcement, and other services as appropriate. Since NPS does not own any land in the watershed or the mountains, no matter what shape the NRA takes moving forward, NPS will have no authority over the lands. Only through agreements would NPS have the directive to take specific actions.

Will Santa Monica Mountains NRA or the Santa Monica Mountains Conservancy be in charge?

No. In fact, Rep. Chu believes the San Gabriel Watershed and Mountains are unique and deserve to be their own separate and independent unit. Rep. Chu has heard loud and clear from many constituents and stakeholders so far that you do not want Santa Monica Mountains NRA or the Santa Monica Mountains Conservancy to be involved in a San Gabriel NRA.



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State Parks Responds to Ocotillo Wells SVRA Lawsuit

Hearing Set for December 13

California State Parks has filed its 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 13 court hearing.

Continued on next page

[San Gabriel Watershed and Mountains Special Resource Study](#)

Where can I find a copy of the Study, background, and information about the study area and the study process?

<http://www.nps.gov/pwro/sangabriel/>

The San Gabriel Watershed and Mountains Special Resource Study (SRS) recommends establishing an NRA that includes the San Gabriel Watershed and Puente Hills, but NOT the Angeles National Forest. It proposes making this unit a satellite of the Santa Monica Mountains NRA. It recommends a separate management partnership to make decisions for the San Gabriel/Puente Hills unit. It protects existing land use, water rights and activities, sanitation activities, private property, and all related facilities.

What happens next?

The Study is only a recommendation. It will take Congressional legislation to create a National Recreation Area. Though there is no official legislation currently written, Rep. Chu is working with many local stakeholders to draft a bill that reflects the priorities of the communities in the San Gabriel Valley and beyond.

BACKGROUND: This proposal appears to be part of previous “Rim of the Valley” proposal (2010 HR 1835) that would have cost over \$2 billion, making it the most expensive park in American history. This is the way Santa Monica Mountains NRA started out. It was only supposed to cost \$155 million in 1978. Today it is over \$1 billion and continuing skyward. HR 1835 was called the Rim of the Valley Corridor Study Act and would study expanding the Santa Monica Mountains National Recreation Area by adding a corridor of all the mountains surrounding the San Fernando Valley, La Crescenta Valley, Santa Clarita Valley, Simi Valley and Conejo Valley.

The original “Rim of the Valley” consisted of parts of the Santa Monica Mountains, the Santa Susanna Mountains, the San Gabriel Mountains, the Verdugo Mountains, the San Rafael Hills, and adjacent connector areas to the Los Padres and San Bernardino National Forests according to Congressman Adam Schiff. The study area encompassed 491,518 acres. That is nearly three and a half times the size of the existing Santa Monica Mountains National Recreation Area that is 153,750 acres and over two thirds the size of Yosemite. All that in an urban area.

Share your questions and comments!

Email SGRec@mail.house.gov.

[Parks Forward Initiative Begins Public Workshops, Invites Public to Participate in Effort to Improve State Parks](#)

The Parks Forward Initiative and the California State Park and Recreation Commission began a series of public workshops statewide in September to gather new ideas on how to improve efficiency, create financial sustainability, and better leverage partnerships within California State Parks.

The workshops are part of the Parks Forward Initiative, which will undertake a top-to-bottom evaluation to improve and sustain California’s underfunded State Parks System. In June, California Secretary of Natural Resources John Laird and California State Parks Director Major General Anthony L. Jackson, USMC (Ret.) unveiled the Initiative. Earlier this year, the 12 members of the Parks Forward Commission were announced.

The public workshops began in the Central Coast region of California in September, and will reach the Northern and Southern regions by mid-October. A schedule of the public workshop meetings is available at: www.ParksForward.com.

“These public workshops are intended to engage and interact with the public that California State Parks serve,” said Ken Wiseman, Executive Director of the Parks Forward Initiative. “We encourage people to participate, so that we can hear directly from every community. State Parks are an important resource for Californians, and this effort is to ensure that everyone has a seat at the table as we search for ideas to improve the way parks serve the public.” The workshops are streamed live for viewing on the Parks Forward website. Details on the agenda and speakers are available online.

Signed into law last year, the California State Parks Stewardship Act of 2012, or AB 1589, seeks to improve management and funding practices at the Department of Parks and Recreation. The Parks Forward Commission is expected to present its final findings and recommendations to the Governor and the Legislature in Fall, 2014. Learn more by visiting www.ParksForward.com and by following us on Twitter at [@ParksForward](https://twitter.com/ParksForward) and liking us on Facebook at [Facebook.com/ParksForward](https://www.facebook.com/ParksForward).

Continued on next page

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Don't be confused when they call it a study. If this bill passes, Congress will ask the giant Park Service bureaucracy if they want more land, more money, more power and more people. What do you think any self respecting bureaucracy is going to say? Of course they want it. They always want more.

Littlerock OHV Area Proposal Taking Shape

A Great Example of "Off Roaders In Action"!

The Los Angeles County Department of Parks and Recreation (LACO DPR) is working to establish an OHV staging area adjacent to the Angeles National Forest (NF) near the community of Littlerock California.

The project involves the potential acquisition of eleven privately owned parcels totaling approximately 250 acres. Additionally, LACO DPR is negotiating with the Bureau of Land Management for management control of an additional 300 acres of lands for OHV recreation.

The proposed OHV staging area is the result of a multi-year planning effort to establish OHV Park Planning Guidelines for a possible OHV park, trail, and/or staging area in Los Angeles County to be owned and operated by the LACO DPR. LACO DPR has developed a broad base of support for the proposed OHV staging area. Project supporters include Los Angeles County Supervisor Mike Antonovich, Los Angeles County Sheriff's Office, Angeles NF and Littlerock Town Council.

LACO DPR has submitted a grant application for an OHV Acquisition grant from the OHMVR Division Grants Program. The grant is for \$377,000.

Update – Report from Juniper Hills town hall meeting

By Linda Wucherpennig, CORVA Secretary

I was personally contacted by Debbie Phillips, a Juniper Hills Town Council (JHTC) member, who asked me to attend the September 3rd Town Council meeting as an OHV representative. Outside of the Town Council, the only attendees were three community residents, Norm Hickling, LA County Supervisor Field Deputy, and a representative of the LA County Sheriff's office.

Norm was asked about the status of the OHV park and he informed attendees that the land acquisitions are being researched and the next step is preparing an Environmental Impact Report, but stated that this was "a ways off, possibly a year and a half". I added a bit more detail to Norm's discussion by briefly explaining the next steps of Public Scoping meetings, the CEQA process for an EIR and the opportunity for the public to post written comments once a draft EIR is released. The Town Council appeared to accept my statements, but some residents expressed concerns about noise. I responded that we needed to wait for the EIR to be completed, and the results of the study to be reviewed. We advised them that the EIR could come out either in favor of or against creation of an OHV Park.

I committed to advising the JHTC of any published Public Scoping Meetings as they are scheduled to ensure they receive the information. The TC had additional questions about my role with CORVA and if I was a paid staff or volunteer (an interesting question). I stated that I was a volunteer member and also on the BOD. The Town Council expressed an interest in the OHVMR Grants process, and I used the ANF grants

as an example of how the process works, because the ANF is an area the JHTC is very familiar with. I also emailed the JHTC president a link to the OHVMR Grants webpage.

Attendees asked if other residents of Los Angeles County were able to send letters to the Supervisors office in favor of the OHV Park. Yes was the answer. As taxpayers within Los Angeles County, they too have an interest in the Littlerock OHV Park Project. An attendee also asked if CORVA has members in Los Angeles County, and suggested we could generate hundreds of letters in support of the park.

I was approached by Walt Graby, a JHTC member, after the meeting, and he advised me that as a resident of Juniper Hills since 1976, he was in favor of the OHV Park along with other residents. It was very nice to know we do have some community support. Overall, the meeting was very positive I there was more support for the park than I had expected. I look forward to the next in moving forward to get this OHV Park approved and built!

Decision Announced on 42 Routes Closed by Court Order in 2012 on Eldorado National Forest

As is usual, there were a number of appeals of the Forest Supervisor's decision including one submitted by CORVA. An appeal resolution meeting was held in an attempt to work out a compromise between the plaintiff environmental groups, recreational access advocates, and the Forest. In a late breaking development it seems that a deal may have been reached that would allow 24 routes to remain open and temporarily close 18 routes pending mitigation.

Placerville, CA - Eldorado National Forest Supervisor Kathy Hardy announced her decision to designate 24 popular high-country off-highway-vehicle routes for public motorized vehicle use and another 18 that will be designated after repairs have been made. The popular routes were closed to public motorized vehicle use in 2012 by court order until their impacts on water flow in meadows were analyzed (a requirement found in the Eldorado National Land and Resource Management Plan).

A supplemental environmental impact statement and a "Record of Decision" were released. Both documents are available on the Eldorado National Forest website at: www.fs.usda.gov/eldorado. Twenty-four of the analyzed routes either do not cross or border meadows or meet water flow requirements and 18 have segments that affect water flow in meadows. The routes and their designations are identified in the Record of Decision.

Hardy's decision will be implemented once any administrative appeals to her decision are resolved and the designated routes are printed on the Eldorado National Forest Motor Vehicle Use Map.

Many of the routes will need simple fixes and simple environmental documentation and some will be more complex requiring engineering designs and more detailed environmental analyses.

Continued on next page

Forest Service: Agency Agrees to Study Snowmobile Impacts on Calif. Forests

By Laura Petersen, E&E reporter

The Forest Service has agreed to conduct a detailed environmental analysis of snowmobiles' impacts on five Northern California forests under a legal settlement with environmentalists, green groups announced today. The agency will analyze effects on wildlife, habitat and quiet recreation in the Stanislaus, Eldorado, Tahoe, Plumas and Lassen national forests, according to the settlement filed last week in U.S. District Court for the Eastern District of California.

The Center for Biological Diversity, Snowlands Network and Winter Wildlands Alliance had challenged the Forest Service's lack of environmental analysis of snowmobiles and their trails in parts of the Sierra Nevada and Cascade Range in 2011. They argued that the agency used "categorical exclusions" to avoid detailed impact analysis required by the National Environmental Policy Act and relied on outdated studies to make its decisions.

Under the terms of the settlement, the Forest Service plans to issue one or more draft environmental analyses by May 30, 2015, and "will use its best efforts" to finalize the documents by Nov. 30, 2015. It will also pay \$15,000 to cover plaintiffs' litigation costs. In exchange, the environmental groups pledged not to challenge the current snowmobile activities in the five national forests before the agency completes its review. However, they retain the right to challenge plans for any new or modified snowmobile activities.

The environmental groups criticize snowmobiles as "extremely noisy and polluting" and are concerned about the resulting impacts on cross-country skiers and snowshoers, as well as wildlife and habitat. "The harm that snowmobiles do to Sierra Nevada red foxes, Pacific fishers and mountain lions urgently needs to be studied," said Lisa Belenky, a senior attorney with the Center for Biological Diversity.

The settlement comes several months after an Idaho judge ordered the Forest Service to strengthen its snowmobile regulations for national forests (Greenwire, April 3).

Ninth Circuit Resuscitates the Legal Quagmire on Forest Roads

The U.S. Court of Appeals for the Ninth Circuit in an order issued last Friday in Northwest Environmental Defense Center (NEDC) v. Decker gave litigators another chance to seek federal Clean Water Act (CWA) permits on forest roads through a new round of litigation. The court essentially breathed fresh life into the legal quagmire. Here we go again.

Recall this all began in 2006 when NEDC sued the Oregon state forester claiming that logging roads in Oregon's Tillamook State Forest were point sources of pollution requiring federal CWA permits. Not accepting the outcome of the Oregon court upholding the U.S. Environmental

Protection Agency's (EPA) 37-year successful regulations that these roads are nonpoint sources that should be regulated through state best management practices, NEDC appealed to the Ninth Circuit, which sided with the litigators in 2010. The Supreme Court overturned the Ninth Circuit last March. In typical form, the Supreme Court upheld EPA's rule that forest roads don't require permits without opining on whether they were point sources. Quite simply, the Court did not rule on the point source question because it didn't have to. Once the Court overturned the permit decision, it considered its work done.

Now the litigators are trying to revive their argument for permits by arguing that forest roads are still point sources and that there must be some new basis out there for requiring a permit. The Ninth Circuit helped them do that by remanding the case back to the district court after restating its ruling that forest roads must be treated as point sources. The litigation wheels are turning again and it is only a matter of time before the legal quagmire thickens.

It was a long and costly seven years leading up to the Supreme Court's decision. Now, notwithstanding opposition to the litigation from a broad spectrum of interests including the National Governors Association; Attorneys General from 31 states; the National Association of Counties; EPA; forestry, agriculture, business, academic and non-profit organizations; and, most recently, the U.S. House of Representatives that passed by a voice vote an amendment to the Farm Bill declaring that forest roads are nonpoint sources, the litigators are at it again. They simply won't quit so long as they have a legal theory to pursue. In the meantime, economic recovery and jobs in the forestry sector nationwide will continue to hang in the balance while the next case winds its way to the Ninth Circuit. All this in pursuit of a permit requirement that experts, including the Chief Forester of the United States, have said won't improve water quality.

Congress must now complete the work on legislation and end the forest roads legal quagmire once and for all. The support is there and the end is in sight. Seven years is enough. It's time to focus on policies to preserve working forests and not get stuck again in the mire of litigation.

Dave Tenny, NAFO President and CEO:

NAFO is an organization of private forest owners committed to advancing federal policies that promote the economic and environmental benefits of privately-owned forests at the national level. NAFO membership encompasses more than 80 million acres of private forestland in 47 states. Working forests in the U.S. support 2.4 million jobs. To see the full economic impact of America's working forests, visit www.nafoalliance.org/economic-impact-report.

**Help CORVA Fight For You!
Donate on Page 17.**



Motomart at Carnegie

By Diana Mead, CORVA Northern Director

Out at Carnegie SVRA? Need a clutch lever, cable or chain? Hungry or thirsty? Forgot your kill switch and you want to compete in the hill climbs? Flat tire? Make your way on over to Motomart, the on-site source to fix all of those problems and many, many more.

Tony and Vicki Shipman purchased the concession nearly 8 years ago. They have steadily grown their business to meet the needs of Carnegie's visitors, with an on-site mechanic, basic food groups for riders (forget the pyramid!) and a stock of motorcycle parts and gear. Their prices are reasonable, no mark up because they are the only "game" in town. They hire local riders to help out during busy time, namely, green sticker season from October through April. They live locally too, in Tracy.

The space around the store has evolved as well, there are information boards, state maintained posters, picnic tables, bulletin boards for advertisements, etc. Its proximity to the campground also positions the store for ice, soda and marsh-

mallow sales. It has become an off roaders meeting spot and hosts get together, both casual and formal.

When asked about the best part of the job, Tony says, "the smiles on the kids faces when I fix their bike and they can keep riding. Heck, the smile on grown men's faces when I fix their bike and they can keep riding!" Next best is working where he can ride. And ride he does. In fact Tony began riding in the early 60's out at Carnegie with his dad and brothers, long before it was an SVRA or even Carnegie Motorcycle Park in the 70's. When asked who owned the land where they rode then, Tony says he doesn't know. What kid would ask that question anyway? Because of his history riding at Carnegie, there aren't many other people more capable of guiding all levels of riders around the park. Can you say added value?

The most challenging part of owning the store? Tony pauses, either because there are so many or he can't think of a single negative. Giving credit where credit is due, I don't force Tony to "fess" up. The recent economy hasn't been kind to any motorcycle shops. Motomart, located at an SVRA that has been threatened with closure and is now fighting for the right to expand into property purchased for this purpose, has been hit especially hard.

But Tony and Vicki are in it for the long haul. When the expansion happens, the Shipmans look forward to carrying parts for other OHVs besides motorcycles and quads. They, like others of us, vested in Carnegie, strongly support protecting and growing our access to off road recreation. They see our challenges as worth the fight.

Thank you for all you do, Motomart at Carnegie.



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Legislation Being Drafted for Park Service Management of San Gabriel Mountains

By Linda Wucherpfennig, CORVA Secretary

CORVA representatives attended Rep Judy Chu's townhall meeting on September 7th in Claremont dedicated to the "Rim of the Valley" proposal, which would change parts of the Angeles National Forest (ANF) and adjacent areas into a Park Service "co-managed" National Recreation Area (NRA). CORVA feels there are a number of unanswered question regarding the effects this might have on recreational use in the area.

I want to thank Mike Bishop and his fellow ACORA members for joining us at the Town Hall meeting and for their participation. What a fantastic team and great supporters of OHV Recreation!

The first observation of Chu's presentation was her lack of factual information and the tendency to churn the audience into an emotional state by giving details about the death of a hiker within the Eaton Canyon portion of the ANF. Her main premise appeared to be safety concerns related to this tragic accident. There was a panel of local politicians from various government entities that presented their point of view in favor of the legislation. No opposing viewpoints were presented, and the stakeholders were primarily representatives from political and environmental groups. To the best of my knowledge, no OHV recreationists were part of her stakeholder panels.

I was selected to speak during the Q&A session, identified myself as representing CORVA, and stated that we do not usually support this type of legislation. I asked Ms. Chu about the lack of OHV Recreation participation on their panels, brought to her attention the fact that there are indeed groups of volunteers in the ANF (she stated there were none),

and then acknowledged the ACORA Team was in attendance.

The proposal included no mention of management plans, who participates, or the processes involved, only a reading of the recently deceased teenage hiker's bio. Concerned, we asked if there were any guarantees for private property owners and OHV recreationists in the area. We learned that we will need to gather facts, work with Congresswoman Chu to inform her of our concerns, and make local residents fully aware of the details of this proposal.

A significant number of attendees representing other organizations were present at this meeting. Many were not in favor of this legislation. Ms. Chu and her staff appeared unprepared for opposing opinions and failed to provide satisfactory answers to the questions and concerns expressed.

One of our main concerns is that Chu stated that the proposed Wilderness and Wild Scenic Rivers designations depicted on her maps were not part of her draft legislation. At the end of the Town Hall she quietly stated that new studies would be conducted on the feasibility of including these designations in her pending legislation. We made note of her statement and will watch for these feasibility studies.

My proudest moment during this meeting was when a member of the Sierra Club personally approached me to discuss working with CORVA to help us understand the benefits of an NRA and how we could collaborate to ensure our current OHV Recreation opportunities remain open. To represent our great Association and have an environmental group express concern that we are not supporting this legislation demonstrated that CORVA is powerful and respected from both sides of the fence!

Continued from page 1

The Sad Saga of the Rim Fire

Mr. Brink proceeded to explain how our California forests ended up with such an unsustainable landscape; "...every time there is a species-specific habitat designation put in place, the tendency is to stop forest health and fuels reduction projects. In the case of the Spotted Owl, the reduction in activity is to promote increased canopy cover and other characteristics for species, which then leads to an ever increasing tree density on California's National Forests." But that insistence on the cessation of fuel reduction projects has now led to the destruction of 250,000 acres of prime spotted owl habitat. By not recognizing the more important need for overall forest health, habitat for all species that lived in this moon-cape of burned forest area has been lost.

Now the true culprit behind catastrophic fire has been unmasked. Every time a lawsuit is filed on behalf of the Spotted Owl, American Marten or Pacific Fisher, just to give a few examples, fuel reduction projects that would contribute to forest health are halted by a judge, and anti-access groups put another notch in their belts signifying a legal victory. But what has been a success for these groups has been an abject

failure for the rest of our state. Both residents and landscapes have suffered because of these legal decisions, and these groups should hang their heads for their direct contribution to 250,000 acres burned beyond recognition.

We ask ourselves how each and every one of us can make a difference, but one point is very clear. As the off-road enthusiast community, have to take back the moral high ground, and start realizing that we are the good guys. We work harder with the Forest Service and BLM than any other group, and contribute more money to sustain landscapes than all other users of public land. As CORVA has pledged to be the "Powerful Access Advocates, the Voice of California's OHV Community" we are here to support you, support local communities, and support public land access for everyone. It's time for all Outdoor Recreation Enthusiasts to stand up and be counted. Think carefully before voting, and determine which candidate for State or Federal Office supports the rights of Outdoor Recreation Enthusiasts. Support "Access for Everyone" by supporting CORVA, your California Off-Road Vehicle Association.

Managing Director's Report

by Amy Granat

Volunteerism can be calculated by the number of hours worked times the value of the activity, but volunteers themselves are priceless! No measure can possibly be made to define the incalculable difference volunteers make to off-road access.

This past month I have been privileged to witness extraordinary work performed by extraordinary people on behalf of CORVA and the expansion of off-road access in California. And while it does my heart good to see their hard work benefit off-road recreational access in California, I am even prouder that many of these activities have been lead by board members of CORVA.

Littlerock OHV Area Proposal: CORVA had the opportunity to tour the proposed area for this new Los Angeles County OHV Park and were very impressed with the County's preparation and dedication to this proposal. As we all know, new OHV areas are all too rare in this state, but LA County is ready to go to the bat for us. That means we have to stand up and be counted and go to bat for them. There will be a series of meetings about this proposal in the future, so please plan to attend and support the proposal. Thanks to Terry Work, Linda Wucherpennig, and former CORVA board member Kevin Barber for leading their hard work and support for this project.

San Bernardino Task Force: The San Bernardino National Forest has the largest Adopt-a-Trail program in the United States, and now CORVA is pleased to announce a new task force dedicated to the integration of OHV trails into the forest landscape. Thanks to Don Alexander for spearheading this effort, and Heather Quinn and Monica Ortega for their technical expertise and assistance.

SB234: Governor Brown signed CORVA's bill that fixes critical issues emanating from the passage of AB1595/AB1266 last year that created new regulations regarding the usage of UTV's. Our own board member Bob Ham crafted a bill that everyone could support, and sailed through the legislature without major opposition. Everyone from the power sports industry to law enforcement supported the passage of SB234, and with the help of assistance by the staff of Senator Mimi Walters, CORVA listened to the complaints from our mem-

bers and changed the laws. Anyone who has been involved in the legislative process will understand how difficult it is to get all the disparate parties mentioned above on the same page supporting the same bill. Kudos and much appreciation to Bob for accomplishing the seemingly impossible!

Eldorado National Forest: Along with help from our President Harry Baker and board members Ken Clarke and Bruce Whitcher, I negotiated on behalf of the OHV community a resolution to the recent NEPA process brought on by the court-ordered closure of 42 of the most prized OHV trails in the Eldorado National Forest. With the assistance of Rubicon Trail Foundation and numerous OHV volunteers, CORVA participated in the process that resulted in all appeals being withdrawn, and the cessation of all legal opposition to Travel Management in the Eldorado National Forest. This agreement has been a long time in coming, and not without its fair share of aggravation and consternation. But the real difference this time came because of the dedication of volunteers.

Stanislaus National Forest: The devastation wrought by the Rim Fire cannot be underestimated, and CORVA is looking for volunteers to take on the project of overseeing the rehabilitation of affected OHV trails in a committee to operate under our auspices. Please contact me at: amy.granat@corva.org or Bruce Whitcher at: bruce.whitcher@corva.org for more information.

CORVA is currently putting together committees to oversee OHV operations in all our California National Forests and BLM OHV areas. We already have formed committees for the Angeles and San Bernardino National Forests, and are pleased to be working with local organizations in the Eldorado, Lassen, Plumas, Sequoia, Sierra, Shasta-Trinity National Forests, but there are many other forests without organized efforts underway to guard OHV roads and trails from closing. That's where your local expertise and knowledge come into play; CORVA will give you the education and support to further our collective goals of increasing OHV access and you will supply the passion and willingness to work on the ground. This is why volunteers are priceless; together with your help we can accomplish miracles.

Los Angeles County Residents Your Help Is Needed

CORVA agrees that an OHV park in LA County is needed and is viable. LA County's proposed OHV park in the Littlerock area needs our help. There are a few protesters in the adjacent, but separated area that do not support the park. Unfortunately the few, less than 10 people, are vocal and have generated approximately 100 protest letters to the County Supervisors. We need all CORVA members who live in LA

County, to send letters of support to the LA Board of Supervisors in support of this proposed OHV opportunity in LA County, to counter the opposition. A simple letter saying that you support the Littlerock OHV Park is all that is needed. Letters can be sent in care of Robert Ettleman at rettleman@parks.lacounty.gov. For more information on this project you may also request a fact sheet from Mr. Ettleman.



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Continued from page 1

Water Crossing



road beds, increasing rutting and make future crossings more difficult, thus adding to the problem.

So a basic rule of thumb is to cross water and mud as slowly as possible. It is important to carry momentum through the crossing, but in most cases, when the water depth is below your door sills (rocker panels), speeds of 2-3 mph are adequate to cross water. If it is muddy water, the underlying bed will be more slippery, requiring a little more speed. If the water is above the rocker panels by less than 4 inches, you will need to create a small bow wake requiring a little more speed, about 5-7 MPH. Water depths more than 4 inches above your door sills, for most situations, require extensive experience and special equipment. Unless you have the experience and gear, the prudent action is to turn back.

But another important point to understand is that excessive speed used while traveling through water crossings gives ammunition to anti OHV groups, because of the negative implications. Because of the Clean Water Act, motorized vehicles are closely watched, and watershed issues are uppermost in the minds of all land managers, both federal and state. Damage to the environment may not be obvious, but disrupting water flow unnecessarily can cause harm to fragile flora and fauna. Excessive speed also damage stream and

The Clean Water Act requires low speed crossing that leaves no wake at all. Some wake is inevitable, but splashing water can cause damage the environment, and that is why there is considerable scrutiny concerning water crossings by many anti-access groups. Be prudent and go slowly through water.

Be part of the solution, not the problem. If we don't follow the rules, we all lose.

Napier Outdoors Donates Vehicle Tents to CORVA Jamborees and Offers Discounts to CORVA Members!

Napier Outdoors, the largest manufacturer and developer of vehicle tents, shows their support for off-road recreation by supporting the California Off-Road Vehicle Association! Napier Outdoors is a longtime supporter of off-road adventures and the lead developer of unique tents that celebrate motorized access to the outdoors, just as CORVA supports motorized access throughout California. Whether a truck bed tent or sport tent fits your mode of travel best, Napier has the right tent to fit your vehicle and your recreational needs.

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The following is a quote from CORVA VP Terry Work:

Napier SportsZ truck tents are one of the best items you can get for Tent camping! We have had ours for years (both an SUV and Truck tent), and have used them at the beach, the desert, and the mountains. They are easy to set up and allow you to sleep comfortably off the ground!

My wife really likes that the SUV tent can be disconnected from the main tent without taking the tent down and that it has a private area for chairs, a cooking area or for extra campers! The truck tent allows my son and I to use the flatbed trailer to give a patio-type arrangement, which also lets us use the canopy from the truck tent! I really like that there is a tent pass-through (using the rear window slide of



Come to the Northern or Southern Jamboree for your chance to win a versatile Napier tent!

the truck) that allows access to items safely stored in the cab while not taking up tent area. Both tents have great ventilation, mini storage bags on the sides (great for glasses or flashlights!), and there is even a hanger for lanterns, etc.

The SportsZ tent is a terrific starter for camping and for the experienced RV crowd as we have even used our truck tent when camping for our younger family members or for friends who join us for a weekend in the desert. It gives many more options for camping than a regular ground tent, it is easy to setup and take down, and stores easily in the supplied duffle bag!

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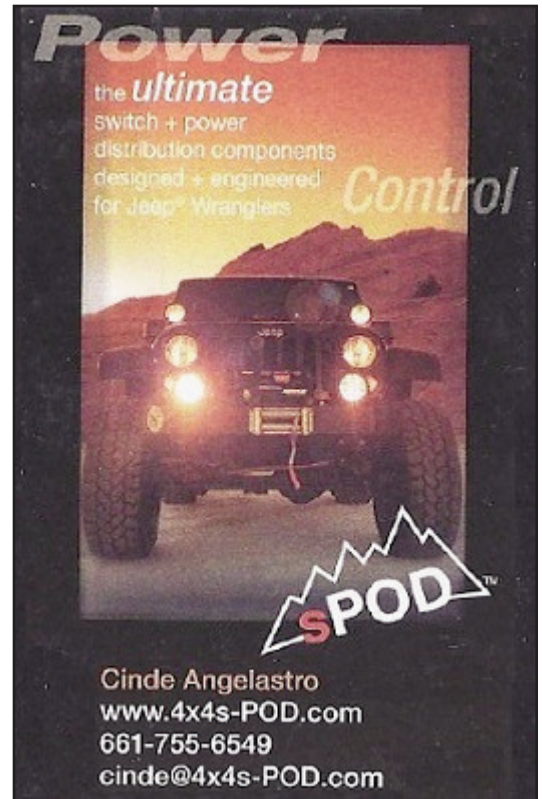
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Former CORVA President Ed Waldheim Chosen to Receive Jimmy Radoumis Award

On September 25, 2013, Ed Waldheim was presented with the Jimmy Radoumis award by the Kern County Tourism Board. The Jimmy Radoumis Award is presented to those individuals who work hard to show the state, and the world, the value of Kern County’s varied recreational and historical resources.

The award is given in honor of Jimmy Radoumis, who acted as the Executive Director of the Kern County Board of Trade for 36 years, from 1952 to 1988. Radoumis’s long-standing policy of putting Kern County in the spotlight earned him the nickname Mr. Kern County. In 2007 it was decided to create an annual award that would honor others who have followed in Radmouis’s footsteps.

Although Ed only took up permanent residence in California City in 2004, he had been volunteering with the Bureau of Land Management’s Ridgecrest Field Office for several years prior to that. His dedicated volunteer work in the area earned him the Bureau of Land Management’s “Making a Difference” National Volunteer Award in 2000. He has twice served terms on the Off-Highway Motor Vehicle Recreation Commission and served as president of the California Off-Road Vehicle Association (CORVA), as well as other positions on the CORVA Board. In 2005 he was inducted into the Off-Road Hall of Fame in recognition of his years of service in protecting trails and fostering relationships between the motorized and non-motorized communities.

“It’s not about motorized or non-motorized.” Waldheim says when asked about his work restoring OHV trails. “It’s about protecting trails. If we just stand back, let trails degrade, let people ride wherever they want. That’s what causes whole areas to be closed to everyone.”

Ed’s passionate, decades-long work in East Kern County has helped foster open communication between varied user groups and federal and state agencies. The volunteer organization he helped found, Friends of Jawbone, has been responsible for protecting and restoring thousands of acres of backcountry trails, and for the building and expansion of the Jawbone Station Visitors Center. As part of Ed’s goal of educating the public about legal trails in east Kern County, the Friends of Jawbone produces the popular Friends of Jawbone OHV Map, which features some of East Kern County’s most popular riding areas, and is currently entering its 10th edition.

Each year in April, the Friends of Jawbone hosts the volunteer event weekend Moose Anderson Days. This event attracts hundreds of locals and out-of-towners and puts them to work in the Jawbone Canyon area cleaning-up camp areas, signing trails, and repairing step-overs. For weeks leading up, Ed can be heard encouraging everyone he meets to come out and pitch in.

“You need to get people involved in the communities that they not only live in, but the ones they play in,” he says. “Getting riders invested in the well-being of the area is not only good for the communities that they visit, but is good for tourism overall.”

In receiving the award, Ed joins such Kern County notables as Vivian Tucker of “Tales of the Golden Empire”; Bill Deaver, a co-founder of the Mojave Transportation Museum Foundation; and Pete Gianopulos, whose volunteer work with the West Kern Oil Museum and the Taft Oildorado Committee helped focus state wide attention on Western Kern County.

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CORVA CALENDAR

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)
- 10/26 El Mirage Clean-Up

November:

- 11/1-2 DAC Meeting
- 11/2 SDORC Lost Lizard Fun Run (www.sdorc.org)
- 11/15-16 OHMVR Commission Meeting

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

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Big Bear Lake, CA 92315

Mailing Address:
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Big Bear Lake, CA 92315-1888

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

WWW.CORVA.ORG