



# Off-Roaders in Action

## 2016, volume 2

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

# PRESIDENT'S MESSAGE

Diana Mead, CORVA President

All too often it feels like some of our efforts are at a standstill. Even those allies alongside whom we work, seem to be lacking any forward momentum, stuck in a mud bog with no winch handy, or one that is so unwieldy it requires too many of us to operate.

Such is the case with the expansion of Carnegie State Vehicular Recreation Area (SVRA). We ramp up for each battle, whether that be a commission meeting or an effort to gain support from neighboring municipalities. We repeat ourselves as do our adversaries. We win some, we lose some, but these interim battles have little to do with the actual process of General Plans, Comment Periods, EIR's, Reviews, etc. That process continues, slowed whenever our adversaries raise a threat, even one with no merit. We are further discouraged with each perceived setback, even though we all understand that the results of meetings like the Livermore City Council, and Alameda Board of Supervisors, (where our adversaries were victorious) were predetermined and not really important to the state's process.

Part of my letter to you this issue is my comment to the OHV Commission in February in support of the Carnegie expansion. No decision was rendered at that meeting. We will try again in June. My message to you today is that this comment speaks to the process, one where all objections and solutions have already been voiced, repeatedly. It is not solely Carnegie's issue. Ocotillo Wells, Johnson Valley, Clear Creek, Oceano Dunes, all have been similarly attacked.

As access advocates, I believe it is time to push back, in the tone of the comment below and CORVA's decision to cancel this year's Truckhaven event. We will fight for what we know to be right and scientifically supported. We will educate and say the same correct statement each time we are called upon, politely, professionally, simply and consistently. We will not seek alternative places to promote an event unless our initial venue will never again be an option. We will not stop giving voice to our stakeholders as long as they can better be heard with our collective volume.

I encourage each of you to join us in this work. Renew your membership, make a donation, sell CORVA to your fellow trail travelers. Feel free to use my comment where appropriate. The shared effort makes all of our loads a little bit lighter. Thank you.

## DIANA MEAD'S STATEMENT MADE AT OHV COMMISSION MEETING, FEBRUARY 5, 2016

I have printed for each of you the Mission of the Off-Highway Motor Vehicle Recreation Division as well as the Mandates for State Parks that the OHMVR division must meet as well. This is meant as a gentle reminder.

We are debating the expansion of a state facility; property that was explicitly acquired for this purpose. There were no hidden agendas. The programmatic EIR allows for, in fact requires, future review of all projects along with the requisite public comment. You have heard all this before.

We, the stakeholders in this project thank you for once again giving us the opportunity to address you. Although we may refer to all those addressing you as stakeholders, I take issue with that.

Stakeholder has many synonyms, among them: investor, shareholder, interested party. These are powerful words and clearly apply to those of us who will benefit from the expansion and those who are adjacent landowners. While I can understand how adjacent landowners might object to OHV expansion despite their having acknowledged the purpose of the purchase, in writing, years ago. These people will not change their mind. However, I would anticipate others would understand that by mandate the OHMVR division is charged with expanding and maintaining OHV opportunities, especially ones that qualify for an urban park as this one does. When will you hear that, "NO OHV is not an option for this land?"

I would take these "stakeholders" more seriously if they sought to have input into the plan acknowledging that OHV can work with other outdoor recreation. But this is not the case.

Irregardless, they have an equal opportunity to speak out, to come early and skew the audience texture. I have heard derisive laughter over some of the passionate comments of expansion supporters. I have heard of political pressure being placed on our state representatives.

We may not have the resources (or connections) of many of our adversaries. This does not mean the plan for this expansion is not well thought out and considered. Nor does it mean we are less deserving of our recreation than you are, whether that be bird watching, hiking, wine tasting or elk hunting.

Our community thanks you for continuing to hear our voice, and giving us opportunities to speak. However, we are frustrated and tired of the half-truths and elitism of our adversaries. We need the state to move forward with this expansion, bracing for the inevitable objection of an influential few.

# MANAGING DIRECTOR'S REPORT

By Amy Granat, CORVA Managing Director

Quincy, California: Sitting and looking at an extraordinary view of the Plumas National Forest is serving as a reminder of the reasons CORVA is a partner in a lawsuit suing the Forest Service, specifically the Plumas National Forest. As Americans, if we look at our forests as a part of our national heritage it stands to reason that everyone who visits a forest should have equal opportunity to enjoy what the land has to offer.

Whether it is hunting, bird-watching or off-roading that brings someone the most enjoyment, it should matter little when it comes to accessing our forests. Nowhere is it written that federal planners have any right to value one type of recreation higher than another, yet we have experienced years of land use planning that has proven this isn't the case.

The Forest Service, in their infinite wisdom, has provided hints in many documents in recent years that they find 'passive' forms of recreation preferable and more highly valued than 'active' forms of recreation. Through terminology such as 'quiet recreation' sprinkled liberally in planning documents, it becomes clear without too much insight that the Forest Service has decided to place a greater value on non-motorized forms of travel and shortchange everyone who chooses to enjoy public land in a different manner.

For CORVA and our partners Sierra Access Coalition, Butte and Plumas Counties, time came to ask ourselves if we agreed or disagreed with this value judgment. As a group, and now co-plaintiffs in a lawsuit, we decided that it was time to take a stand and let the Forest Service know that everyone who visits a forest deserves to be treated with equal respect. We were lucky enough to find Pacific Legal Foundation, a law firm that believes in the rights of everyday citizens to protest against federal agencies and file lawsuits when there are sufficient grounds to mount a lawsuit. It has taken years of patience, paperwork and perseverance to get to this point and our case will be heard this summer. While the partners hope to prevail on all our points, we know the success of court cases are impossible to predict and we are clear in the knowledge we did everything we could to further the rights of our members and citizens to access our forests in whatever manner they choose. Lawsuits are long and difficult endeavors that should not be entered lightly, yet everyone involved with this lawsuit is proud that we chose to take a stand.

CORVA's partnership in this Forest Service lawsuit and our quick moves to step in as intervenors in the lawsuit against cross-country travel in Ocotillo Wells are just two of the organization's many actions that prove just how much those on the board and in the organization care about access to public land. We don't only talk about how important it is to make sure we have motorized access, we take every step possible to make that a reality. Sometimes these actions involve attorneys; and sometimes they involve attendance at meetings regarding climate change and tree mortality on public land. However, it makes little difference - CORVA's involvement is always 'active'. Everywhere in the state of California we see motorized recreation devalued by federal agencies, or feel off-roaders aren't represented in the best possible manner CORVA steps in to make a difference. That's our promise to you, and the reason CORVA not only needs your support but deserves your support.

If there are special areas in California to you, your club or your business, let us know and we will make special efforts to let you know what is going on in the specific areas you love most. Investment in CORVA's actions is an investment in your future, and our future generations. Without our organization's very active off-road representation, we run the very real risk of losing much of what is important to us in California.



# CORVA LAND USE REPORT MARCH-APRIL 2016

by Bruce Whitcher, VP Land Resources and Public Policy

## PUBLIC LANDS UPDATE

- Federal legislation update
  - Clear Creek bill heard in committee
  - Central Coast Wild Heritage heard in committee
- Pismo Dunes Update
- California OHV Division Update
  - Report from latest OHV Commission meeting
- BLM and Forest Service updates
  - Desert Renewable Energy Conservation Plan Final plan and Record of Decision signed; CORVA files protest.
  - WEMO - West Mojave Plan - Final Supplemental Plan delayed
  - Forest Plan Revisions for Sequoia, Sierra, and Inyo National Forests – Development of Draft Revised Forest Plans continues.
    - o Forest Service Travel Management Subparts A, Road Analysis, and Subpart C, Over Snow Travel, remain in draft stage
- Flat Tailed Horned Lizard Proposed for Listing

The Draft Environmental Impact Statements and draft forest plans for the 3 'early adopter' forests in California has been released. The 3 early adopter forests include the Inyo, Sequoia and Sierra National Forests, and information about the plans, including copies of the documents and information on dates locations for public meetings can be found on the Forest Service website: <http://tinyurl.com/r5earlyadopters>.

It is very important that off-road enthusiasts become involved with the process and comment effectively on these documents. Off-roaders know forests from a very literal on-the-ground perspective. These plans will have impact for years to come and shape opportunities on the forests so check the website or call the Supervisor or District Ranger offices and ask for a paper copy. Plan to attend at least one of the public meetings and make your voice heard!

The Carnegie General Plan still has to be approved by the Off Highway Motorized Vehicle Recreation Commission, and after a lot of written and oral comment the commission members will discuss and vote on the plan soon. Expect a Commission meeting to be called mid-summer for the express purpose of

taking a vote on this plan. The meeting will likely take place in Sacramento, and no public comment will be taken. The meeting is likely to be heavily attended.

CORVA had been involved with 2 lawsuits, and both have seen recent activity. As intervenors working with the State of California defending free travel in the Ocotillo Wells SVRA, our attorney is working hard to limit the amount and kinds of information the plaintiffs are seeking from State Parks. It's clear that the plaintiffs are digging for information trying to find something wrong, when the reality is the SVRA has been diligent, along with the help of dedicated volunteers, of taking great care of the facilities and trails in the park.

The lawsuit CORVA has filed with partners against the Forest Service will be heard this summer, in late July. Stay tuned for more information as we hear results. Pacific Legal Foundation has done a great job, and we are very thankful they are representing CORVA.

Every year the Off Highway Motorized Vehicle Recreation Division awards grants to applicants from monies allocated in the OHV Trust Fund. The final grant recipients have been posted on the website at [http://ohv.parks.ca.gov/?page\\_id=1164](http://ohv.parks.ca.gov/?page_id=1164).

## COMMITTEE HOLDS HEARING ON FARR'S CLEAR CREEK BILL

Legislation re-opens recreational area in San Benito and Fresno counties are off road vehicle use and establishes Joaquin Rocks Wilderness

WASHINGTON, DC – Rep. Sam Farr, D-Carmel, released the following statement after the House Committee on Natural Resources Subcommittee on Public Lands and Environmental Regulations held a hearing on his bill, H.R. 1776, the Clear Creek National Recreation Area and Conservation Act. Farr was unable to testify at the hearing because of a previously scheduled markup of the Agriculture Appropriations Bill. His written testimony for H.R. 1776 was included into the hearing record:

"This bill stands for the simple idea that Americans should have the freedom to decide what risks they are willing to accept when using our public lands. Yes, there is an inherent risk in riding an off-road vehicle in Clear Creek. But there are also risks in climbing El Capitan in Yosemite or rafting the Grand Canyon portion of the Colorado River.

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# OUR TRAILS, OUR OPPORTUNITIES, MAKING A DIFFERENCE WITH CORVA – MOVING INTO THE FUTURE WITH CORVA

By Amy Granat, CORVA Managing Director

**This year CORVA held our Annual Meeting at Hollister Hills State Vehicular Recreation Area, which allowed us to get our buggies, UTV's and 4 wheelers out on the trails and enjoy everything the park has to offer.**

The park is looking better than ever thanks to an expanded obstacles course and great trails. We enjoyed fantastic weather – even the wind stopped on Saturday evening so we could enjoy our campfire barbeque. Thanks to the staff of Hollister Hills who were extremely welcoming and helpful, and much appreciation to all our CORVA friends and members who attended the meeting and offered fresh new ideas to move the organization forward.

We held elections for CORVA Board of Directors positions, and gave awards to some wonderful and well-deserved clubs and individuals that really make a difference in keeping public land open to motorized use.

Elected to board positions:

- Chad Clopton, VP of Administration
- Clayton Miller, VP of Education
- Mike Moore, Treasurer

## AWARD RECIPIENTS:

*Congratulations and appreciation to all!*

GEORGE THOMAS MEMORIAL TROPHY FOR OFF-ROADER OF THE YEAR

Bob & Beckie Casebeer and Ed Stovin

LOONEY DUNERS CHARITY AWARD FOR A CLUB  
District 37, AMA Dual Sport

LOS AVENTUREROS ANNUAL CONSERVATION TROPHY

Beth Pfeiler

NORTHERN CLUB OF THE YEAR

Northern California Land Rover Club

SOUTHERN CLUB OF THE YEAR

Eastern Sierra 4x4 Club

PAST PRESIDENT'S TROPHY

Mark Algazy



# IS THIS THE BEST RIDE YOU NEVER DID?

By Roberta & Jim Woods CORVA Store & Membership Volunteers



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[CORVA.STORE@SBCGLOBAL.NET](mailto:CORVA.STORE@SBCGLOBAL.NET)

## EXPERIENCING THE MODESTO RIDGE RUNNERS HIGH DESERT RALLY

Even though we have been off-roading for many years, on motorcycles and in our Jeep, we are relatively new to using our CanAm side-by-side, and until we went on the Modesto Ridge Runners High Desert Rally, we had never entered a Rally. What have we been missing? Everything!

We entered the Modesto Ridge Runners (MRR) 41st Annual High Desert Rally last August with our CORVA member friends, Brian and Stacy after we heard about it from CORVA and MRR member, Debi Campbell. The MRR event originally began as a buggy and handmade rail event but now includes all the same, plus Jeeps, trucks, SSV, some motorcycles and a few Meyers Manx.

Located less than a hundred miles as the crow flies from Yosemite, the Army Depot armory town of Hawthorne, Nevada sits in a valley just off Hwy 359, surrounded by the Wassuck Range, the Excelsior Mountains and the Gabbs Valley Range. To the northwest is Carson City and Reno, and to the south is Mammoth Lakes. We entered the small town on a rainy Friday afternoon before the ride. Although the town is small, there is lots of character and a welcoming feel, especially with the Elks club nearby. The El Capitan Motel and Casino even had a "Welcome Modesto Ridge Runners" sign on the front marquee. The event sign-in consisted of a safety check, vehicle numbering, purchasing gas tickets (for mid-route), T-shirt allocation and raffles tickets by the arms-stretch. The MRR team made sure everyone, even first timers, felt welcome. It looked like it might rain on the event, but no one seemed to mind.

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Land Use Report, from page 4

Yet, individuals are free to pursue those activities every day. My bill directs the BLM to develop a plan to manage Clear Creek in a way that allows off-road enthusiasts the opportunity to enjoy the area once again while mitigating the exposure and risk associated with riding there.

"The bill also creates the Joaquin Rocks Wilderness Area and designates five streams and creeks as National Wild and Scenic Rivers keeping these areas pristine for future generations to enjoy. The formation of Joaquin Rocks Wilderness preserves needed habitat for many species of wildlife, including the endangered California condor which was just reintroduced into the wild at the nearby Gabilan Range.

"It is not often you see off-road enthusiasts and wilderness advocates standing together to promote a common cause. This bill brings them together to push for the expansion all different kinds of recreation opportunities on our public lands. If those two groups can come together in support of reopening Clear Creek, then I am hopeful that Congress can follow their lead and pass this legislation. I look forward to working with the committee to move this bill to the House floor."

## CENTRAL COAST WILD HERITAGE ACT HEARD IN SENATE COMMITTEE - APRIL 21, 2016

A U.S. Senate hearing will consider on Thursday the preservation of 245,000 acres of land along the Central Coast.

An effort to expand both the Los Padres National Forest and the Carrizo Plain National Monument is moving through Congress on two different fronts.

The Central Coast Heritage Protection Act was introduced two years ago in the House by Rep. Lois Capps (D-Santa Barbara) and also last year by Sen. Barbara Boxer (D-Calif.) in the Senate. The two bills are identical.

Congresswoman Capps is currently requesting a hearing for her bill before the House's Natural Resources Committee.

"We have such a huge responsibility to protect our incredible resources, the landscapes, the local water supply, unique habitats and the Central Coast really has all of that," said Capps.

This week is a key step for Sen. Boxer's bill because if it's able to get past this committee, then it can be taken up by the full Senate.

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# VENTURA COUNTY OFFROAD SHOW



Capps said the act is now supported by more than 500 businesses, many trail user groups, individuals and conservationists.

"It's a diverse group of people who recognize both the economic value of doing this and its intrinsic worth to our area as a way of life," said Capps.

Initially, a Central Coast mountain biking group had expressed some opposition, but is now neutral on the legislation.

The California Off Road Vehicle Association is also taking a neutral stance.

Congresswoman Capps is retiring at the end of this term. The nine candidates running to fill her seat have mixed views on the Central Coast Heritage Protection Act.

The bill would not close any existing roads or trails open to OHV use. In 2014 Los Padres National Forest published a supplemental Forest Plan revision that zoned over 300,000 acres "back country non-motorized" essentially removing any future possibility of motorized use in those areas. The bill would designate many of these areas as wilderness.

OHV enthusiasts lobbied for amendments to Congresswoman Capps bill but met with limited success. A provision to study a connector trail between the Ballinger OHV area with Highway 95 and some provisions to relocate two trails were added.

The Congresswoman's staff agreed to consider amendments during committee markup to designate the Ballinger Canyon and Fraizer Mountain areas (Mt. Pinos Ranger District) as National Recreation areas if OHV organizations would support the bill.

## **FRIENDS OF OCEANO DUNES SUES COASTAL COMMISSION OVER DUST RULE**

Another lawsuit has been filed in San Luis Obispo County Superior Court over the controversial Oceano Dunes dust mitigation rule.

This is the latest in a series of five lawsuits the group Friends of Oceano Dunes has filed over a 2011 rule from the San Luis Obispo County Air Pollution Control District requiring the California Department of Parks and Recreation to reduce the amount of unhealthy dust blowing off Oceano Dunes State Vehicular Recreation Area and onto the Nipomo Mesa.

Friends of Oceano Dunes is a group of off-highway vehicle enthusiasts that works to keep the Oceano Dunes SVRA open to riding. The group claims to represent 28,000 park users. Neither Friends of Oceano Dunes nor the Coastal Commission returned calls for comment.

However, this suit is against the California Coastal Commission with State Parks and the air district listed as codefendants. It alleges that the commission improperly issued emergency permits to the park to do dust control projects and says the commission should revoke those permits.

The suit argues that the commission should have gone through the normal process of issuing a coastal development permit for the work, including preparing an environmental impact report.

"The commission has a duty to enforce the Coastal Act requirements for a regular coastal development permit for development, including dust control measures and monitoring, at Oceano Dunes SVRA and a duty to not issue emergency permits in violation of the Coastal Act and state law," the lawsuit states.

Work done at the park to control blowing dust includes installing 40 acres of wind fencing, hay bales, monitoring equipment, trailers, 33-foot-tall wind towers and meteorological instruments. According to the dust rule, State Parks must find a way to reduce the amount of dust blowing off the dunes to near natural levels.

On windy days, particularly during the springtime, particulate levels on the Nipomo Mesa frequently exceed state health limits. High particulate levels have been linked to asthma and other lung problems.

In March 2013, State Parks and state and local air officials signed a consent decree to cooperatively find a way to reduce blowing dust. On March 7, San Luis Obispo County Superior Court Judge ruled that the dust rule is legal.

## **REPORT FROM LATEST OHV COMMISSION MEETING**

Maria Mowery, and long-time administrator with the Division, is presently serving as Acting Division Chief.

Commissioners include the current chairman Ted Cabral, Ed Patrovsky, Kevin Murphy, Paul Slavik, Eric Lueder, and our newest commissioner Tom Lemmon (Appointed by Speaker of the Assembly).

### **TOM LEMMON, San Diego, California**

Appointed by Speaker of the Assembly Toni Atkins in 2016, Commissioner Lemmon is a native Californian. He currently resides in San Diego with his wife Karen of over 25 years and daughter Katie who shares her parents' passion for the outdoors.

Commissioner Lemmon is a desert rat by birth having been raised in Ocotillo Wells. His exposure and participation in the off road community spans over five decades before there were green stickers, site maps or road signs.

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# CORVA'S 2016 FAMILY FUN RUN

By Linda Wucherpfennig

It was a crisp and clear morning on April 2nd at the esteemed Hungry Valley SVRA and CORVA's Family Fun Run would soon be open for business. As I lay awake in our toy hauler my mind was racing a million miles a minute....would we be successful, did I bring everything, what if no one comes.....what was I thinking!!! Yes folks this year's Family Fun Run was a roaring success!!!

2016 proved to be the year of much FUN for the event. It started with a registration line that never stopped until we sold out! Yes, you heard right.....we sold out our registration quota!! Once you registered it was off to the 1st poker stop and the safety check then off to the course. Oh my and what a poker run course it was! Pt. Mugu 4x4 Club volunteered and put together two courses this year so every skill set would enjoy the run. Yep we had a run that was from mild to wild and all participants loved it!! As you came to checkpoint 2 you were greeted by yet another volunteer 4x4 club, Frazier Park 4x4! Then off to checkpoints 3 and 4 which were being run by another

volunteer 4x4 club, Trail Crew 4x4!! Final destination was checkpoint 5 being run by the Hungry Valley SVRA Interpretive Team! This time you had to guess the poop of various animals! What's a CORVA event without a little poop! Again....FUN for all!

Once folks returned to the event area, at lovely Aliklik campground, there was even more fun available. CORVA reserved the 4x4 Obstacle course and once again, Pt. Mugu 4x4 volunteered to run a couple of OHV games for all vehicle types. You could hear the laughter and FUN all throughout the event area.

The SVRA Interpretive group put on a Jr. Ranger program for our 7 to 12 year-old participants and also a Jr. Ranger "in training" activity for the under 12 participants. The kids had a great time and the parents all enjoyed watching their children learn about treading lightly and becoming a responsible Off-Roader!

The FUN was not quite over yet.....it was now time for dinner! Oh, did I mention that dinner also sold out!! Yes we served over 100 hamburger & hot dog dinners and I must say it was most delicious. We had enough food that those that wanted had seconds! Nothing

like a full tummy to top off a FUN day of OHV activities.

Following dinner was our traditional campfire and raffle. Yes, the raffle also sold out!! The campfire/ raffle started out with a bag o' candy giveaway for all the kids. After that there were the usual announcements, OHV updates and then the highly anticipated raffle. The raffle was a great success and Pt Mugu 4x4 presented CORVA with a generous \$300 donation!!

As we laid our heads on our pillows that evening we had the biggest smiles on our faces and even though we were so very, very tired the excitement of the event still lingered with us.

The success of this event was due to the tireless efforts of all our volunteers. Without these teams we would not be able to complete all the tasks that need to be done before, during, and after the event. Their generosity and enthusiasm is what makes an event successful.... for this I personally and CORVA thanks all of you. You all ROCK!!

How to gage your success? Smiles and laughter of course!! Those were seen and heard all day and throughout the evening.

And, of course, the net income received which will all go towards CORVA's efforts to keep public land access open for ALL was.....\$8,167.00!!!!

Again thank you to all who volunteered and attended this grand event! See you at next year's Family Fun Run!!



# 42<sup>nd</sup> Annual Modesto Ridge Runners High Desert Rally

August 12<sup>th</sup>-14<sup>th</sup>, 2016

This year's entry fee is \$280 for 2 people, with 2 nights room (double occupancy Fri. & Sat.) at the El Capitan Motel and Casino in Hawthorne, NV, two dinner tickets for the Awards Banquet Saturday night, and two rally T-shirts.

All rally vehicles must have Seat Belts for every person riding in the vehicle, a Fire Extinguisher and a Shovel (G.I. folding type is permitted). All green sticker vehicles must be equipped with a Forest Service approved spark arrester. This is a NONREFUNDABLE entry fee for all rally vehicles. The Forest Service will be checking all vehicles prior to the run.

There is secured parking in the lot behind the Motel. TOW UNITS, TRAILERS and SUPPORT VEHICLES MUST PARK IN THE BACK LOT NO EXCEPTIONS. RALLY VEHICLES WILL BE THE ONLY VEHICLES PERMITTED IN THE MOTEL PARKING LOT FOR THE NIGHT.

*Reservations are on a first-come, first-serve basis, so please make your reservation early.*

## Friday August 12<sup>th</sup>:

Vehicle check-in at the Motel parking lot 12:00 p.m. to 5:00 p.m. Re-open 7:00 p.m. to 9:00 p.m.

## Saturday August 13<sup>th</sup>:

5:00 a.m. - 6:00 a.m. Vehicle check-in at the Motel parking lot

7:00 a.m. MANDATORY Drivers Meeting in the parking lot behind the Motel

7:30 a.m. Sheriff Escort to the staging area

8:00 a.m. First Car out on the Rally

6:30 p.m. Cocktails, lies, and stories

8:00 p.m. DINNER, AWARDS, RAFFLES AND 50-50 DRAWING

## Sunday, August 14<sup>th</sup>:

Elks Breakfast, if you desire, and then you are on your own. HAVE FUN AND BE SAFE!

For questions, or registration, call: Mike Bradley (209) 380-0834.

Or mail to: Modesto Ridge Runners, PO Box 577911, Modesto, CA 95357



# CORVA MERCHANDISE

CORVA accepts donations for all merchandise listed below.

Although your donation is not tax deductible, they are one way CORVA raises funds to continue to fight for Off-Road recreation access. When you promote CORVA by wearing a shirt or hat, displaying stickers, etc. you are helping spread the word to your fellow off-roaders. Show them you support CORVA – Order Today!

Just fill in the items you want, mail the form with your check and we will get your order processed quickly. Once we have received your order, we will send you a confirmation email so you will know when your items have shipped. All orders, other than stickers, are sent via US Priority Mail.

T-Shirts are available in sizes Small, Medium, Large, XL, XXL and XXXL. Please indicate desired size in the space provided.



## CORVA Merchandise Order:

- CORVA T-Shirt (Shirt size: \_\_\_\_\_) \$20.00
- CORVA Cozies (set of two) \$10.00
- CORVA Trucker Hat \$20.00
- CORVA Stickers (new) - Small \$2.00
- CORVA Stickers (new) - Medium \$2.00
- CORVA Stickers - Large \$10.00
- T-Shirt and Hat Combo (Shirt size: \_\_\_\_\_) \$26.00
- Gift Pack Combo #1 \$40.00  
(Incl. 1 trucker hat, 2 coffee cups, 2 cozies and 1 sm sticker)
- Gift Pack Combo #2 (Shirt size: \_\_\_\_\_) \$40.00  
(Incl. 1 t-shirt, 1 trucker hat, 1 coffee cup and 1 sm sticker)
- Gift Membership \$30.00  
(Incl. 2 stickers and monthly newsletter. We'll send an acknowledgement along with your gift.)

Check Enclosed for \$ \_\_\_\_\_  
(Make checks payable to CORVA)

## Ordered by:

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Email (for order confirmation) \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_

Zip \_\_\_\_\_

This is a gift for:

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_

Zip \_\_\_\_\_

### Mail payment and order form to:

ATTN: CORVA STORE  
1500 W. El Camino Ave. #352  
Sacramento, CA 95833-1945

Questions? Send your email request to: [CORVA.store@corva.org](mailto:CORVA.store@corva.org) (you can scan and upload your order via email too). And if you have a special request or rush order, just let us know.

# 18th ANNUAL Sand Sports



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# JOHNSON VALLEY SHARED USE AREA TEMPORARY CLOSURE NOTICE, AUGUST 1-30, 2016

The Marine Corps is scheduled to close the Johnson Valley Shared Use Area to the public for military training from August 1-30, 2016.

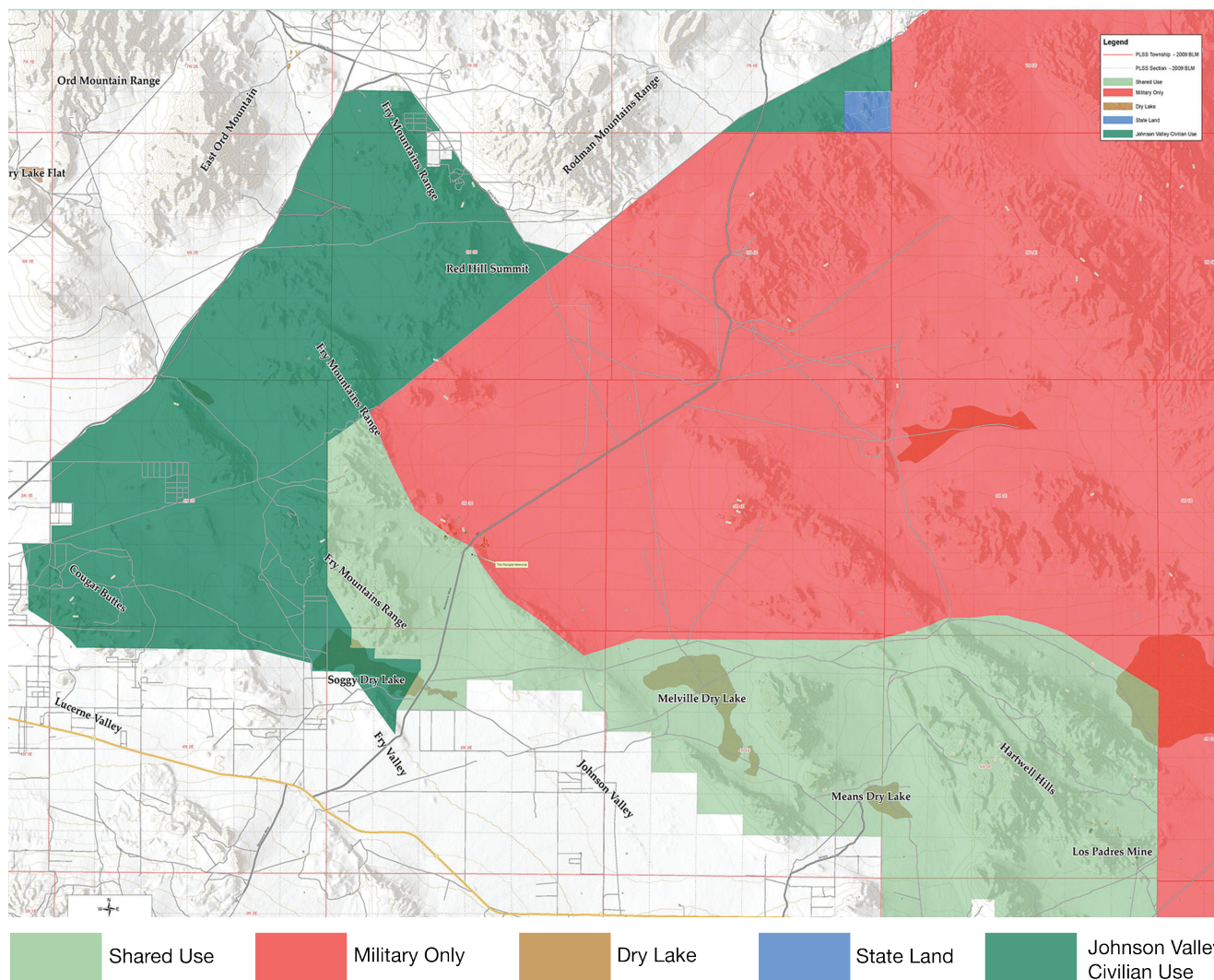
The adjacent Johnson Valley OHV Recreation Area will remain open to the public during the temporary closure of the Johnson Valley Shared Use Area August 1-30, 2016. See the map for locations. The Marine Corps is implementing an effective public outreach plan to ensure the public is given every opportunity to understand the temporary change in land use.

In December 2013, Congress authorized the use of the Shared Use Area for military training exercises for two 30-day periods annually. "We have been deliberate in our planning to utilize this new and important

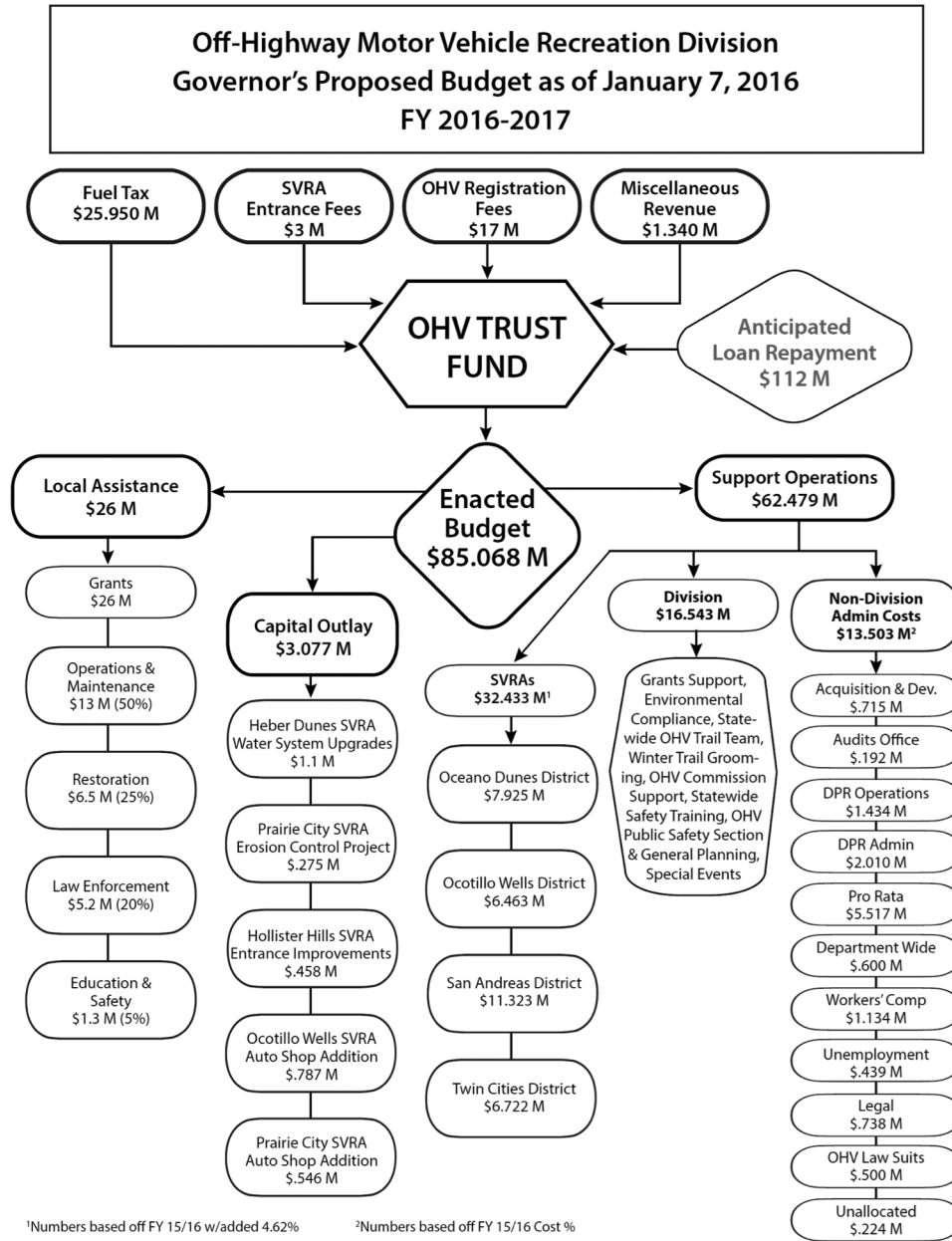
resource necessary for mission readiness in a venue that can support fully integrated, large-scale training," said Maj. Gen. Lewis A. Craparotta, Combat Center Commanding General. "The planned exercises will better test our commanders and their Marines and sailors, while enhancing their ability to succeed in future deployments and return home safely. We will return the Shared Use Area to the BLM at the end of the one-month training cycle, and are committed to continuing to be a good neighbor and steward of these important resources."

If you have questions regarding the temporary closure of Johnson Valley Shared Use Area in August 1-30, 2016, contact 760-830-3737 or [smbplmsjohnsonvalley@usmc.mil](mailto:smbplmsjohnsonvalley@usmc.mil).

## Johnson Valley Off-Highway Vehicle Area



**OHV GRANTS PROGRAM - WHERE DO YOUR GREEN STICKER DOLLARS GO?**



**THE DESERT RENEWABLE ENERGY CONSERVATION PLAN (DRECP) FINAL UPDATE**

**BLM notices rule on designation of ACEC's.**

The Notice of Availability for the DRECP Proposed Land Use Plan Amendment (LUPA) and Final Environmental Impact Statement (EIS) was published on November 13, 2015, (80 FR 70254), which initiated a 30-day protest period. During the initial review of

protest letters received, the BLM determined that it had missed a regulatory requirement, stated in 43 CFR 1610.7-2(b), to specifically list in a Federal Register Notice the proposed Areas of Critical Environmental Concern (ACECs) being considered. In order to fulfill this regulatory requirement, the BLM is releasing the NOA to identify the 134 ACECs and associated resource use limitations considered in the Proposed LUPA/Final EIS, and providing an additional 60-day public comment period on those ACECs.

#### DRECP Summary:

- DRECP is a landscape level plan that amends the California Desert Conservation Act of 1980.
  - "Open, limited and closed" designations will be replaced by new land use designations as National Conservation Lands, ACEC's and Special Recreation Management Areas
  - Route designation is site specific and will follow in the West Mojave Plan and other travel management plans but will need to conform to conservation provisions of the DREP.
  - The DRECP covers over 9 million acres of California's desert

#### DRECP designates areas for specific uses:

- Development Focus Areas – slated for renewable energy development
- ACEC's have been expanded and require a 1% maximum disturbance cap
- National Conservations Lands (NCL) are designated for conservation purposes and include a 1% disturbance cap
- Special Recreation Management Areas (SRMAs)
  - no energy development allowed
  - SRMAs may allow or limit motorized use
  - BLM worksheets for SRMAs include details of what use may occur and where, but use must conform to conservation limits as specified.

#### Current OHV Open Areas – Spangler, Dumont, Rasor, Stoddard, and El Mirage:

- No energy development will be allowed
- These will have SRMA planning requirements but do not have conservation overlays. At this time it does not appear that they will be subject to disturbance cap calculations.
- Exception is Christmas Canyon ACEC within Spangler Hills

#### What is at stake:

- Over 14,000 miles of route are within planning area
- Land ownership and management patterns make establishing route connectivity a potential challenge
- DRECP will not affect travel within the vast majority of the desert because this is already restricted by existing designations; however the "limited use" lands may be affected.
- How routes that cross private land will be addressed is still an open question
- Routes within DFA's will mostly remain available

- Renewable Energy Rights-of-Way –
  - Where development affects trail management corridors, an analysis must be performed to ensure that it does not substantially interfere with the nature and purposes of the trail, and that mitigation/compensation results in a net benefit to the trail.

#### Concerns:

- Conservation designations may restrict OHV use in areas traditionally open to motorized travel
- Adaptive management could be a problem for users
- Language in some sections of the plan is intentionally vague
  - Could be ripe for litigation
- Effectiveness of monitoring may be an issue
  - Budgetary limitations
  - Lack of adequate staff

#### **RELEASE OF FINAL WEST MOJAVE PLAN (WEMO) DELAYED**

We recently received information that the WEMO Plan Comment period has been extended until January 2016. We are very concerned because the DRECP has been signed and the West Mojave Plan will now be subject to the restrictions of the DRECP.

Many groups, including the California Off Highway Division, requested more time to study the draft plan and to provide comments.

The West Mojave Plan's preferred alternative would designate approximately 10,000 miles of route as "open" to off road vehicles, but this seems unlikely due to the more restrictive DRECP that places a 1% "disturbance cap" on most of the California desert.

The DRECP sets aside large areas of BLM lands for conservation purposes and has the potential to restrict the use of many of the "limited use" areas, known as "L" lands.

#### **US FOREST PLAN REVISIONS FOR INYO, SEQUOIA, AND SIERRA NATIONAL FORESTS**

Although these Forest Plan Revisions were due out last fall no final documents have been released.

The Forest Service recently released their Wilderness Evaluation and Inventory process for the three Forests.

CORVA submitted over 17 pages of comments on the draft wilderness evaluation pointing out that the majority of areas being evaluated did not meet the definition of wilderness.



## US FOREST SERVICE TRAVEL MANAGEMENT SUBPART A

This complex and rather confusing effort by the Forest Service to determine the minimum necessary road system continues. CORVA continues to monitor developments in this area.

## TRAVEL MANAGEMENT SUBPART C – REGULATION OF OVER SNOW VEHICLE USE

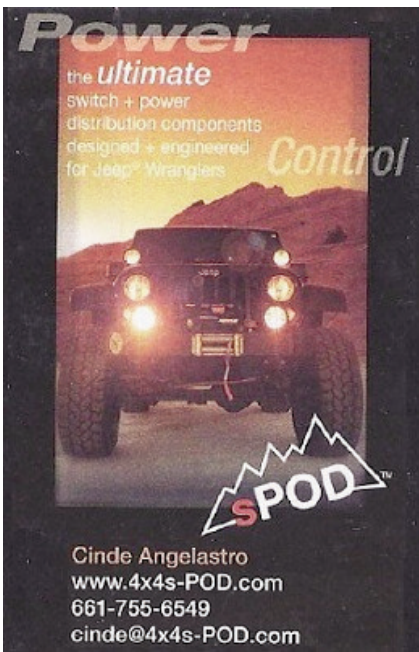
CORVA remains active in these discussions. The final EIS remains under development.

## UPDATE – FLAT TAILED HORNED LIZARD PROPOSED FOR LISTING

The California Fish and Game Commission, responding to a Center for Biological Diversity petition, made the flat-tailed horned lizard (*Phrynosoma mcallii*) a candidate for species protections under the California Endangered Species Act. The lizards are now protected under California law, making it illegal to kill, harm or capture without state authorization.

The Commission recently approved the Department's request for a six month extension to complete the status report and peer review process for the petition to list the flat-tailed horned lizard as an endangered species.

Flat tailed horned lizards are found throughout the Imperial Dunes and Ocotillo Wells SVRA's. Listing of the species could adversely impact these important recreational areas.



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The adjoining El Capitan Motel was almost sold out for the event. Recently remodeled, our rooms were clean and came with a small frig, big TV, Wi-Fi, comfy bed and a nice shower. As we walked around checking out all the rigs, we met many CORVA members, some who had years of the rally event experience. We found out that line up started well before day break behind the motel and we needed to be ready to leave by 7:30 AM on Saturday morning.

Saturday brought sunny skies and cool temperatures. After a brief rider's meeting, all the rigs were escorted out of town by the local sheriff, up to the dirt road access to the start of the rally. From about three miles up towards the Gabbs Mountains, each rally vehicle was released from this first checkpoint, one every minute. This was serious business but we didn't realize why until later. As we followed the marked and flagged trail, we drove single file through a wash and then up into the mountains. Around the top and over into the nearby valley we had to stop and enjoy the awesome view. Then down the trail we went, sometimes meeting another group of buggies or rails that were stopping for the same reason. Once down into the valley, we rode along the tangled switch-back trail in the vast grassland until we arrived at the first of three on-the-trail checkpoints. On we went, across the valley until we reached an actual dirt road along a line of telephone poles; the first signs of civilization we had seen in over an hour. We reached the next checkpoint in a small marsh, with the volunteers seriously marking down the exact times of each rally vehicle. Careful to avoid the cow-pies, we explored a bit before heading off past a bit of abandoned junk that we call yard art, and on up into the hills of dense pine tree and scrub. The single-track trail was a bit tricky but fun and we enjoyed popping out of the brush into a small clearing where the third checkpoint and gas stop was waiting. We had so much fun; we didn't realize how hungry we were. After checking out the other rigs and gobbling our lunch, we headed down until we finally hit the powerline road that would lead us back into town.

Towards the end of the 80-mile event, we got off the trail a bit, just as we entered the town. We looked for the flags to take us back on course but ended up driving through a tiny bit of the town of Hawthorne. The folks we saw all waved and didn't seem to be surprised to see us. We assumed that we weren't the only ones to have lost our way! Once back at the motel parking lot, we reached our final checkpoint, and were officially finished with the rally. By that time, it was hot enough to make a swim worthwhile, so we

spent our afternoon in the wonderful sparkling pool, as we watched the other rally vehicles check in too.

The evening dinner and award ceremony was another fantastic part of the event. The El Capitan staff went out of their way to make sure the small but adequate banquet room was clean and ready for the 200 guests. The buffet was delicious, the bar reasonable, the service prompt and the dessert was awesome. There was a small but very fun raffle, and then we found out who won the rally.

Wait a minute! Did you say someone could WIN the rally? We didn't even know that was possible. The people at our table just laughed – apparently everyone tries to “win” the rally, but the winner is decided by a complicated mathematical calculation, adding up all the times of all those in the same class (buggy, rail, SSV or motorcycle) and divided by the time of day the moon rises in Las Vegas or something like that. No one could exactly tell us how the winner was decided. Even the winner of the buggy class seated at our table was surprised he won. That's how everyone gets hooked on this rally!

Besides views and roads that are so amazing, friendly people, a welcoming town with clean accommodations and good food, now we had another reason to come back! We could actually try to win our class in the rally! Bragging rights for sure.

This year's entry is \$280.00 for two people includes two nights at the El Capitan Motel and Casino, two dinner tickets to the Awards Banquet Saturday night and two rally t-shirts. If you don't want to stay at the motel the cost is \$180.00 (but we highly recommend that you do!) For another \$8.00 per person you can have breakfast at the nearby Elks club on Sunday morning. All types of vehicles are acceptable, but the entries are limited to only 20 motorcycles.

So is this the best event you never did? Like all of the off-roading opportunities we have available to us, this one is one of the very best we have ever experienced. It would be a real shame if you, your family and your friends didn't enter this event at least once. But then, you'll be hooked. Who knows – you might actually win the 42nd Modesto Ridge Runners High Desert Rally!

The 42nd MRR HDR will be August 12th & 13th, 2016 in Hawthorne, NV. For rally information, contact the event coordinators, Mike (209) 380-0834 and Joe (209) 993-3981. Applications must be received no later than July 15, 2016.



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Volume 28 Issue 3

Editor  
Clayton Miller  
[clayton.miller@corva.org](mailto:clayton.miller@corva.org)

Newsletter Design  
Chris Kennedy  
[ck@cckladesign.com](mailto:ck@cckladesign.com)

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2nd Wednesday

Friends of Jawbone  
www.jawbone.org  
3rd Wednesday

CORVA Board Conference Call  
4th Monday

### Get in Touch

Want to contact CORVA? Send an email to [info@corva.org](mailto:info@corva.org) or call 916-710-1950.

## WHAT IS CORVA?

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

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

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

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

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

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

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

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

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

For more information, contact Amy Granat, Managing Director:  
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