



OFF-ROAD BUSINESS ASSOCIATION EXECUTIVE SUMMARY—FOURTH QUARTER 2008

Off-Road Business Association

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In This Issue:

- 2009 ORBA SUPERSHOW
- OHV MEETING AT SEMA SHOW
- ORBA SURVEY
- LAND USE DIRECTOR REPORT
- SOCIAL LAND USE ISSUES
- NEW MEMBERS

2009 ORBA SUPERSHOW

All is moving forward on the show. The Web site is up and marketing/media plans have been prepared. You may visit the site at www.orbasupershow.com.

We will have a booth at the Off-Road Expo in Pomona from October 3-5, passing out information to the visitors and also talking with the vendors. Stop by to get the latest show information.

Jenny Hove, SuperShow Manager
800.948.8216/SuperShow@orba.biz



View of 2008 SuperShow

OHV MEETING AT SEMA SHOW

On Thursday, November 6, 2008 several national OHV organizations will be holding a face-to-face meeting during the SEMA show in Las Vegas. The groups attending are American Council of Snowmobile Association (ACSA), American Motorcyclist Association (AMA), Americans for Responsible Recreation Access (ARRA), BlueRibbon Coalition (BRC), Motorcycle Industry Council (MIC), National Off-Highway Vehicle Conservation Council (NOHVCC), Off-Road Business Association (ORBA), Specialty Vehicle Institute of America (SVIA),

Tread Lightly and United Four Wheel Drive.

The agenda will include land access issues across the country, how November's election may affect our direction in Washington DC and how and where we can work smarter to accomplish our goals.

This group has been meeting for about two years. Communication is accomplished with conference calls twice a month and physically meeting two or three times a year. The opportunity to meet at the SEMA show will also provide an opportunity to interface with the OHV businesses.

ORBA SURVEY

A survey was sent via e-mail to all ORBA members for whom we have e-mail addresses in July. The purpose of the survey is to ensure the continued success of ORBA and at the same time determine whether ORBA is best meeting the needs of its members. If you have not received the survey please send an e-mail to survey@orba.biz and the survey will be sent to you. If you did receive this yet did not respond, ORBA will not have the benefit of your input. (The survey takes approximately five minutes to complete.)

Thank you in advance for your assistance with this. The results of the survey will be shared in the next newsletter.

LAND USE DIRECTOR REPORT

OHV Emission Regulations

While the California Air Resources Board has been aggressively enforcing emission regulations on OHVs in recent years, particularly on turn-key sand cars and Chinese imports, until recently the federal Environmental Protection Agency has not been very active in this arena. This has changed; an EPA attorney from their Washington DC Air Quality Enforcement office attended the recent Sand Sports Super Show to gather information. OHV manufacturers and dealers outside of California are required to

comply with federal EPA emission regulations, but until recently enforcement of these regulations has not been a high priority for the agency.

All new OHVs, except for vehicles used strictly for organized competition events, must comply with emission regulations, either CARB regulations in California, or EPA regulations for the other 49 states. This includes sand cars, UTVs, golf carts and mini buggies. Competition motorcycles and a few ATVs are exceptions to these regulations, but all new Green Sticker-compliant motorcycles and ATVs must be compliant when sold. Besides the manufacturers being required to deliver a compliant product to their dealers (or end users if they sell direct), OHV dealers are not allowed to modify anything that will affect emissions on new certified vehicles. This includes obvious things like carburetors, fuel injection systems, cams and exhaust systems. Even some less obvious things can be a violation, such as installing larger diameter tires or adding weight with more seats or larger roll cages on UTVs. Anything that significantly changes the load on the engine may affect the emissions and put the vehicle out of compliance. They may actually still be in compliance with the emissions standards, but the vehicle would have to be re-certified in the new configuration with the appropriate agency.

There are serious penalties for manufacturers or dealers who violate CARB or EPA regulations, no matter where they do business in this country. As an example California sand car builders are being required to pay a high six-figure penalty for all non-certified cars that were sold in 2007. Builders who join the settlement agreement and pay a proportional share will be excused for any non-compliant cars they sold in California since 1-1-07, but those builders who do not join in the settlement agreement may be prosecuted individually, with penalties as high as \$22,500 per car.

Now the EPA is looking at the other 49 states, as well as Califor-

nia. Manufacturers and dealers need to understand exactly what they are required to do to stay compliant with CARB and EPA regulations. Some aftermarket products may be certified and can be installed on a new vehicle, but you need to check with the supplier. As an example, in the automotive field many companies have certified their aftermarket products as compliant, and they may be installed on new vehicles, but very few OHV aftermarket products are currently compliance certified. Federal EPA regulations also include exhaust sound levels, and it is illegal to install exhaust systems that exceed federal standards on any EPA certified OHV.

This is an extremely serious issue that could put your business at risk. If you have questions or want to know how to find the regulations yourself, you can contact Bill Dart, ORBA's Land Use Director, for more information at 208.459.3304 or bdart@orba.biz.

Arizona OHV Registration

After several years of efforts, Arizona legislators finally passed Senate Bill 1167. The Arizona Off-Highway Vehicle Coalition (AZOHVC), with Jeff Gush as the lead person for the organization, has worked very hard for several years to reach this goal. In years past, the bill failed to pass at the last vote in the process. This bill creates an OHV sticker program and fund to help manage OHV use. ORBA supported this effort by the AZOHVC, and want to recognize their hard-earned accomplishment.

Idaho City OHV Plan

While the US Forest Service has been working on the Route Designation process on all National Forests in the country, there is something different occurring on the Idaho City Ranger District of the Boise National Forest. Idaho City is somewhat unique in that there are very few routes currently designated for OHV use, but there are hundreds of miles of non-system routes that were established under event permits for the Idaho City National Reliability Enduro that has been held there for 24 years. Of course ORBA and local OHV groups

are working with the Forest Service to formally designate OHV routes on the Idaho City Ranger District, but there is one very different facet to this plan. ORBA Land Use Director Bill Dart approached the Idaho Conservation League (ICL), the most prominent environmental organization in Idaho, seeking their cooperation on this plan. Initial discussions have been very positive, with tentative agreement on the concept. Idaho City is the nearest National Forest to the Boise metropolitan area, and is a major recreation destination for the region. It has also historically been the site of intensive mining and logging, with extensive road and trail networks. The community of Idaho City is fully supportive as well, and they have passed city ordinances to allow OHV access into town. ICL recognizes the huge growth of OHV recreation, and understands the need for well-managed, quality opportunities. Of course the routes will also be open to mountain bikers, equestrians and hikers. Good management will protect the resources, provide quality recreation, and be a major economic asset to Idaho City.

We have a ways to go, and there will probably be some bumps in the road, but we hope that this can be a model planning process. While some extremist environmental groups may never change their opposition to OHV recreation, we are very pleased to see at least one major organization recognizing that OHV recreation is a valid activity that isn't going away, and that providing well-managed OHV recreation opportunities makes sense.

SOCAL LAND USE ISSUES

Johnson Valley OHV Area at Risk

Marine Corps Air Ground Combat Center (MCAGCC) located in Twentynine Palms, California submitted a withdrawal application to the Bureau of Land Management (BLM) on August 14, 2008 to essentially put a hold on 422,000 acres while it studies those areas for possible acquisition into the base.

A large portion of the Johnson Valley OHV area is being considered. Johnson Valley OHV area is approximately 189,000 acres and is located in the high desert of Cali-

fornia, just east of Los Angeles. The area is a Mecca for off-road recreation and is home to many events including off-road racing and competitive rock crawling.

On September 15, 2008 the BLM published a "Notice of Proposed Withdrawal and Opportunity for Public Meeting" in the Federal Register. This notice starts the 90-day comment period. At least one public meeting will be held during the 90 days to help the public understand both the proposed action and the decision-making process.

ORBA has been closely monitoring this process. If a large portion of Johnson Valley is taken over by the Marines it would have a devastating effect on the whole Southern California OHV community. ORBA is currently working with OHV end user groups, legislators and policy makers on a coordinated strategy to deal with this challenge.

If any ORBA members would like more information or want to know how to become part of the public process feel free to contact Meg Grossglass at 951.926.1953 or meg@orba.biz.

Geothermal in OWSVRA

The Record of Decision (ROD) for the Truckhaven Geothermal Leasing Area was released last month. The Truckhaven Leasing Area is an area within the Ocotillo Wells SVRA. There are several parcels located within the SVRA that are owned by the BLM but managed by the SVRA. The ROD states that the BLM will allow leasing on all BLM lands managed in this area.

This means that we *could* have several geothermal exploration fields in the eastern section of Ocotillo Wells SVRA. EcoLogic Partners, our legal partner, has already appealed this decision. Depending on the outcome of that appeal, ORBA will continue to monitor any possible exploration in the area.

NEW MEMBERS:

- Sly, Inc.
- Factory Effex
- Sand Crazd Clothing
- San Diego Off-Road Coalition

Join Today! Call 858.488.2101

No Trails = No Sales
The Voice of the Off-Road Industry