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SEMA 2005

This year's SEMA Show in Las Vegas was bigger and better than ever! Each year we see more and more emphasis on products utilized by the motorized off-road recreation industry. ORBA's thanks go to Chris Kirsting and Peter MacGillivray of SEMA for donating adequate floor space to display ORBA's \$100,000 prerunner raffle car. Over 70 exhibitors at the show this year were ORBA member companies. The increase in companies with dual membership in SEMA and ORBA continues to grow with every SEMA Show.

UROC CHALLENGE

Rock crawling has become one of the most explosive motorized off-road events in history. Organizations like United Rock-crawling and Off-Road Challenge (UROC) have brought the competition to local spectators by building artificial rock courses using forms and concrete. ORBA displayed the prerunner raffle car at the Dirt Sport Magazine trailer during the UROC finals that took place in Las Vegas before the SEMA Show. Hundreds of vehicles specially built for rock climbing attempted to defy gravity during the exciting competition.

ONTARIO SOUND SUMMIT

Bill Dart, ORBA's Land Use Director, chaired a "Turn Down

The Volume" conference that included after-market exhaust manufacturers and media representatives from the motorcycle industry. ORBA's media person, Meg Grossglass, assisted Bill with preparations. The purpose of the conference was to discuss the issue of excessive sound levels generated by some motorcycles and how the problem is exacerbated by some after-market exhaust manufacturers. Malcolm Smith and Jeremy McGrath—motorcycle superstars (both members of ORBA) who are a generation apart—told the attendees that they see excessive sound as a major problem for the sport. OHV leaders from American Motorcyclists Association (AMA) National, AMA District 36, BlueRibbon Coalition, Motorcycle Industry Council, and National Off Highway Vehicle Conservation Council participated in the conference and all agreed that the industry needs to address the excessive sound problem before it seriously impacts riding opportunities.



Daphne Greene, head of the California OHV program, related concerns that the state has with motorcycle noise control. California has passed a law making it illegal to ride recreational dirt bikes on public property with an exhaust sound louder than 96db.

Industry representatives from Big Gun, DMC, Factory Pipe, FMF and Yoshimura all contrib-

uted significant comments and made it clear that the after-market industry responds to consumer demands. Ed Moreland from AMA pointed out that AMA rules for 2007 will drop the pro racer sound limit from 102db to 99db. Some attendees expressed concern that this reduction may not be enough.

Dart and ORBA committed to continue the dialog and look for actions that will get the industry and the consumers on board with the need to control motorcycle sound limits before government agencies regulate that control—an action that typically results in much worse solutions.

COYOTE CANYON

Attorney David Hubbard, Executive Director of EcoLogic Partners, filed a lawsuit against California State Parks for closing the 3.1-mile middle segment of Coyote Canyon Road in Southern California. The suit alleges that Coyote Canyon Road has been a public road since 1775 and that State Parks had no legal authority to close it. EcoLogic Partners is the California OHV community's legal arm that is supported by five OHV organizations including ORBA.

ISDRA RAMP

During January, 2005, the U.S. Fish & Wildlife Service (USFWS) gave its blessing to the management plan developed two years earlier for the Imperial Sand Dunes Recreation Area (ISDRA). The new plan includes provisions for improved facilities and motorized recreation opportunities at the ISDRA. Shortly after the USFWS issued its decision, several environmental organizations filed a lawsuit against USFWS to turn around the decision to allow the implementation of the new management plan. During March, 2005, ninth circuit court judge Susan Illston issued an "Order for Man-

aging Remaining Claims” that set forth a schedule for resolving the lawsuit. Her schedule provided for a final decision on the case by the end of September, 2005.

As this newsletter is being drafted, it is early December, 2005. No court decision has yet been issued! In the meantime, the El Centro BLM office has spent a considerable amount of money preparing to implement the new plan. New maps have been printed (that are incorrect until the plan is implemented), expensive bird-proof dumpsters have been contracted for, costly environmental monitoring plans have been put into place, outreach and education programs have been developed, and much more. These efforts needed to be initiated before the projected September 30th court decision date in order to be in place in time for the busy season at the ISDRA. The result is that many visitor fee dollars are being spent to implement the environmental protection provisions included in the new management plan but not a single dollar can be spent on facilities improvement or additional recreation opportunities. The environmental organizations that brought the lawsuit against the USFWS are succeeding with their demand to keep the closed areas in place and, at the same time, deriving the benefits of the additional environmental requirements required by the new management plan. What's wrong with this picture?

NEW SPECIES AT ISDRA

The environmental extremist organizations that are responsible for the closures at the ISDRA have filed another lawsuit against the U.S. Fish & Wildlife Service for not responding in a timely manner to their petition to list an additional 16 species of bugs, plants, and lizards that they say are threatened or endangered and exist only at the ISDRA. They have practically no data to support such a listing of

these species but are using the shotgun approach hoping that one or more pellets hit the target. EcoLogic's David Hubbard is staying on top of this issue to demand good scientific data prior to listing of any species. If necessary, litigation will be initiated to stop the occurrence of another Peirson's MilkVetch situation at the ISDRA.

GOODBYE CORKY

Our condolences go out to the family of Corky McMillin. Corky was the patriarch of off-road recreation in the Southwest. The off-road community has lost an icon and a true leader. Corky and his sons have been major supporters of ORBA almost since its beginning. We will truly miss him!



Jan McGarvie, Director of ORBA PAC, with California Governor Arnold Schwarzenegger

ORBA STAFF GROWS

Fred Wiley, President of the California-Nevada Snowmobile Association, has joined ORBA on a part-time basis as Winter Industries Coordinator. Fred is very active with the snowmobile industry both at the state level and nationally. He recognizes that many issues faced by snowmobilers and the snowmobile industry are similar to those faced by dirt sports advocates. Fred will be working out of his home office in Bakersfield.

ORBA RAFFLE CAR

Who would have believed it? We still have plenty of tickets left

for our top-of-the-line, Alumni Craft-built prerunner raffle car. When we capped the ticket sales at a maximum of 2500 we expected the tickets to go like hot cakes. This is a great deal because even if you lose, you win since the money goes to help ORBA protect and promote the motorized off-road recreation industry. If you haven't purchased your tickets yet visit ORBA's web site at www.orba.biz and view the slide show on this gorgeous vehicle.

WELCOME NEW MEMBERS!

- Southwest Performance and Fab
- Sun Buggy Fun Rentals
- Camburg Engineering Inc.
- OILMERC.COM
- Collins Motorsports
- Mojave Off-Road Racing Enthusiasts
- EMBEE Performance
- J.E. Reel Driveline Specialist
- Off-Road Unlimited
- Norwalk Toyota
- Walker Evans Racing
- Arabia's Overkill Jeep Fab.
- California-Nevada Snowmobile Assoc.
- Showtime Racing, Inc.
- Blue Torch FabWorks, LLC
- SEMA
- Primedia Off-Road Group
- Championship Off Road Racing
- Midwest Acorn Nut Company
- Outdoor Sports World
- American Racing Custom Wheels
- Zoom Photo Ads
- Suspensions Unlimited Sand Toy Superstore
- Foddrill Fab.