American Sand Association

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Unite, Inform, and Mobilize

ISDRA RAMP: One Step Closer

U.S. FISH & WILDLIFE SERVICE ISSUES "NO-JEOPARDY" OPINION FOR IMPERIAL SAND DUNES MANAGEMENT PLAN

CLOSURES STILL REMAIN IN EFFECT

The long-awaited Biological Opinion (BO) opens the door for the implementation of the Recreation Area Management Plan (RAMP) for the Imperial Sand Dunes Recreation Area (ISDRA).

After years of preparation and litigation, the United States Fish and Wildlife Service has released its **second** Biological Opinion for the Recreation Area Management Plan for the Imperial Sand Dunes Recreation Area (a.k.a. Glamis). The plan was drafted two years ago with extensive input from the off-highway vehicle recreation community as well as the environmental community. The "No Jeopardy" opinion concludes that implementation of the RAMP will not lead to a decline in the population of the Peirson's Milk Vetch Plant (PMV) or the Desert Tortoise - currently listed as "threatened" under the Endangered Species Act. The PMV is believed to exist only in the Imperial Sand Dunes.

Barring any further restraining litigation, this Biological Opinion clears the way for the Bureau of Land Management to proceed with the implementation of the Plan. Some of the areas within the ISDRA that were temporarily closed to off-highway vehicle (OHV) use as a result of a legal settlement will be reopened to vehicle use. A large portion of the central area of the ISDRA, now closed, will be designated as an "Adaptive Management Area" where vehicle use will be allowed on a restricted basis. Implementation of the plan includes the improvement of OHV facilities including additional camping pads and rest room facilities.

According to OHV attorney David Hubbard: "This Biological Opinion is very thorough and responds in detail to objections presented by opponents to the Plan. It will be very difficult for them to successfully challenge its conclusions in a court of law." Hubbard represents the American Sand Association, the Off-Road Business Association, and the San Diego Off-Road Coalition in matters pertaining to the ISDRA.

American Sand Association President, Grant George, says: "The OHV community is very excited about the No Jeopardy opinion. We have worked very hard to help the BLM provide protection for the PMV and will continue to do so even after the Plan is implemented."

That was the good news, now the nuts and *continued next page*

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NEXT OPEN ASA BOARD of DIRECTORS MEETING
Saturday April 2nd at 9:00 AM.
MARRIOTT RESIDENCE INN
8242 NORTH BLACK CANYON HIGHWAY
PHOENIX, AZ 85051

RAMP from page 1 bolts of the situation.

A BLM spokesperson warned the OHV community not to expect closures to be taken down over night. The National Director of the BLM must respond to protests to the Plan before action can be taken. Currently pending, there are 11 public protests to the proposed RAMP. In addition, an implementation schedule must be prepared to support the BLM's Record of Decision. Managing these issues will take an unpredictable amount of time.

Both of these factors constrain BLM State Director Pool's ability to issue a Record of Decision (ROD). The ROD is published in the Federal Register: the official place where major decisions by the government are recorded as notice to the public.

The current temporary closure of 49,300 acres at the Dunes, due to an earlier lawsuit settlement in 2000, must remain in place until BLM issues a decision on its RAMP which is expected soon after the requirements of the court order and BLM's planning regulations are met.

Under the court's order of October 6, 2003, BLM is required to provide the plaintiffs and other parties to the suit, which ASA is, a copy of the BO within two days of receiving it. The order further requires the plaintiffs and other parties to confer with BLM by teleconference on the BO within two days of the plaintiffs/other parties receiving it from BLM. The order then requires that BLM, the plaintiffs, and the other parties to request (also within two days) an in-person or telephone hearing with the Court to inform it of the results of the telephone conference and to present a plan and briefing schedule for proceeding with the case.

So, per the court order and BLM's own planning regulations, the BLM cannot issue a final decision regarding the Imperial Dunes RAMP until:

1.the protests to the plan have been resolved by the BLM's Director

2.the court has held a hearing and ruled on any preliminary injunction motion that may be submitted by the plaintiffs (AKA CBD).

In the required conference call, CBD declared they would not file a motion for preliminary injunction against the RAMP but, not surprisingly, go straight to challenging the new BO. They feel it is unnecessary to file, because it is so late in the dune season.

Instead, the parties will file cross-motions for summary judgment. In simple terms, this is where each party makes their case in writing and the judge makes the final decision. Since this is the second and a much stronger BO that arrives at the same opinion, Hubbard feels the chances of CBD winning summary judgment are small. This will be done on an expedited basis, provided the judge agrees to our briefing schedule. The goal is to have the matter decided by the next duning season with enough time for the BLM to begin implementation of the RAMP.

There will be some delay while the administrative record is prepared; but once that's done, the matter should move pretty quickly; perhaps 4 to 5 months. However, we have been told similar things in the past and progress seems always to be much slower than anticipated. It should be noted that once the BLM answers the 11 protests, develops an implementation plan, and a few other “housekeeping” chores, there is nothing preventing them, legally, from moving forward with the RAMP.

If CBD is successful and obtains the decision they seek, we will be looking to appeal in the 9th Circuit Court. If we are successful, the CBD will likely request a stay of the implementation of the RAMP: an unlikely and extraordinary occurrence according to Hubbard. They too will have to file in the 9th Circuit. Either way it seems, we will be in the 9th Circuit Court.

We are parties to the action that *continued bottom next page*

WHAT IS THE ASA?

THE ASA is the lead group fighting to keep the Imperial Sands Dunes Recreation Area (ISDRA) open to OHV use. We are a nonprofit California corporation under the IRS Tax Code known as 501(c)(4). All leadership and staff of the ASA are unpaid volunteers.

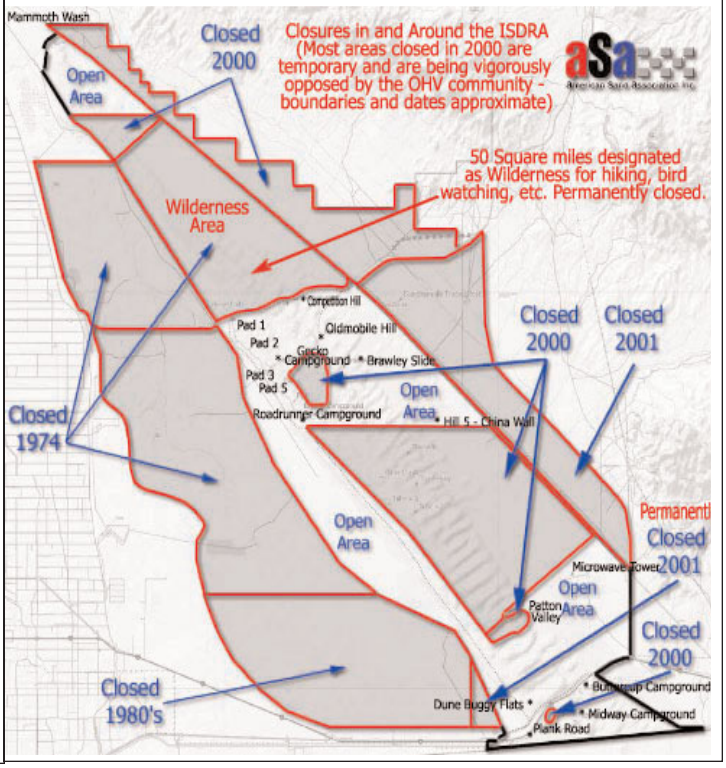
Working in concert with the Off Road Business Association (ORBA), San Diego Off Road Coalition (SDORC), and others, the ASA has filed seven lawsuits against the Bureau of Land Management and the Fish and Wildlife Service. We have standing in several legal actions that could well be used to close the entire dunes. We stand poised to oppose any legal actions brought by any anti-access groups that would prevent the new Recreation Area Management Plan from being implemented. This plan would remove some of the closures entirely and grant conditional access to others.

In addition to our legal actions to preserve our right to ride, we filed a precedent-setting delisting petition to remove the Peirson's Milk Vetch from the Endangered Species List. This plant was used to create the closures put in place in 2000. These closures total over 49,000 acres of sand dunes and are located south of Highway 78, south of Highway 8, and at Mammoth Wash. See map below.

Our delisting petition is based on good, solid science derived from biological studies paid for by the ASA ORBA, and SDORC. This science cost over $100,000.00 so far and we are budgeting for more. Our efforts don't stop there. We have two lobbyists on retainer: one in Washington D. C. and the other in Sacramento.

One of our members is on the California Stakeholders Roundtable, a board of interested parties making recommendations how the desert is to be managed.

We have made several trips to Washington D.C. and Sacramento to present our case and plan to make several more. Our Public Safety and Education makes us known as a group that is not only interested in a World Class duning experience, but Stewards of the land and its resources: a very good connection with the current administration.



We Sue Again to Delist the Milk Vetch

As many of you know, the Peirson's milk vetch (PMV) listing for protection under the corrupted and abused Endangered Species Act (ESA) was dubious from the start. The answer to our delisting petition, obtained only after a successful suit against the Fish and Wildlife Service, is even more questionable. Now we are asking a judge to decide.

On October 18, 2004, ASA, in conjunction with ORBA and SDORC, filed suit asking a judge to reverse the United States Fish and Wildlife Service (USFWS or just FWS) decision to maintain the listing of the PMV. An excerpt of the complaint is below followed by a link to a complete download.

Quote:

2. Plaintiff's bring this action on grounds that (1) defendants did not adequately address all claims set forth in the Delisting Petition; (2) defendants did not demonstrate that the original decision to list the Peirson's Milk-Vetch ("PMV") was based on sound or adequate scientific data; (3) defendants did not provide sufficient evidence to rebut the data submitted by plaintiffs showing that the PMV is abundant and not threatened; (4) defendants relied on outdated and inferior data to deny the Delisting Petition; (5) defendants did not support with substantial evidence their contention that the PMV remains threatened by off-highway vehicle ("OHV") use or other human or natural phenomena; and (6) defendants demanded from plaintiffs a level of scientific certainty that is unreasonably high and beyond that required by the ESA and beyond that employed by defendants when they made the initial decision to list the PMV as threatened in 1998. For these reasons, and others, the defendants' decision to deny plaintiffs' Delisting Petition was arbitrary and capricious, and in violation of both the Administrative Procedures Act ("APA"), 5 U.S.C. § 702, and the ESA, 16 U.S.C. § 1533(b).

3. Through this action, plaintiffs seek a Court Order that (1) overturns defendants' denial of plaintiffs' Delisting Petition, and (2) directs defendants to publish a rule under 16 U.S.C. § 1533(b) officially removing the PMV from the federal list of threatened and endangered species. Plaintiffs also seek to recover all reasonable attorneys' fees and costs incurred in this action, as provided under Section 11(g)(4) of the ESA. 16 U.S.C. § 1540(g)(4).

http://www.glamisonline.org/downloads/ComplaintChallengingDenialofDelistingPetition.doc

The federal defendants must answer the complaint (which they did just a week or so ago as of this writing), and then prepare the administrative record (AR). This constitutes the universe of evidence that USFWS had before it when it made its decision to deny the delisting petition. It also functions as the universe of evidence that the court will review. Once the AR is prepared and lodged with the Court, the parties will develop a briefing schedule and settle on a hearing date.

The Imperial Sand Dunes Recreation Area (ISDRA) Recreation Area Management Plan (RAMP), that would restore most of the temporary closures, was delayed pending a biological opinion from the Fish and Wildlife Service (FWS). The reason we need the opinion is because the PMV is protected under the ESA. If the PMV were to become delisted, there would be no further need of the BO.

Recent probable sightings of PMV in Borrego Springs should strengthen our case. Dr. Art phillips is applying for a “take permit” so that he can procure samples for a definitive DNA test. The search continues in other probable areas based on reported sightings early in the last century.

More as things move forward.

RAMP from page 2 has clarification of the BO at the heart of the matter, particularly the length of it vs. the life of the RAMP. The new BO has cured this. In addition, according to ASA board member Jim Bramham who was attended the proceedings, Judge Illston said that this would be the last attempt at opposing the BO and RAMP. If CBD were to come up with new complaints, the judge would likely not listen ruling that CBD should have made them earlier. However, the CBD can decide to fight a portion of the BO arguing that it is still inadequate and does not answer their concerns - like the AMA for example. This is probably why the CBD has agreed to raise all their objections, including their claims of National Environmental Policy Act (NEPA) violations, when challenging the BO.

Also, do not expect the BLM to jump in and implement the entire RAMP at once. For example: they still need to come up with an effective permit system for the AMA, move the current stakes, and resign them with new stickers. It is assumed, however, that the other temporary closures would come down as quickly as possible.

Trashy Topic

Stupid Question 1: If people have the means to carry supplies to the dunes, how is it they don’t have the means to carry the trash from it back home?
Stupid Question 2: Where do people get the idea that there is a Monday morning trash collection at the dunes?
Stupid Question 3: Upon their arrival, do the people that leave trash avoid camps that are already trashed?
Stupid Question 4: Does the desert really swallow up everything that is left behind?
Stupid Question 5: If we never had a cleanup, what would the dunes look like?

To keep the Sand Drags, we must keep them safe. Please follow the 50 foot rule.

Ray LeLoup

Ray LeLoup

Chief Area Ranger
El Centro Field Office

Ray LeLoup is the recently appointed Chief Area Ranger for the El Centro Field Office. In this position he is responsible for, implements and coordinates, all law enforcement functions within the area that the El Centro Field Office covers.

"I'm looking forward to the challenges of my new position."

He comes to the position with over 13 years of law enforcement experience. Ray began as an MP (Military Police) in the Army with the 82nd Airborne. From that position he went on to the Criminal Investigation Division and spent 3 years undercover with the Drug Suppression Team. Ray was then deployed to Bosnia where he saw combat.

In 1997 Ray became a Corrections Officer at the High Desert State Prison in Susanville, California. After about six months in that position he moved on to become an Investigator with the Investigator Services Unit, also attached to the prison.

Ray then became a Federal Air Marshall out of Los Angeles, California in 2002 and was in that position until June of 2003 when he came to the Bureau of Land Management as a Ranger in Glamis.

When he isn't working Ray enjoys motorcross and hunting. He tends to specifically hunt what he can eat. Ray is also looking forward to the challenges of his new position.

ASA wishes Ray all the best and pledges to help in anyway that enhances our sport. We have already started to work with Ray and look forward to a mutually beneficial relationship.

KNOW THE LAW… DON'T DRINK AND RIDE!

Keeping the Dunes a safe, clean and fun place for all outdoor enthusiasts is your responsibility.

Drinking and driving laws apply off-highway.

Don't Let This Be Your Last Ride!

800-GET-MADD

The BLM's Director of Law Enforcement and Security has made it clear,

"Let there be no misunderstanding, we will strongly enforce all DUI laws in full cooperation with state and local law enforcement agencies at all off-highway recreation locations."

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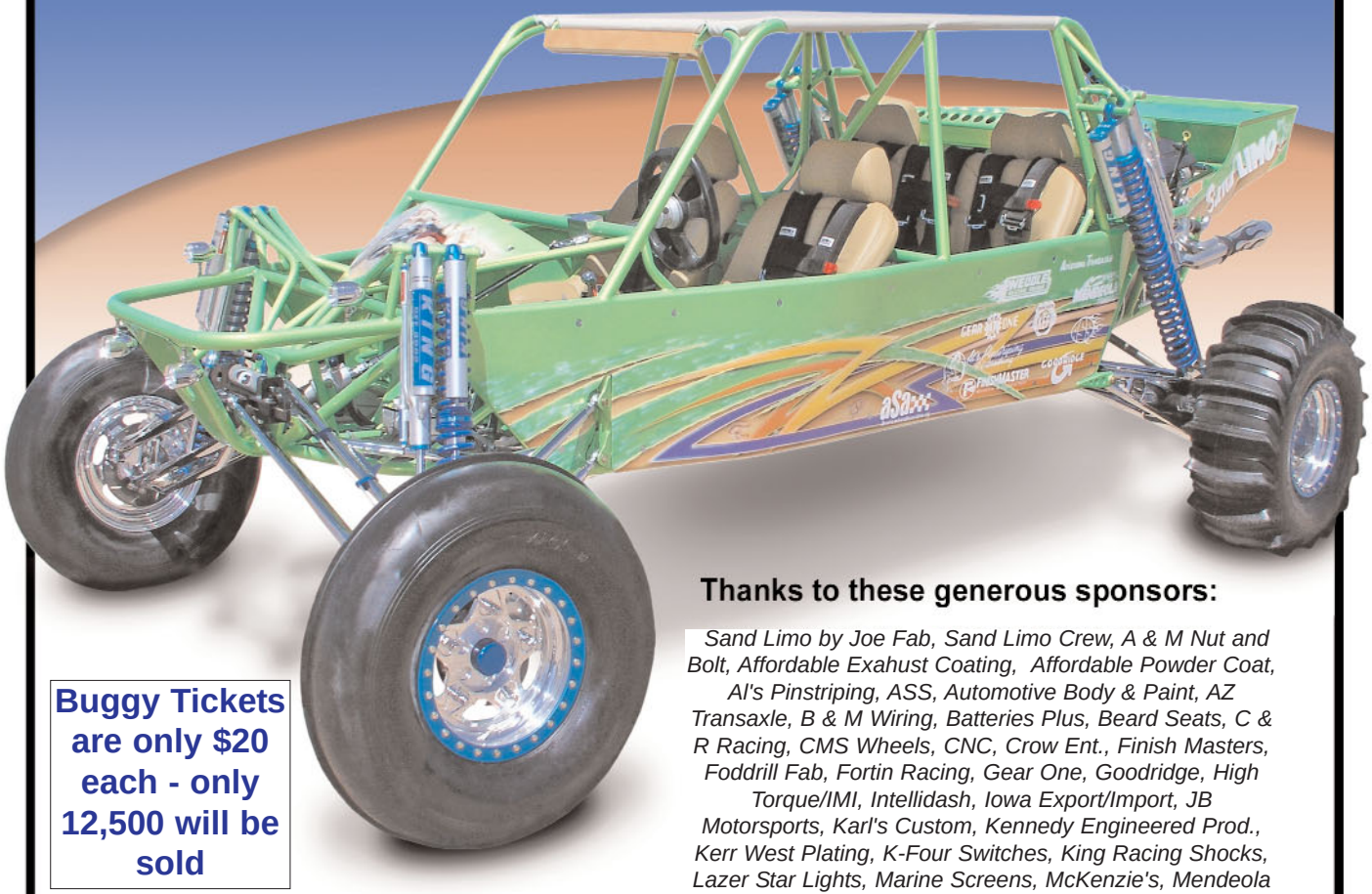
by Joe Fab



Buggy Tickets are only $20 each - only 12,500 will be sold

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All proceeds to benefit ASA general fund -

Both giveaways to be held at the 2005 Sand Sports Super Show

Winner need not be present to win, but it sure is nice when they are!

(contributions to the ASA are not tax deductible)

The Following Testimony Was Given by ASA Board Member Jim Bramham in San Diego Before The House Natural Resources Committee Field Hearing On Endangered Species

A Foundation of UNSTABLE Sand

I am here today representing the more than 12,000 sand sports enthusiasts who are members of the American Sand Association (ASA) and the millions of Americans who recreate in sand dune areas throughout the United States. I am currently on ASA's Board of Directors, member Technical Review Team (TRT) for the ISDRA, Past President of the California Association of 4-Wheel Drive Clubs (CA4WDC), and a former Vice-Chair of the California Off Highway Motorized Vehicle Recreation (OHMVR) Commission. Thank you again for an opportunity to be part of this important hearing.

For nearly 200 years, Americans had the right to travel where and by what conveyance they deemed appropriate throughout nearly all of America. The West was opened by imaginative pioneers using ever more sophisticated forms of transportation and recreation. As the West was settled, routes of travel were established and as leisure time increased adventures like the "Sunday drive" became increasingly popular. The pursuit of relaxation, exploration, rejuvenation, education, and family unification continue each and every weekend as thousands of sand sport recreationists travel to the various areas available for this activity. From October through Easter, the Imperial Sand Dune Recreation Area is among the most visited piece of public lands in the United States with weekend visitorships exceeding 100,000. It is a vital outlet from the pressures of urban living.

The closing of the West started with the passage of Federal Land Policy and Management Act (FLPMA) in 1976. Previous to the passage of FLPMA Americans were allowed to travel the California desert restricted only by a few military installations and private property. To the access community, this is 100%. The outgrowth of FLPMA was the 1980 California Desert Plan. This Plan broke the desert up into several "use" categories, severely limiting access to many popular areas. The California desert contains several dune systems, the most prominent being Eureka, Kelso, Dumont, Rice, and Imperial also known as the Algodones Dunes. The Desert Plan placed the very large Eureka and Kelso dune complexes and a portion of the Imperial Dunes off limits to motorized recreation leaving less than half of the available sand dune recreation areas available. At this point the discussion scale is 1 to 10 with middle ground being 5, with the adoption of the plan the access community loses more than half its opportunities.

Under the Carter Administration, a Wilderness suitability inventory was conducted. It determined that slightly less than 3 million acres of the desert is suitable for Wilderness designation. Senator Cranston and later Senator Dianne Feinstein crafted the California Desert Protection Act that granted Wilderness protection to more than twice the suitable acreage. At +/- 7.5 million acres this designation incorporated many areas that have extensive road networks and mineral and recreation values. This Act designated the Eureka, Kelso, and North Algodones Dunes as Wilderness. During this period the discussion is no longer one to ten but one to five and middle ground is 2.5. With the passage of the Act the access community dropped below 25% of historic access.

According to the Desert Plan and Desert Protection Act the areas in the Imperial Sand Dunes outside of Wilderness are to be managed as intensive "use" areas with a portion to also be managed for motorized access with less development. This was codified in the first Dunes Management Plan and later in the 1987 Recreation Area Management Plan.

Recent California surveys have shown that more than 14% of California households engage in Off Highway Vehicle (OHV) activities and nationally, less than 2% of Americans use the Wilderness system. The anti-access advocates either embolden by their desert land heist for just 2% of the population or just bent on recreational genocide continue to use every avenue available to them to further their agenda to close the West. Their weapon of choice in the last several years at the ISDRA has been the Endangered Species Act (ESA).

Using incomplete and poorly designed studies. They bludgeoned the US Fish and Wildlife Service into granting threatened status to the Peirson's Milk Vetch even though the USFWS staff questioned the completeness, accuracy, and scientific protocol of the data presented to justify this action. In March of 2000 armed with this designation, the Center for Biological Diversity and other anti-access groups sued the Bureau of Land Management (BLM) demanding that nearly half the remaining acreage be closed until a new Plan could be completed. In the waning years of the previous Administration, the "sue and surrender" or "friendly lawsuit" was in vogue and without a fight the BLM accepted these restrictions to public access.

Several studies commissioned by concerned citizens brought Dr. Art Phillips, a highly regarded plant biologist to do in depth analysis of the Peirson's Milk Vetch. These studies of both living germinating plants and the sustaining seed bank have proven that this plant is thriving throughout its range, is prolific in its seed production, and clearly does not fit the description of a threatened species. Dr. Phillips' work has been peer reviewed and is repeatable and verifiable.

The BLM was required by this same litigation to complete a Recreation Area Management Plan for this area. The plan as written seeks to protect a plant which clearly does not need the level of protection afforded under the Endangered Species Act (ESA). Although the RAMP calls for a return to the original Desert Plan land use designations it severely restricts access to a significant portion of the dunes. This coupled with a 4-year revisit clause that precludes the local economy and recreationists from making long-term business decisions. Eliminating these draconian provisions would increase confidence in the plan, spur economic growth and bring jobs to the areas' economy. Now a business plan to implement this RAMP is being finalized by the BLM.

Although the USFWS is currently evaluating a petition to de-list the Peirson's Milk Vetch, which is based on sound science, the whole planning process has its foundation in the unstable sands of poor science and friendly litigation. These anti-access groups sued for a process. What has been produced is a NEPA document with full public participation that they disagree with. Now they have returned to court litigating over the result. It is sad that this process has wasted so many taxpayer dollars and placed work demands on several federal agencies that could have been better used to truly protect the resource and provide enhanced recreation experiences. This type of abuse of well-intentioned public policy is rampant, put on display for all to clearly see at the ISDRA.

One to ten? No, 1 to 2.5 or less. Middle ground? Why? Is 75% not enough protection?

The ESA must be reformed. If it remains public policy, it must be used to grant protection only to truly needy candidates. It must include peer review requirements, test plot analysis, recovery plan analysis, thresholds of recovery, and cost benefit analysis.

Please do not let the anti access advocates continue to close the west to my family and our future generations. Thank you.

Where Did the Imperial Sand Dunes Come From?

Tremendous earth upheavals that elevated the area above the ocean some 200 million years ago and the constant action of erosional forces over the eons have all had a part in sculpting this vast region.

For millions of years, the climate of California's desert region was tropical. As the earth's crust shifted along the San Andreas fault, the coastal mountains were pushed up, cutting off the moisture laden air coming from the ocean. At the same time, the interior plains of Southern California began to drop, forming a basin known as the Salton Sink. Gradually, the region dried, forcing many plants and animals to adapt or perish.

The Colorado River flowed through country so flat that the course of the river varied over a wide area, being periodically diverted in one direction or another by silt deposits remaining after floods. Sometimes the river flowed into the Gulf of California, as it does today; other times it turned westward toward the Salton Sink. Each time the Salton Sink received the river flow, a large freshwater lake formed. Scientists refer to this ancient body of water as Lake Cahuilla. The last Lake Cahuilla covered much of the Imperial, Coachella and Mexicali Valleys as late as 1450.

The most popular theory holds that the Imperial Sand Dunes were formed from windblown beach sands of Lake Cahuilla. The prevailing westerly and northwesterly winds carried the sand eastward from the old lake shore to their present location. This process continues today. Prevailing winds cause the dunes to migrate southeast at the rate of approximately one foot per year.

The Imperial Sand Dunes have played a significant role in shaping the human history of the Imperial Valley. Located west of the Lower Colorado River, the ISDRA is a unique landscape in Southern California and northeast Baja California. The ISDRA is within or near the traditional lands of the Cahuilla, Chemehuevi, Cocopah, Kamia, Kumeyaay, Mohave and Quechan. The sand dunes are a part of the sacred world for these contemporary tribes. The dunes are a part of their religious and secular history. They contain burial and cremation areas and trail crossings. They offer a variety of resources, such as plants for foods and medicine, and animals for hunting. These tribes advocate protective management of the natural and cultural environment of the dunes.

In early historic times, the dunes would become thought of, not as a resource, but as a barrier to be avoided by the Spanish explorers, like De Anza and Garces, and the American pioneers moving west along the southern emigrant trail. Thus the trail dropped south of the Mexican border to avoid the dunes. It was also a barrier to the expanding railroad network, which diverted the 1877 line north through Mammoth Wash to reach the west coast.

In the twentieth century the Imperial Sand Dunes continued to be a barrier to be conquered. The dunes figured prominently as part of the heroic struggle to tame the Colorado River. An eminent auto enthusiast, named Colonel Ed Fletcher, built a plank road just to demonstrate that the dunes could be traversed by automobile. (The Plank Road has been designated an Area of Critical Environmental Concern. The Plank Road was determined eligible for the National Register of Historic Places in 1986 and nominated for inclusion in 2001.) This travel route would later be paved and used by families of migrant workers escaping the dust storms of Oklahoma and Arkansas.

These same workers also helped to excavate a large channel known as the All American Canal, which was cut through the dunes to convey water from the Colorado River to the agricultural fields of the Imperial Valley. (The All-American Canal has been determined to be eligible for inclusion to the National Register of Historic Places.)

Soon the entertainment industry discovered the unique scenery of the dunes and they became the backdrop for major Hollywood movies, like Beau Gueste and a Bob Hope and Bing Crosby classic movie called the Road to Zanzibar. The dunes have also been used for television commercials, and both commercial and artistic photography.

During World War II, Generals George S. Patton Jr. and Walton Walker were instrumental in developing a facility to train U. S. troops for the North African Theater. The Desert Training Center/California-Arizona Maneuver Area (1942-1944) spanned from Searchlight, Nevada south through eastern California and western Arizona to the United States/Mexico International Border. The Imperial Sand Dunes offered a unique training environment for combat maneuvers.

Finally, the recreational use of the dunes also has historical roots beginning with local families who would travel to the dunes to drive the plank road and have a Sunday picnic. The dunes also became a place for families to camp and try out, or develop, new machines for driving in the sand. A milestone in the evolution of OHV use came after World War II when surplus Jeeps were available for purchase by the private sector. The Imperial Sand Dunes is also believed to be the birthing place for the early dune buggies. Model A cars with their bodies removed were some of the first buggies attempting the challenges of the sand dunes. Multiple generations of families have loyally followed this tradition, flocking to the dunes to recreate and socialize several times a year. Thus a social culture, unique to the dunes, has developed and will evolve as new generations of families continue to observe their family traditions.

More TRASH could mean higher FEES

PACK IT IN - PACK IT OUT

ASA Board of Directors Meeting - 1/22/05

Highlights in Brief

The biggest news to come out of the meeting is the 4 new ASA board members. Gary Jordan, owner of Paul Bunyan's Firewood, Mike Sommer, of Sand Sport Magazine, Lloyd Misner, President of the OCATV Club, and Don Johnson, a Consultant in Organizational Development and Strategic Planning.

Mark Warmoth, sole owner of Weekend Warrior Trailers, made a very humble appearance at the Friday night exeutive session. He repeatedly thanked the ASA volunteers for their efforts. He presented ASA with a sizable check that was 100% of the proceeds from apparel sales at his "Warrior Fest" at the ISDRA. After which, he went to everyone in the room shaking their hands and personally thanked us for our efforts - a class act in every aspect.

Grant spoke briefly about his decision to step down from the BOD but will continue as President. He needs more time to balance his business and personal responsibilities to be able to continue with the ASA. He explained the need for new Board Members since there are many positions that need to be filled. These new BOD members will help by adding new input and heading committees that need direction.

Bob Mason expressed his appreciation for the vote of confidence that the BOD gave him in electing him as Chairman of the Board. Before April, a workshop for ASA strategic planning will take place. Don Johnson, along with Bob Mason and Jerry Seaver, will be the steering committee for the workshop. All board members and interested committee members are welcome to participate.

To provide continuity, Bob feels the need to have a backup for every position in the ASA. He also sees the need to expand our legislative efforts at the state and federal levels.

Nicole Gilles

Nicole Gilles, President, United Desert Gateway (UDG) thanks the ASA for their support. She is an avid sand sport enthusiast with a personal interest in the dunes. A year ago, Nicole started building up the partnership between the UDG and the BLM when they met with the BLM to set the guidelines for future programs. In June, the non-profit UDG Corporation was formed. In September, Dr. Glen Haas gave a presentation to the newly formed UDG organization. They have collaborated with other groups and cities to get the word out that the local businesses really do appreciate the business that the off roaders contribute to the area. Nicole explained the focus of the UDG. They want to engage the public and encourage stewardship between the UDG, local businesses, and the users of the local recreational resources. The UDG plans on making another trip back to Washington, DC to meet with the Director of the BLM, Kathleen Clark.

ASA BOD L to R: Mike Sommer, Lloyd Misner, Dick Holliday, Ron Scott, Jim Bramham, Becky Hethcox, Gary Jordan, Bob Mason, Don Johnson

Linda Hansen, Manager, BLM California Desert District, announced the availability of $80,000.00 of matching funds due to UDG efforts and is encouraged about the partnerships between the BLM, ASA, and the UDG. A new El Centro Field Manager has not yet been named. They are reviewing a list of candidates. A permanent manager probably will not be hired before the end of this season.

Jerry Seaver

She feels that even though it may seem things are moving forward slowly, in the big scheme of things they are in fact moving forward. In Linda's opinion, that is huge considering the history of the BLM. They do not have all the answers, nor do they feel that they are being successful in all areas; they are, however, committed to meeting the goals they have set forth.

Linda Hansen of BLM

Jerry Seaver, Chairman of the ISDRA Technical Review Team, reported that visitation is up about 70 thousand people from the 2003-2004 season. It is uncertain how the fee program will be affected next year by recent legislation passed by Congress reflecting changes to the Fee Demonstration program. Linda Hansen indicated she does not see any major changes to the TRT itself. Everyone sees the need of some sort of advisory committee to oversee the distribution of the fees. The TRT hopes to work closely with the BLM in the implementation of the RAMP.

The total yearly amount of fee collections is difficult to track due to the large number of season passes purchased. An increase in season passes results in a decrease in the number of weekly passes and thus lowers revenues. How this will affect the cost of passes in future years is unknown at this time. Seaver stated that there will be a lot of challenges at the ISDRA to be faced in the coming years. Retaining the TRT will be a strong recommendation from the ASA.

Committee Reports: Dr. Art Phillips is the biologist that has been contracted for the PMV ongoing studies. Russ Borman handles the transportation for Dr. Phillips when he does his field research. During the field trip in November, Dr. Phillips documented 9848 seedlings and has witnessed a major germination event due to the large amount of rainfall this season. This is important to the FWS. We will continue with the monitoring of the status of the PMV. There is another site with a possible population of PMV found in the Borrego Springs area. This will also be review by Dr. Phillips.

The search for an entomologist to assist the ASA with the CBD's listing petition of 17 species of insects at the ISDRA is narrowing to a close.

There are 19387 members as of 12/31/-04: an increase of 19% from 12/31/03. Supporting members decreased by 194 due to the reorganization of the database to reclassify those members that had no sign up or expiration date. They were sent a letter requesting that they renew their supporting membership. The membership database is in good shape with all members' addresses verified. Dick Holliday would like to pursue an automated supporting membership Renewal process.

WANTED:

Pictures for our 2006 ASA calendar: we would like to cover all the sand dune areas.
Do you have a great picture of your favorite dune area?
Please contact us at: Sales@americansandassociation.org

THE ASA BUSINESS SPONSORSHIP PROGRAM

By Jerry Canning, Chairman

Like everyone else, all of us at the ASA wish that money grew on trees. But, once over this momentary escape from reality, we come back to our senses and realize that we need to work hard to gain the appreciation and support of our valued members.

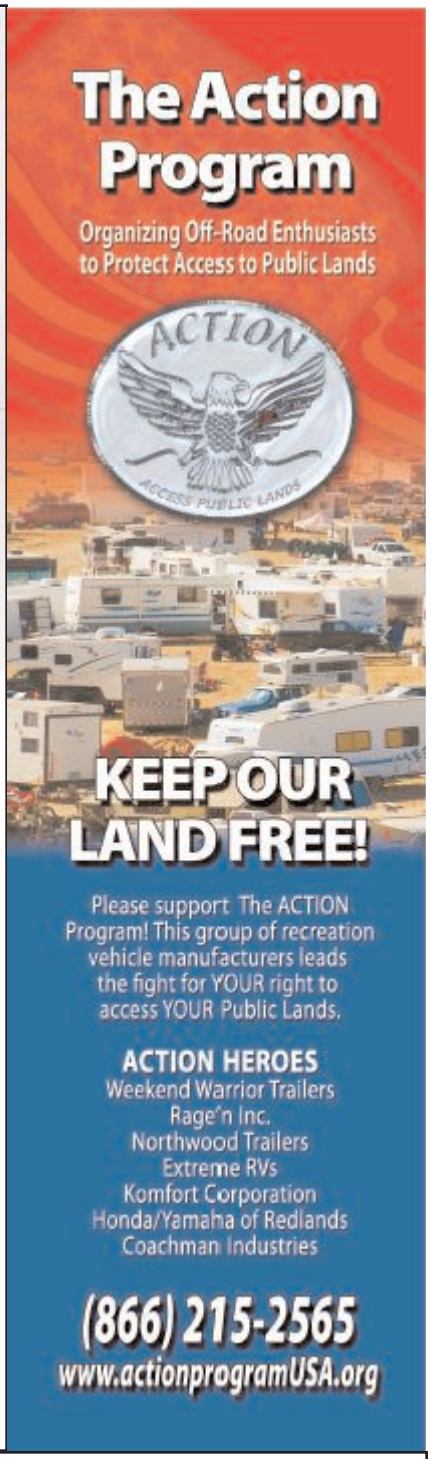
As you probably know, a portion of the ASA's ongoing efforts are funded through membership contributions, raffles and sales of ASA merchandise. Equally important to the ASA is the support and funding from the off-road business community.

The ASA has established a Business Sponsorship program, whereby any business can proudly participate in an annual program that financially supports the ASA as well as provides the participating business with the ability to advertise and promote itself among ASA members via our website and newsletters. With four levels of support currently offered to businesses, a sponsoring company can easily find a level that fits within their budget. Each sponsor receives a Business Sponsor display kit that contains signs that the business can display in their windows and on their work counters to clearly show to their customers that they support the ASA.

In addition, a sponsor's business name, address and phone number are displayed in the ASA business directory. Depending on the level of sponsorship, their company logo, website and e-mail address will appear in their own ASA Business Sponsors page found on the ASA's website. With a click of a mouse, an individual member can quickly look up a participating business, determine the type of goods or services that the sponsor offers by using "keywords" and whether or not the sponsor offers money-saving discounts on services, parts or supplies to ASA Supporting Members. The directory is a handy link to bring together business sponsors and patronizing ASA members in a win-win situation for ALL of us. This program is administered by a committee of ASA members.

As noted above, the Business Sponsorship is an annual program. In order to show that a sponsor is current with their financial support, the committee has developed a year sticker, much like the annual vehicle registration year sticker you receive from your state's DMV. With the start of the New Year, the committee has mailed out the new, blue 2005-year stickers (2004 was red) to our existing business sponsors. So, please look for the new 2005 sticker on the ASA sponsor signs the next time you visit your favorite buggy, cycle or ATV parts and supply store. If they don't have the new year's sticker, politely remind the sponsor that their continued, uninterrupted support of the ASA is greatly appreciated by you, the paying customer.

If you want to learn more about the Business Sponsorship program, please log onto the ASA website. Once there, click on the "Business Sponsors" link and read all about the wonderful program and its benefits to a supporting business as well as to the American Sand Association and its individual members. **It's a great program and a vital one in helping to fund the ASA's efforts to help Keep Our Dunes Open!**



DUNE SMART - DUNE SAFE

DRINK RESPONSIBLY - OTHERS DEPEND ON YOU TO BE SAFE

GO HOME IN ONE PIECE:

PHYSICALLY AND FINANCIALLY

LIVE TO RIDE ANOTHER DAY AND BE AROUND FOR YOUR KIDS

Joe Duner Asks...

Answers by Jerry Seaver, ASA Cofounder and TRT Chairman

Q: I am a Glamis user and have been since about 1978. I am concerned that the agencies that are collecting money to care for and upgrade the areas are not doing so.

A: First there is a need of some history. The Technical Review Team (TRT) was formed when the Demo Fee program was first introduced at the ISDRA. One of the mandates was to make recommendations to the BLM on how and where the money collected thru the Demo Fee program was to be used.

Among the first projects the TRT completed was a survey to establish what was important to the ISDRA visitor. The top two things the survey revealed were that ISDRA visitors wanted Law Enforcement and Medical Care. Another top item was more parking pads.

The first year the TRT's recommendations were related to these items based on how much money was available from the Fee program. Our experience with the BLM was that they worked toward making the TRT's recommendations happen. The Fee money was earmarked to do things that would improve the ISDRA.

Designs for a parking pad on Gecko Rd had already been done and preliminary efforts were in the works. However, shortly thereafter, the BLM was sued by the CBD, Sierra Club, and PEER for not having proper and current management plans for the California Desert District (CDD) that were adequate to protect ESA listed species. This was approximately in March of 1999.

The BLM El Centro Office was in the process of updating their Management plan when, in August of 2000, the BLM decided to settle the lawsuit on the whole CDD which includes the ISDRA. The El Centro Office manager at the time thought it wouldn't affect the ISDRA because he felt they were in compliance by way of the new Management plan they had in process. A judge didn't agree and part of the settlement created the Temporary Closures that we have today.

This lawsuit settlement also prevented the BLM from doing additional parking pads because it required a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) approved by the US Fish and Wildlife Service (FWS). The FWS would not approve any NEPA's for this type of project until the BLM was in compliance with a new management plan that addressed it's concerns with the listed species. We are still waiting for the new management plan called the Recreational Area Management Plan (RAMP) to be approved.

This limited what the Fee money could be used for and it was spent for many projects that helped law enforcement and medical care. That's where things were two years ago but it changed again when the Green Sticker money that had been paying for the operation and maintenance (O&M) was not available anymore because of a political shift in the OHMVR Commission. In the past, the OHMVR would provide grants, sometimes as much as $1.2 million, that had been paying for the O&M for many years. Without these grants from our green sticker money, fees had to rise to offset the loss of funds. The Fees then were made a Non-Commercial Recreational Permit and the whole thing became a cost recovery program. That is the program that is being used now and why the Fees tripled. There is not enough money being collected to do any more than to sustain the services that we have at the ISDRA. If you go to WWW.ISDRATRT.ORG there, in the Document section, is an accounting that will show you what is being paid and what is being collected.

Q: The week after Thanksgiving, trash was left piled around the Glamis area and was never attended to by any BLM personnel. I don't condone people leaving trash, BBQ's etc., however, if they do, traditionally Ranger staff have cleaned up the areas. Why is clean up not part of the $90.00 fee?

A: Picking up trash is not covered by the $90 Fee. Cleaning up by the Rangers is not considered part of their job description but they do it whenever time permits. Trash is our responsibility. Visitors should not be leaving trash anywhere expecting that Rangers will be coming by to pick it up.

Q: I am also concerned that people are leaving trailers and motor homes unattended, even over busy weekends. Some are very substandard, with flat tires, no registration, etc. These RV's being left without any persons present that deprive paying citizens of an area to camp, causes overcrowding in available areas, and is absolutely absurd. Why don't the BLM Law Enforcement personnel enforce the law and tow these vehicles to an impound yard?

A: I agree with you that when this is being done as you describe, the BLM should be taking care of it and I'll make sure that at the next TRT meeting this is covered.

Q: My last comment is a space management issue. If the areas like Roadrunner were striped in diagonal parking spaces, more vehicles could fit in and the road would not be squeezed to nearly the impassable. Everyone would get a fair share of space for their RV and trailer. And also, when will we see some more loops and paving so more room for clean campsites will be available. Usage is up, fees are being charged for improvements, where are they??

A: I've hopefully answered most of your questions above on why there aren't any more loops or paving being done. As far as your idea of how to manage areas like Roadrunner, I will pass along your concept to the BLM. The answer to your last question is that the Fees being charged at this time must first go for the cost of providing the services that the BLM are providing right now and then if there is any money left it will be used to reduce the Fees or do improvements. As it stands right now, we are hoping that there will be enough Fees collected to cover the costs so they won't have to be raised again.

Critical Habitat Designated for Peirson's Milk Vetch

From a news release from U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service published a final rule in the Federal Register on August 4, 2004, identifying 21,863 acres of land in the Algodones Dunes as critical habitat for Peirson's milk-vetch (Astragalus magdalenae var. peirsonii). A final economic analysis of costs associated with conservation activities for the plant will be available on the Internet at http://carlsbad.fws.gov.

The economic analysis estimates the regional economies of Imperial and Yuma counties would see an upper bound reduction in output of $2.8 million in the year 2013 if the areas designated as critical habitat were closed to off-highway vehicle use.

Most of the Algodones Dunes is managed by the Bureau of Land Management as part of the Imperial Sand Dunes Recreation Area, and is heavily used by off-highway vehicle enthusiasts.

"The Service is continuing to work cooperatively with the BLM on implementation of their Recreation Area Management Plan," said Steve Thompson, Manager of the Service's California/Nevada Operations Office. "Once our consultation is completed we anticipate the BLM will move forward with finalization of their management plan for the dunes."

Other impacts identified in the final analysis include an estimated $24.5 million in costs associated with conservation activities for the plant between 1998 - the year the plant was listed under the ESA - and 2004, and a projected $11.4 million in future consultation costs for the BLM and the Service from 2005 to 2024.

Impacts identified in an economic analysis may be considered when determining if the benefits of excluding an area from critical habitat outweigh the benefits of including it in such designation. Based on analysis of potential impacts, approximately 30,917 acres of land were excluded from the final designation. The exclusion of these areas from critical habitat will not result in the extinction of the species.

Peirson's milk-vetch, a perennial member of the legume family, has delicate purple flowers. Well adapted to the harsh desert environment, the plant has a long tap root that penetrates deep into the sand to reach moisture and functions as an anchor in shifting sands. The plant produces large fruits each containing 11 to 16 flattened black seeds. Plants may flower in their first year and produce between one and five fruits, but older plants produce significantly more fruits - approximately 171 fruits per plant.

All of the areas designated as critical habitat contain intact, active sand dune systems; substrates of Rositas fine sands of sufficient depth to promote Peirson's milk-vetch and discourage the growth of creosote bush; wind-formed slopes of less than 30 degrees, but generally less than 20 degrees; and compatible sand-associated plants that support the white-faced dagger bee, the primary pollinator of Peirson's milk-vetch.

Critical habitat is a term in the Act that identifies geographic areas that contain features essential for the conservation of a threatened or endangered species and may require special management considerations. The designation of critical habitat does not affect land ownership or establish a refuge, wilderness, reserve, preserve, or other conservation area. It does not allow government or public access to private lands.

In 30 years of implementing the Endangered Species Act, the Service has found that the designation of critical habitat provides little additional protection to most listed species, while preventing the Service from using scarce conservation resources for activities with greater conservation benefits.

In almost all cases, recovery of listed species will come through voluntary cooperative partnerships, not regulatory measures such as critical habitat. Habitat is also protected through cooperative measures under the Endangered Species Act including Habitat Conservation Plans, Safe Harbor Agreements, Candidate Conservation Agreements and state programs. In addition, voluntary partnership programs such as the Service's Private Stewardship Grants and Partners for Fish and Wildlife program also restore habitat. Habitat for endangered species is provided on many national wildlife refuges, managed by the Service and state wildlife management areas.

The U.S. Fish and Wildlife Service is the principal Federal agency responsible for conserving, protecting and enhancing fish, wildlife and plants and their habitats for the continuing benefit of the American people. The Service manages the 95-million-acre National Wildlife Refuge System, which encompasses 544 national wildlife refuges, thousands of small wetlands and other special management areas. It also operates 69 national fish hatcheries, 63 Fish and Wildlife Management offices and 81 ecological services field stations. The agency enforces federal wildlife laws, administers the Endangered Species Act, manages migratory bird populations, restores nationally significant fisheries, conserves and restores wildlife habitat such as wetlands, and helps foreign governments with their conservation efforts. It also oversees the Federal Assistance program, which distributes hundreds of millions of dollars in excise taxes on fishing and hunting equipment to state fish and wildlife agencies.

WANTED:

Pictures for our 2006 ASA calendar: we would like to cover all the sand dune areas.

Do you have a great picture of your favorite dune area?

Please contact us at: Sales@americansandassociation.org

FREEDOM IS NOT FREE!
THE ASA NEEDS YOUR HELP TO CONTINUE

It takes a lot of funding to fight the anti access groups that are trying to close the Imperial Sand Dunes.

They are well funded. We are not.
We are an all-volunteer group. They are not.
The ASA has no paid staff. They do.

They have expenses. So do we….

- **Legal expenses - average $10,000.00 a month**
- **Four biological studies - and more after those - average $4300.00 a month**
- **This newsletter alone can cost over $7500.00 per issue (that's why there's only 4 a year)**
- **Lawsuit to appeal milk vetch delisting decision**
- **Eight lawsuits - some concluded, some ongoing - MORE ON THE WAY**
- **Court hearings and appearances**
- **Office overhead: phones, postage, supplies, etc.**
- **Website maintenance and upgrades**
- **Insurance**
- **Endangered Species Act reform work in Washington D.C.**
- **Lobbyist expenses**
- **Legal protest of the new RAMP and Biological Opinion**
- **Biological Opinion litigation**
- **And on and on**

Please use the attached self-addressed envelope to give the ASA your financial support. Putting a 37¢ stamp on it saves us 97¢ (the Post Office charges 60¢ plus postage to process them).

Anti-Access Groups have vowed to stay in the fight - SO HAVE WE!

PLEASE HELP TO THE BEST OF YOUR ABILITY.

Thank you.

PROTECT YOUR RIGHT TO RIDE!

A Letter to the American Sand Association From the Imperial County Sheriff

New California OHV laws enacted January 1, 2005

I want to thank the American Sand Association (ASA) for giving the Imperial County Sheriff's Office an opportunity to communicate and reach out to its members. This platform is an excellent way to educate and inform the vast numbers of the fast growing Off Highway Vehicle (OHV) community nation wide. I thought I would start off by announcing two new OHV laws that came into effect January 01, 2005:

1) CVC Section 38346: A person shall not display a flashing or steady burning red or blue warning light on any off-highway motor vehicle except as permitted by Section 21055 or when extreme hazard exists.

2) CVC Section 38375: (a) An off-highway motor vehicle, except an authorized emergency vehicle, shall not be equipped with a siren. (b) A person driving an off-highway motor vehicle, except the driver of an authorized emergency vehicle as permitted by Section 21055, shall not use a siren.

These new California laws were enacted with the intent to eliminate any confusion between the OHV general public and emergency police/fire personnel while engaged in the performance of their duties. For example, there have been close to a dozen or so evading and arrest incidences within the last four years. Usually, the arrestee would later state that the reason why they did not stop for the red lights and siren was that they believed it was their friend traveling behind them just goofing off.

Also, another example of why these new laws were needed involves an incident that occurred just last October in the Ocotillo Wells SVRA; a sheriff's patrol vehicle was enroute to a rider-down medical aid call late at night. As the deputies were attempting to locate the injured rider they heard a siren sounding from in front of their vehicle. Believing that it was the medical emergency vehicle, they followed the sound of the siren down the trail. When the deputies got closer to the vehicle, which had the activated siren they saw that it was rider on an ATV with a bullhorn that had the siren feature. This resulted in a delay of medical treatment by emergency medical personnel to the injured rider, who could have suffered more extensive injuries if the delay would have continued. These are only a few examples that illustrate both the need as well as the importance of the new laws, which are listed above. Therefore, full enforcement of these laws will be in effect in the 2005-2006 OHV season here in the Imperial County.

Lastly, the purpose of this article is not only to educate the general public on the new OHV laws, but also to explain and make clear the advantages of their application. Our goal is clear and straightforward, it is to work together with the OHV public to develop a safe and secure environment for all persons to enjoy. We have seen a trend developing, which has been a reduction in overall injuries due to OHV laws being enforced and the development of a cooperative and supportive public. Together we can continue to develop a safe and secure environment for all persons to enjoy. Therefore, I commend you on your continued support and cooperation during your visit to the Imperial County Sand Dunes Recreation Area.

Respectfully,
SHERIFF
Harold D. Carter

Special Thanks to:

HOLIDAY PRINTING

1034 LAWSON ST. / CITY OF INDUSTRY, CA 91748 / PHONE (626) 912-6008

For all their support in producing this newsletter and other ASA publications that help us achieve our goal of OPEN DUNE ACCESS.

Second Meeting With CBD Yields No Results

12/07/04

Our first meeting started at 9:30 at Dave Hubbard's office. In that meeting were: Grant George, Jerry Seaver, Bob Mason, and Vince Brunasso. We briefed Dave on the last meeting, our position, and that today's meeting was DEFINITELY not to be construed as a negotiation. He offered legal advice and a strategy on how to approach our 11 AM meeting with the CBD and company. Plan set: Dave would do almost all the talking for ASA. ASA would do mostly listening.

Due to logistics confusions revolving around Dave's new location, the 11:00 meeting started at about 11:45 waiting on one late arrival that does not carry a cell phone. In attendance to the above were CBD staff attorneys Brendan Cummings and Julie Teel, Daniel Patterson of "The Center", and George Barnes of the Sierra Club ("The Club").

Dave opened with a statement that these discussions are not to be used by either party in any court actions, etc. He made it clear, as per our direction, that these meetings were to be discussions only and NOT negotiations. CBD agreed.

Brendan was given the floor. I will go to speaking points here for brevity.

·We have 4 years of interim management that is an improvement from…
·Closures based on best data at the time
·Perception is that CBD wants full closure - not so
·Biologically speaking, ISDRA is a fantastic and unique place - largest dune field and among few places (dune sets) large enough where OHV and biology can be preserved
·Acknowledged that large number of OHVs need a place to go, but species need protection too -current closures do that
·We are in a stasis period - RAMP can be held up - CBD can play delay game indefinitely through court system
·CBD has back up plans if above fails
·CBD is confidant can beat RAMP on NEPA (National Environmental Policy Act) alone because BLM hasn't done a study on the effects of 4 years of closure and the reopening of them
·Another angle would be to attack with the Clean Air Act - 9th circuit has ruled that Imperial County can't continue to blame Mexico for the PM-10 - need to reduce particulates - remedy translates to capacity limits - CBD feels they would win
·Through suit and counter-suit, both sides can put a lot of effort into status quo OR we can come to an agreement and both sides can move on.
·CBD needs more habitat protection by closure than current plan offers - if obtained, they won't push for closures using alternate strategies but instead, would push for law enforcement funding.
·Desire to find solution compatible with National environmental Policy Act (NEPA) (this leaves only one of the 4 alternatives in the RAMP alternatives - this is so that another Environmental Impact Study (EIS) would not have to be done IF ASA accepted offer, they would have no concern of any activity outside of closures.

They desire mostly alternative 3 in the Draft Environmental Impact Statement (DEIS). Page 2.8 http://www.americansandassociation.org/documents/BLM_Documents/Draft_EIS_RAMP_2002/ Please refer to the maps on the site so you know what they are talking about. More precisely, they desire full and permanent closure North of highway 78, full and permanent closure of the large central closure, and full and permanent closure of the existing 160-acre closure South of I-8. ASA finds this to be contrary to the`concept of balanced management of the ISDRA .

Next Dave Hubbard:

·Litigation in 2000 was successful but coming to a close - effects can be felt for only so long.
·Favorable RAMP will be forthcoming - no jeopardy opinion - there will be a management plan eventually
·Listings and alternative 3 doesn't necessarily save species
·17 species petition is weak - Sage Grouse ruling good indicator
·Critical Habitat process is concluded
·Last elections produced a more favorable atmosphere for our cause
·No guarantee that other groups would not continue where CBD left off - CBD agreed (CBD added that ASA picked up where other groups left off in wake of agreement to TEMPORARY closures)
·Most OHV-related dust is not PM-10; PM-10 consists of extremely fine dust particles, less than 10 microns in diameter.

Daniel Patterson:

·PEER will sign on to no capacity limits if ASA agreed to proposal.

George Barnes:

·Has clearance from Sierra Club desert committee that they would not ask for capacity limits if ASA agreed to terms
·There would be no external constraints on visitation limits as they would be self-limiting.
·PEER has concerns based on direct communications with rangers - want to know what can be done to improve ranger safety.

At this point, ASA unveiled our outreach program: Safe Duning Brochure and flyer that will be handed out at dunes by BLM at New Years. CBD and PEER representatives were encouraged to participate in the outreach program.

At this point we took a break. We talked privately with Dave for about 30 minutes until the pizza arrived and then we all ate lunch together for about another 30 minutes. During the wait with Dave, ASA reaffirmed our preference of

continued on page 18

TAKE A RIDE ON THE PMV ROLLERCOASTER

The decision by U.S. Fish & Wildlife Service (USFWS) to keep the Peirson's Milk Vetch (PMV) Plant listed as a "Threatened Species" under the Endangered Species Act, followed by the Service's designation of "critical habitat", is the latest sequence of events that continues the up and down virtual roller coaster ride that describes the history of the events surrounding this troublesome member of the pea family.

The PMV was listed as threatened in 1998 using very little scientific evidence that the listing was necessary. Documents from the Federal Agencies involved at the time actually describe the lack of good science to support the listing. But - so what? Off-roaders in the Imperial Sand Dunes Recreation Area (ISDRA) weren't concerned about this bogus listing. They knew that, when Congress made the 30,000 or so acres north of Hwy. 78 "Wilderness" in 1994, it was Congress's intent that the remaining 100,000 or so acres south of 78 would be dedicated to OHV recreation in perpetuity. Senator Feinstein indicated that this was the case when the northern "Wilderness" area was implemented.

Then, along comes the Center for Biological Diversity (CBD), teamed up with the Sierra Club and Public Employees for Environmental Responsibility (PEER), in 2000 with their lawsuit against the BLM. Without much of a battle, the BLM folds and closes about half of the remaining ISDRA to vehicle use - along with 11 other parcels of public lands across the California Desert District. **Bad news** for dune enthusiasts!

In a continuing attempt to compromise and "work something out", the OHV organization leaders in California met over the span of several weekends and prepared a joint comment document suggesting to the BLM a plan to minimize the impact on OHV recreation in the dunes while still providing protection for the plant that never should have been listed in the first place. **Fairly good news!** The BLM incorporates most of the OHV Community's suggestions into a new Recreation Area Management Plan (RAMP) for the ISDRA that OHV leaders feel they can live with. Problem solved!

One little hitch! Before the ISDRA RAMP can be implemented, USFWS must issue a Biological Opinion (BO) agreeing that the Plan will not jeopardize the survival of the PMV. Here it is, two years later and USFWS has only just recently issued its opinion. Naturally, the CBD is challenging the BO. **Bad news** for dune enthusiasts! The **good news** is that this is the second and a much stronger BO than the first. Challenging it successfully does not look promising. **Good news** for dunes enthusiasts!

Then the BLM announced that the ISDRA must be run as a "Cost Recovery Area". With no more funding for operation and maintenance of the ISDRA being provided from the Off-Highway Motor Vehicle Recreation Commission, "Cost Recovery" means that, after the $200,000 appropriated to the ISDRA by the Federal Government, the rest of the $4 million that it takes to run the ISDRA - in bare bones mode - must come from user fees. User fees tripled. **Really bad news!**

In an attempt to help alleviate the financial dilemma at the ISDRA, Congressman Hunter and Congressman Filner managed to get a one-time appropriation from the feds of $500,000 for the ISDRA. **Pretty good news** - but one grant and not nearly enough! Fortunately, these same Congressmen have requested that an additional $2 million be appropriated annually to the ISDRA in the future.

Last year, without approval from its own Technical Review Team (TRT) and without any input from dune users, the BLM conducted an extensive species monitoring study that cost almost $1 million - paid for 100% by user fees! **Terrible news!**

Recently, Congressman Duncan Hunter, with the help of Congressman Richard Pombo, succeeded in getting an amendment into the House Appropriations Bill that would bar the BLM from paying for environmental studies in the future with user fees. **Potentially, super good news** - providing the measure also passes the Senate Appropriations Committee.

In a recent press release, the BLM announced that they will not be raising fees at the ISDRA this season. **Definitely good news!** However, without additional funding from Washington, it is hard to understand how that can be done if the ISDRA continues to be a Cost Recovery Area and the BLM continues to spend user fees on biological monitoring.

At the end of June, USFWS announced that the OHV Community's petition to remove the PMV from the "threatened species" list was denied. This decision was made in spite of the peer-reviewed scientific studies that had been submitted showing that the PMV should never have been listed in the first place. So, the PMV continues to be listed as "threatened". **This is horrendous news!** ASA, ORBA, and SDORC are challenging this decision in the courts!

At a hearing in Washington, DC, Assistant Secretary of the Interior Lynn Scarlett testified that she is looking for additional funding for the ISDRA in the amount of $4 million per year to cover the cost of future environmental monitoring studies. During a subsequent meeting with OHV Leaders, she reported that she is also trying to find funding to reimburse the BLM for the money spent this year for its million-dollar monitoring effort. If she succeeds with her efforts **this will be great news!**

Another chapter in this up and down saga is the recent designation of critical habitat for the PMV in the ISDRA by USFWS when the Agency announced that it has designated a total of 21,863 acres within the dunes. **This is good news** since originally, about 50,000 acres was targeted. **Even better news** is the fact that only 5,355 acres of this designated PMV habitat is within the area between Hwy. 78 and Hwy. 8. The rest of the designated habitat is located in the wilderness area north of Hwy. 78, which is already closed to vehicle access. So, the resulting impact on OHV use should be minimal.

On the other hand, one can make the argument that having even 5,355 acres designated as critical habitat within the OHV riding area in the dunes is **very bad news!** Should one square inch of habitat be designated for a plant that 4 years of

continued on page 18

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18"x11" Checkered Flag	$5 ea		

WHITE T-SHIRT

These are a top quality brand T-shirt with color graphics on the front and back. Sizes Youth Medium 10/12 to X-Large, Youth Large 14/16, S,M,L,XL $10 ea
XX-Large to XXXX-Large $13 ea

Specify size	Price	Quantity	Total

ASH T-SHIRT

Same as White Tee Shirt above but Ash color Tee Shirt. S,M,L,XL Price is $10 ea
XX-Large to XXXX-Large $13 ea

Specify size	Price	Quantity	Total

ASH CREW NECK SWEATSHIRT

Top quality brand crew neck sweatshirt with color graphics on the front and back. Youth Small 6/8, Youth Medium 10/12, Youth Large 14/16, S,M,L, X-Large $15 ea XX-Large $18 ea

Specify size	Price	Quantity	Total

ASH HOODED SWEATSHIRT

Top quality brand hooded sweatshirt with color graphics on the front and back. Youth Small 6/8, Youth Medium 10/12, Youth Large 14/16, S,M,L, X-Large $20 ea XX-Large $23 ea 3XL $24 4XL $25

Specify size	Price	Quantity	Total

"NEW" ASH ZIP UP HOODED SWEATSHIRTS

50% Polyester 50% Cotton Hooded Zip Up sweatshirt with color graphics on the front and back. Youth Small (6-8) to Youth Large (14-16) $20.00, Small to XL $30.00, 2XL-4XL $35.00

	Price	Quantity	Total

Vinyl Die Cut Stickers

Size	Price	Quantity	Total
2-Foot White letters	$10		
3-Foot Black letters	$15		
6-Foot Black letters	$25		
11"x 4" Die Cut (white or black)	$5		
Small Die Cut-Original Style 10" x 5.5" (white only)	$5		

More Great Items That Make a Dune Trip Complete

Description	Item Code	Price	Quantity	Total
OUR METAL 12" x 18" SPEED SIGN Every camp needs one of these as a reminder to slow down around camp	Speed Sign	$20		
METAL LICENSE PLATE FRAMES **D**UNER AND **P**ROUD OR **K**EEP **O**UR **D**UNES **O**PEN	ASLP D&P or KODO	$8		
Brushed cotton Khaki with black bill embroidered hat with ASA logo on front and website on the back	**ASHAT**	$12		
Get your CHECKERED Head Sock Today....it will match your Checkered Flag		$8		
Name			**SUB TOTAL**	
			SHIPPING	**$5.00**
Address		Minus ASA bucks sent with this order		
			TOTAL	
City **State** **Zip**				

Please send check payable to ASA to:
ASA
11419 Daybreak Trail
Moreno Valley CA 92557-5504

For more items or information:
Sales@americansandassociation.org
www.ASAsand.com/store/

ASA BUCKS

For each full hour a volunteer works for the ASA at an event or other support gathering, they will receive 1 ASA Buck. The ASA Buck is a plastic token imprinted with the ASA logo and motto on one side and the Safety Bug and "Pack it in, Pack it out" on the other.

The ASA Bucks are redeemable for ASA Merchandise at ASA events where the ASA is selling merchandise and via mail order for all merchandise items. **To redeem via mail order, fill in the appropriate box above and mail the Bucks in with the order form.**

CBD Meeting alternative 4. Our position has not changed. We instructed Dave to make this clear to the CBD upon return from lunch.

Hubbard:

- CBD offers only a slight adjustment to TEMPORARY closures (a negative for us)
- Inadequate risk to reward ratio of CBD proposal vs. ASA waiting for RAMP.
- Prefer to take our chances with the new RAMP and any subsequent legal challenges to it.
- Restated ASA's preference for Alternative 4 in the DEIS ASA's position has not changed.

Julie Teel:

- Other suit avenues include critical habitat challenge
- Fringed toed lizard genetics show that it is genetically different; therefore a different species; therefore in need of protection

We don't see the logic there - no science.

Hubbard:

- We will weather CBD actions
- Political climate more favorable
- The RAMP provides more than adequate protection for the PMV and other sensitive species

Brendan Cummings:

- "We will pursue a mutli-pronged strategy"
- 100 species in the dunes - eventually we will get another listed and have critical habitat.
- Made it clear they will use every law, strategy, delay tactic, to keep dunes closed
- Will take as many acres as they can get
- Open to some negotiation as far as moving boundaries slightly
- National Historic Preservation Act - can be used to preserve historical locations in the ISDRA

Daniel Patterson:

- CBD always wins in court
- OHV community always looses
- CBD not going away
- Offer may not be open in the future
- Tired of wasting time if ASA not going to consider offers

Conclusion: Meeting ended about 2:00 pm. CBD feels they have several weapons yet to be utilized in their arsenal. If ASA agreed to their proposal, then they would agree to not use them. In exchange, we would have closure similar to mentioned above but no further threat from CBD for future actions to instigate closures. CBD stated, however, that there would be no guarantees that another group would not perpetrate similar actions to obtain closure. This after all, is what the ASA did - came in after the deal was made and upset their apple cart.

Each of the legal options open to the CBD was discussed in detail amongst the ASA group. Hubbard feels that each of CBD's options, while capable of causing short-term delays, will ultimately fail in preventing the RAMP from being implemented. We concur.

It is doubtful any more meetings will be scheduled. **No counter proposals were made by ASA. No deal was made.**

Since the meeting, a second favorable biological opinion was rendered by the Fish and Wildlife Service as ASA suspected it would. While we are still months away from lifting the closures, the motorized dune enthusiast community is well ahead of the competition, who now has an uphill battle in any hope of turning the temporary closures permanent. The ASA, in partnership with ORBA and SDORC, stand ready, willing, and financially able to see this to the end.

Your volunteer hours and donations will make it happen.

from page 15 PMV ROLLERCOASTER continuous scientific peer-reviewed studies by a qualified biological firm show should not be listed under the Endangered Species Act? Is this just another example of a situation that is not as bad as it could have been, being interpreted as a win? **Good news or bad news?**

As you may already know, the BLM announced that it received $450,000 additional funding from Washington for the ISDRA. The money will be used to pre-commit to service contracts for the 2004-2005 season to assure that essential services like emptying trash dumpsters and pumping porta-potties will be provided. **This smells like very good news!**

Is there an end to the ups and downs surrounding the PMV and the impacts of those ups and downs on OHV recreation in the ISDRA? Are the lawsuits over? - not likely! Will the petition to list 17 new species cause any problems? - most certainly! Will the people in Washington actually get more funding for the ISDRA so fees don't have to be raised again? - who knows? The ISDRA has become the poster child for land use issues in this country - as well as a major political football.

One last bit of good news: basing our search on very old reports, we were able to locate PMV in Borrego Springs. As predicted by these reports, the PMV germinates in rainy years. Dr. Art Phillips III, PhD has already been to the site. He is fairly certain that it is PMV; certain enough to apply for a take permit so that he can do DNA testing. We also plan to revisit the site in early spring in hopes of seeing them flower and setting fruit. If these plants are indeed PMV, their existence will be helpful in getting it removed from protection under the fatally flawed Endangered Species Act (ESA). In the mean time, we are continuing to follow up on similar old reports in hopes of finding even more locations where this prolific plant thrives.

So, keep your seat belts fastened and hang on for a long ride!

New South Dunes Law Enforcement Buggy UDG-BLM Partnership Moves Forward

The United Desert Gateway (UDG) communities of Brawley, El Centro and Yuma joined with BLM's top management to announce the delivery of a new law enforcement buggy to be assigned to the South Dunes. Working with the ASA, Weekend Warrior Trailers will donate a trailer to be used in conjunction with the new buggy. Bill Woody, BLM National Director of Law Enforcement and Security, will be at Glamis during the Presidents' Day weekend to celebrate this partnership success story.

Representatives of the UDG met with BLM to discuss the implementation of the Outreach and Data Gathering Task Orders. Nicole Gilles, President of the UDG said she was pleased with the progress made at their January 28 meeting. The BLM's California Desert District Manager, Linda Hansen informed the UDG that $80,000 has been allocated to these projects. Hansen noted that the funds allocated to the Task Order and the funding for the new buggy would not come from visitor fees collected at the Imperial Sand Dunes. Gilles indicated that the agreement with BLM requires cost matching by UDG. UDG has identified over $100,000 of in-kind services and other direct expenditures to fulfill the cost-sharing requirement.

BLM and UDG have agreed to meet monthly to review progress. We all look forward to hearing about the partnership progress. Volunteer support by Dune visitors will add to the success of the partnership program.

Action Program

ASA Board member Dick Holliday is the new ASA representative on the Action Board of Directors (BOD). For those of you that are not familiar with the Action program, it is founded by Mark Warmoth, the owner of Weekend Warrior trailers.

This program is designed to generate a donation from each vehicle sold by participating dealers and manufacturers. With the exception of the one motorcycle dealer, the group is made up of toy hauler trailer manufactures. The program gets $25.00 from each unit manufactured then sold at a dealership. You will see a black Action emblem on a vehicle participating in the program. The donations are given to organizations to help them keep our public recreation areas open. The money is given out in the form of grants to organizations that have requested them.

The Action BOD is responsible for researching each grant request and making sure it meets the grant criteria that are spelled out in the Action program by-laws. Once the Action BOD is satisfied that the grant is appropriate and funds are available, the grant is approved.

To make this program successful we all need to ask, when purchasing a new trailer or motorcycle, if the dealer is supporting the Action program. If they are not, then ask them to step up and support this program that will provide funds to the off-road organizations to continue the on-going fight to keep all our public recreation areas open.

PARTNERS IN PROGRESS

Off Road Business Association and Weekend Warrior Trailers Provide ASA Office Assistance

As the ASA has grown over the last few years, all of the clerical work has been done by volunteers. However, the tasks required for operating such a large organization are now overwhelming our key volunteers.

The ASA, with the support of Weekend Warrior Trailers, has made arrangements for a part time Off Road Business Association (ORBA) employee to do some of the clerical work for the ASA. Weekend Warrior and ASA have joined ORBA as Associate Members. Together, their ORBA membership fees will underwrite the cost of the clerical services that ORBA will provide to ASA.

Some of the tasks that will be done are the routine mailing of renewal notices to our supporting members and business sponsors. In some months, more than 100 renewals are required to be mailed because the number of supporting members now exceeds 1000. In addition, our business sponsors are approaching 500 and have renewals that need to be processed: follow up calls need to be made in some cases.

Another on-going task is the verification of new member data. All new members have their mailing address checked through the United States Postal service to verify that their address is valid. This process saves the ASA a considerable amount of money by reducing the amount of returned mail.

Administrative tasks associated with our fundraising and other ASA projects will be coordinated through this position.

Sandra Grun, a part time college student and avid ISDRA user from Lakeside, will be providing these clerical services to the ASA.

ASA President, Grant George said, "Roy Denner, ORBA Chief Executive Officer, must be credited with providing the ASA with the encouragement to take this major step to improve its service to the ASA members and business sponsors." George continued, " …without the financial support of businesses like Weekend Warrior, this would not have been possible."

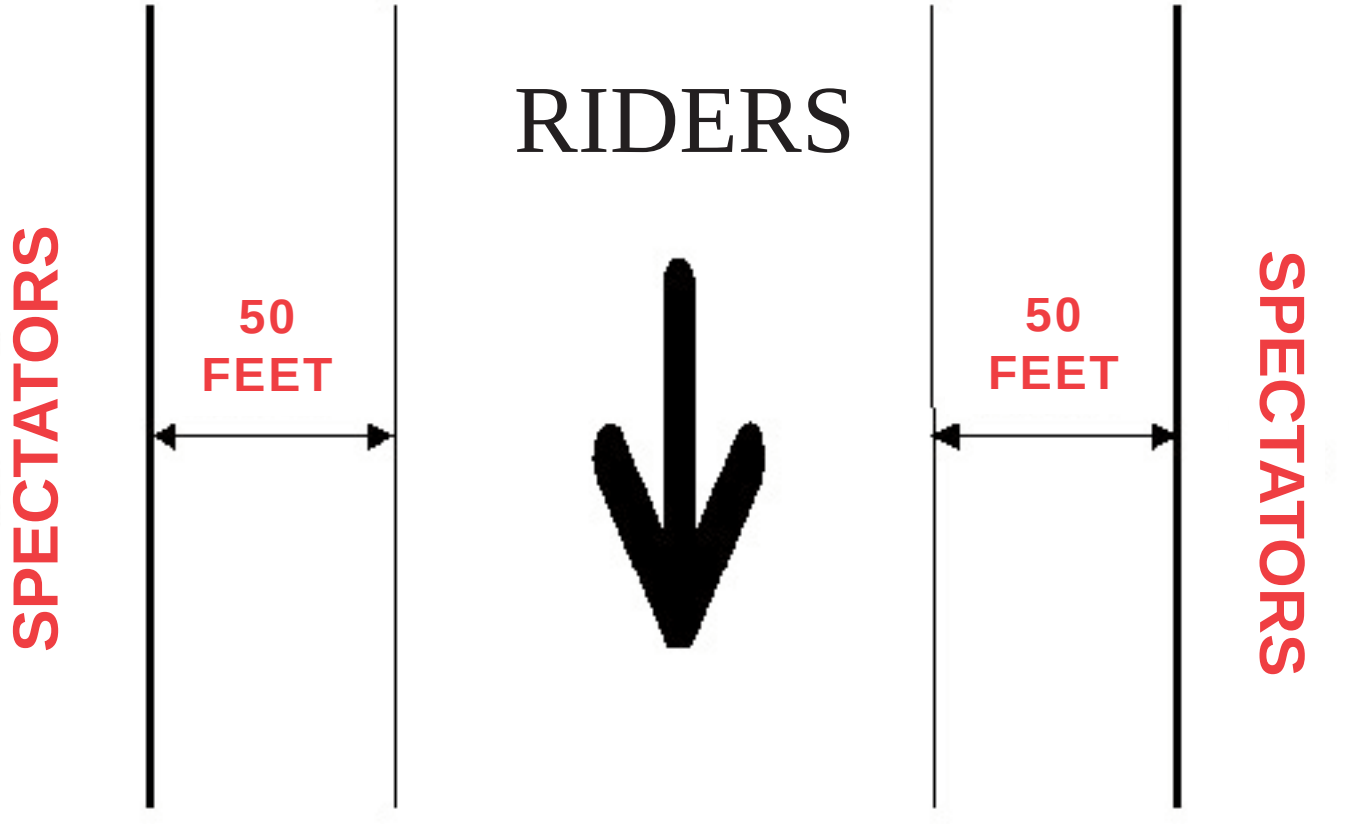
ASA secretary Dick Holliday is coordinating this effort with Roy Denner of ORBA.

KEEPING THE SAND DRAGS MEANS ***FIRST*** KEEPING THE SAND DRAGS **SAFE**

The Sand Drags are a popular afternoon activity and social events in the South and North dunes. The number of spectators is growing every weekend. The number and the speed of the vehicles running the drags are also increasing. Spectator safety is becoming an ever-increasing concern. Let's protect our Sport by Recreating Wisely and Responsibly. One major incident might be more than the BLM could handle and would certainly hurt our cause.

THE SAND DRAGS CAN CONTINUE AS LONG AS WE ARE SAFE.

- KEEP THE RIDING LANES WIDE OPEN
- SPECTATORS: KEEP AT LEAST 50 FEET AWAY FROM THE RACES
- RACERS: KEEP 50 FEET AWAY FROM THE SPECTATORS –15 MPH (LEGAL) LIMIT WITHIN 50 FEET OF SPECTATORS
- OBEY AND COOPERATE WITH LAW ENFORCEMENT PERSONNEL
- CONSIDER THE EFFECT YOU WOULD HAVE ON SOMEONE'S LIFE IF THE WORST HAPPENED
- **DON'T PROVIDE ANY AMMUNITION FOR ANTI-ACCESS GROUPS BY CAUSING INJURIES.**



PLEASE PLAY and STAY SAFE.
DON'T RUIN IT FOR EVERYONE ELSE.

MLK SOUTH DUNES CLEANUP

By Jarrod Bullard

Traditionally the south dunes clean up that includes the camping areas of Gordon's Well, Buttercup, and Ogilby has been held on the first weekend of March. This year we moved the date to Martin Luther King weekend; the same weekend of the Glamis clean up.

There were several reasons for moving the date. One: a large number of the people that camp in the ISDRA during this weekend are down south. Second: all schools and federal buildings are closed on the following Monday. Last: this weekend is in the middle of the duning season. This makes the perfect time to stage a clean up. By moving the date of the clean up this year, we had an estimated 1,200 to 1,500 participants: up from 400 to 500 last year.

Karen and Ronan Cahill won the powder-coated trash can that was donated by ECP Powder Coating in El Cajon Ca. Scott Rassmussen, from ECP Powder Coating, was at the clean up. Scott Dooley took the pictures. Maria Soto won the Sand Skate II's donated by Sand Tires Unlimited of Temecula, CA.

I could not have done this without the extraordinary efforts of the volunteers signing up the participants, handing out the free T-shirts, and you name it. At Gordon's Well, there was Cheryl, Greg, Wade, and Ryan Gorman. At Buttercup we had the Yuma Duners of Roxanne Lehmann, Jackie Leatherman, Robert Williams, Richard and Pam Cuming, Michael Doiron, Lance, Justin and Miranda Ferguson, Amy Gist, Ernie Jordan. At Midway were JD Adams and Mark Fulton. Pam and Fred Bennett, John and Betty Meeks and Laurie Bullard staffed Ogilby.

Feeding this many people was an adventure all in itself. On the BBQ, which was on loan to us by the Brawley Lions Club, were Brett Clerc, Jason Clerc, Mark Swift, Tom Fails, Mark Becket, and Eric Riley.

There were several trucks shuttling trash to the dumpsters and, unfortunately, I was unable to get all of their names but the three that I did get were Philip Curtis, Kyle Sanders, and Nick McFadden of Sand Addiction.

Richard Gallegos of RATV/MX Warehouse was at the Clean-up and donated 16 gas cans. F&L Racing Fuel donated five 5 gallon cans of racing fuel. A special thanks to Jerry Klingensmith whose truck I used for a stage. Thanks to Stuart Weatherman and Cheri Wight for selling raffle tickets for the Sand Limo and ASA merchandise. Last, and certainly not least, all of the graphic design work was done by Matt Molenar of MGM Internet Solutions.

On behalf of the Dune Enthusiast Community at the Imperial Sand Dunes, I thank you!

GLAMIS CLEANUP

by Vicky Warren

DUNERS (www.duners.org) wants to thank the estimated 3000 dedicated Glamis lovers who attended the 8th Annual Glamis Dunes Cleanup on January 15, 2005. This annual event has grown with each passing year and this year it grew in leaps and bounds. DUNERS is so very pleased to be part of this tradition and thrilled to be bringing so much fun to picking up trash.

The contests for Most Number of Bags, Most Unusual Item and Biggest Item, which started with the 7th Annual Cleanup, have prompted more unsightly refuse to be brought out than ever before. This year items that were removed included an abandoned boat (Most Unusual winner), the rusting hulk of a charred truck and a huge drain culvert (Biggest Item winner), just to name a few. The DUNERS Cleanup Staff handed out over 7000 bags and with three new registration/pickup areas opened up, the trash hauls were very impressive.

The Most Number of Bags - Group went to Orange County ATV, who did an amazing job. The individual who brought in the Most Number of Bags (the event's top prize) was Norman Ritter, a long time Glamis enthusiast and first time Cleanup participant.

At this year's event we started a tighter focus on children, the future of our sport. Glamis kids created safety slogan posters and two bounce-houses kept the children happy while the prizes were being drawn. The DUNERS Cleanup Staff is already busy planning for bigger and better ways to promote safety with the kids (and parents) of Glamis.

A special thanks to the DUNERS Cleanup Staff who run this thing like a well-oiled machine and do it with incredible dedication, love, and professionalism.

Mark your calendars for the 9th Annual Glamis Dunes Cleanup, January 14, 2006. See you there!

Capitalizing on a Natural Resource

By KEVIN KELLEY Special to the Imperial Valley Press

The sand dunes of Imperial County are many things to many people. To the off-road enthusiast, they comprise a vast playground of steep hills and plunging valleys, while the environmentalist sees in them a fragile ecosystem in need of preservation and protection.

Straddling these mutually exclusive positions is Glen Haas, who has made it his mission to strike a healthy balance between commercialization and conservation. To Haas, a professor of natural resources and recreation planning at Colorado State University, the sand dunes are a one-of-kind marketing opportunity whose potential remains largely untapped.

Dr. Glenn Haas *Photo by Cuauhtemoc Beltran*

Two years ago, he was hired by the U.S. Bureau of Land Management to create a recreation management plan for the Imperial sand dunes, which he describes as "a unique resource and a remarkable asset." That plan [is soon to be] implemented, and Haas thinks the time is right for Imperial County to capitalize on the dunes' world-class niche as a recreational destination.

"It isn't just a question of attracting more people to the dunes," he says, "because you don't want to overtax either the BLM or the resource. That's where finding a balance comes in."

Haas, who [was] one of the featured speakers at the Imperial Valley Economic Development Summit on Jan. 27, thinks that a necessary first step in fulfilling the dunes' promise is to develop basic data about the people who already go there.

"We need to determine how many people can be out there at one time," he says, "but that is just the beginning. There's a whole range of questions that have to be answered, and it can't be done without tracking and surveying the actual visitors."

Haas estimates there are perhaps 1 million people a year who visit the sand dunes, with the heaviest concentration occurring around major holidays, such as Thanksgiving and New Year's Day. This is a fairly narrow window of time compared to the total available season, he says, which presents its own marketing challenge and opportunity for locals.

"Right now, most of the visitors are there during 10 percent of the season," he comments. "What if we could tap into the other 90 percent?"

Key to extending the season, according to Haas, is developing closer ties between the people who frequent the dunes and the local community. Special events, such as clean-up days or sponsored competitions, ought to be factored into the marketing mix, he said.

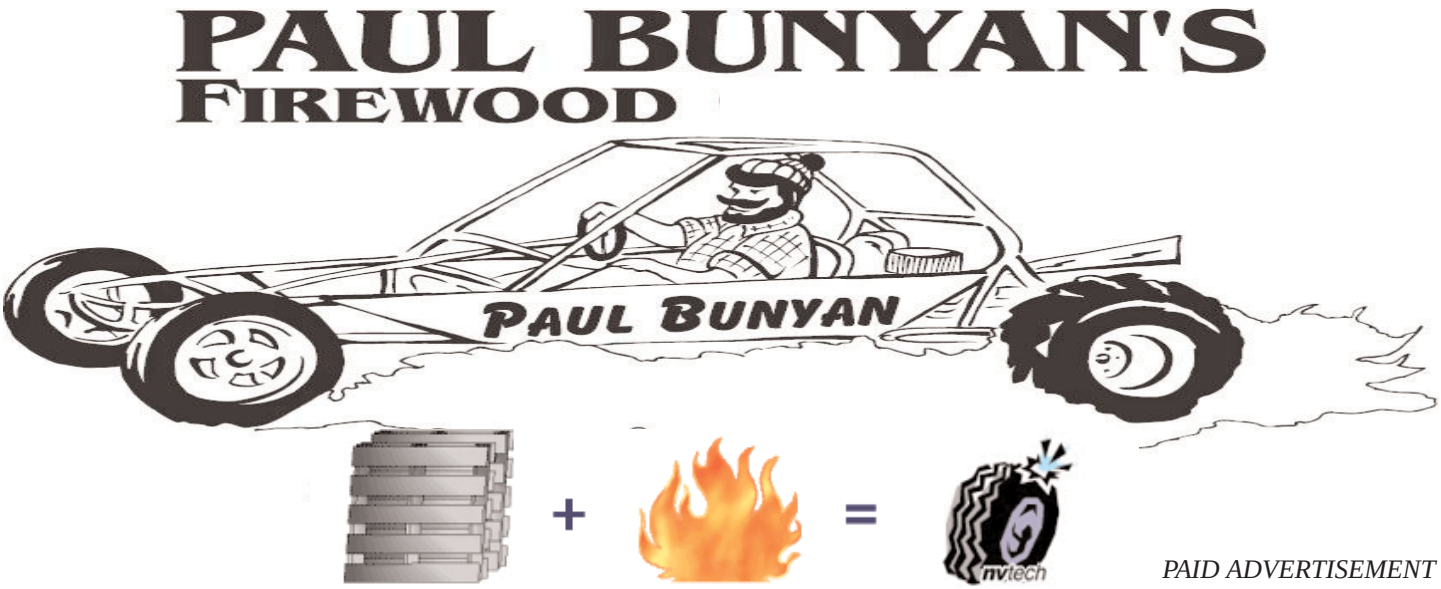
"When I go elk-hunting in central Colorado," he relates, "there are orange banners in every little town that say, 'Welcome Hunters.' A little information can go a long way."

Effective marketing, he adds, is a function of understanding the target market, which requires a steady flow of information - and regular feedback.

"We have good biological and wildlife information flow at the dunes," he says, "because there are strong monitoring programs in place there. I believe we need the same programs to address recreation."

Even so, Haas is careful to emphasize the need for conservation in any resource tourism campaign that may emerge from his research. This "stewardship component," as he calls it, is absolutely essential to managing the resource.

"Recreational users of the dunes and environmentalists," he says, "aren't as far apart as they think. What everybody wants, I believe, is good information, because then we will be able to make better decisions about the future."



PAID ADVERTISEMENT

EMAILS, EMAILS, EMAILS

By Dick Holliday, Membership Director

So just how many times have you changed yours? Your address that is. Due to changing providers, too much SPAM in your mailbox, or you moved to a new area, these keep changing. We try and communicate with our members using the Internet to save our needed funding and make every dollar we receive count! Problem is, people don't usually let us know when they change their address. The main goal of the ASA is to Inform and this quarterly newsletter serves that purpose quite well, but, what about those important issues that arise in between these issues?

That is where the Internet helps us, either on our website, bulletin board, or emails directly to our members. For example, the day the closure stakes come out of the ground would be such a day to celebrate and we want to let you know! So please include the ASA on your buddy list next time you change that email address. Send a quick email to: membership@americansandassociation.org

Alternatively, you can check your current mailing and email addresses by logging on the ASA website. Once there you can update your information and add your family members to your account. This helps in many ways. As membership increases so does our ability to voice a stronger message to those in Washington D.C. and Sacramento. They tend to listen more as the membership (voters) numbers rise.

You probably have many friends that don't belong yet. They need current information, and need to know the issues that are affecting the dunes. You can help them out by passing this newsletter along to them and encourage them to sign up as ASA members. They can sign up for the general (free) membership or can make a donation and become a Supporting Member for an annual amount of only $25.00. A Supporting Member receives a supporting member license plate frame, an ASA 2005 supporting member sticker, and a membership card that allows them to receive discounts from our many Premium Business Sponsors. (listed on the back cover)

Remember, keeping your ASA contact information up to date ensures that you will receive all the latest information and updates about the status of the ISDRA and the on going litigation being pursued by your organization. Thanks again for your continued support.

UPCOMING EVENTS

Cleanups:

Friends of Dumont Dunes. 3rd Annual will take place on Saturday, March 12th. From 8am to Noon.
For more info. see: http://www.dumontdunes.info

Glamis Mini Cleanups.

March 26th @ Olds Hill 9am to Noon
April 22nd @ Comp Hill 9am to Noon
For more info. see: http://www.glamis-cleanup.org/

Shows & Events:

Bug-A-Rama, Saturday, April 16th, Phoenix http://www.bug-o-rama.com
Extreme Motorsports Expo, May 13,14,15 http://www.outdoorsportsworld.net

Give Us Your 2¢

The ASA newsletter committee wants to know what you think.

Is the newsletter to long?

Too short?

Too much information? Not enough?

Are there topics you would like to see? Want to place an ad?

Would you be willing to help write articles?

Contact Vince Brunasso at GlamisOnLine@earthlink.net with "ASA Newsletter" as the topic.

ASA PREMIUM SPONSORS

Become a Supporting Member and receive an ASA Membership ID Card. This card is valid for discounts at our "Premium Sponsors" listed below. This annual membership ($25) helps keep our organization funded and fighting for your right to ride.

PLEASE SUPPORT ALL OUR SPONSORS WHEN MAKING YOUR PURCHASES.

Alba Action Sports	Poway	CA	858	486-4380	12% Discount off on All Parts
AZDune.com	Apache Junction	AZ	480	982-8100	10% on Most Stock Items
B&R Buggies	Oceanside	CA	760	722-1266	10% Discount off Parts and Labor
Beard Seats	Anaheim	CA	714	774-9444	5% Off Orders Made Directly to the Factory
Bellflower Motorsports	Bellflower	CA	562	925-5097	10% Discount on Parts
Big Shot ATV Rentals LLC	Phoenix	AZ	602	790-4268	No Additional Charge for Paddles and Whip.
Bill & Steve's Foreign Car Parts	Downey	CA	562	923-3251	10% Discount on Parts
Billet Industries	Lake Elsinore	CA	951	640-3294	10% off Regular Prices
BRM Offroad Graphics	Fountain Hills	AZ	602	421-0880	15% off first purchase for ASA Supporting Members.
Butler Auto Repair	El Centro	CA	760	335-4965	10% off on parts with a minimum purchase of $100.
D&D Motor Sports	Apache Junction	AZ	480	966-1046	10% off Retail Price on All Quads
Daniel And Sons Trucking Inc	Corona	CA	951	808-0681	10% off on All Deliveries
Diablo Pipes & Headers	La Puente	CA	626	712-3919	$100.00 Off Complete Set Of Headers
Dirt Diva	Newberry Park	CA	805	498-8798	Purchase $35 and receive a Free Beanie
DJ Safety Inc	Tujunga	CA	818	951-0774	12 to 20% Discount off Selected Merchandise
F&L Racing Fuel	Long Beach	CA	562	432-3946	$0.50 Discount ($0.25 to the paying customer and $0.25 to the ASA)
Fiber-Tech Auto Parts	Santee	CA	619	448-0221	10% Discount off selected merch. excl. tires, wheels & frames
Funrunner	Whittier	CA	562	945-2180	10% off Regular Prices Sale Items Discounts will vary. All Canopies available at Dealer or below.
German Auto Parts	Santa Fe Springs	CA	562	863-1123	10% Discount on Parts
Hall's Engine Rebuilding & Radiator	Moreno Valley	CA	951	242-7418	10% Discount on Any Invoice
Ironwood RV Storage & Firewood	Cerritos	CA	562	924-2670	10% Discount on Firewood
J D Performance	Temecula	CA	951	676-7957	10% Discount off any purchase of A-Arm Kits
J.M. Race And Development	El Cajon	CA	619	448-7048	10% off All Customizing Jobs
John Potocki Associates	San Diego	CA	619	464-7904	Hourly Fee Discount
Lazer Star Billet Lights	Anaheim	CA	800	624-6234	10% off walk-in orders or FREE Ground Shipping
Leadfoot Industries	Temecula	CA	951	694-1166	Contact LEADFOOT Industries @ 760-722-0983 for details
Liberty Production	San Diego	CA	619	368-8654	15% off Retail Prices 5% off Wholesale
Light 'em Up !!	El Cajon	CA	619	593-9791	10% Discount on Non-Sale Items
Mendeola Transaxles	Chula Vista	CA	619	691-1000	10% Discount on Magnaflux
Mid Cities Honda	Paramount	CA	562	531-1225	10% Discount on Parts
Nationwide Financial Group	Temecula	CA	951	699-1157	Free Appraisal Up To $400.00 Refunded At Closing
PolePositionUSA.com	Scottsdale	AZ	480	424-7223	5% Discount on All Products and Free Shipping
Progressive Trailers	Phoenix	AZ	800	500-1405	5% Discount (no other discounts apply)
Race Craft Suspensions Seats	Yuma	AZ	928	344-8876	5% Discount on Seats
RIS Designs	Paramount	CA	562	251-1330	5% Discount on Parts
Sandrails Unlimited	Canoga Park	CA	818	701-5435	10% on All Parts sold in Stock Items
Schilling 3D Design	El Cajon	CA	619	390-0390	25% off any off-road related product design/ engineering
Sick Racing Corporation	Santee	CA	619	749-6874	20% Discount off All Products
Simon's Auto Body & Frame Inc	Laguna Hills	CA	949	951-5265	10% Off All Labor Customer Pay Jobs or Off Deductables for Ins. Jobs.
Suck It Up Racing Apparel	Downey	CA	562	622-8808	15% Discount on Merchandise
Thar Customs	Phoenix	AZ	602	870-0882	5% Discount
Toy Box Covers.com	Winnetka	CA	888	214-8928	20% off Custom Covers
Verde Powersports	Mesa	AZ	800	483-3134	Free installation or 15% off Seat Covers or Shock Covers
Warner Truck Rental	Oceanside	CA	760	757-1908	10% Discount on Rentals
Webb's RV Supply	Lakeside	CA	619	443-5073	10% off Parts & Supplies (excl. sale items and propane)
Wild West Motorsports	Yuma	AZ	928	783-8282	10% off normal Retail prices and 5% off MSRP on New bikes and ATVs
X-Racing Products	Chandler	AZ	480	821-5473	20% Discount on Any Billet Part we Manufacture. 10% Discount on all Custom Orders. Will offer Shipping Discounts to California
Xtreme Off-Road & Performance LLC	Peoria	AZ	602	763-2960	10% Discount depending on the Item

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