

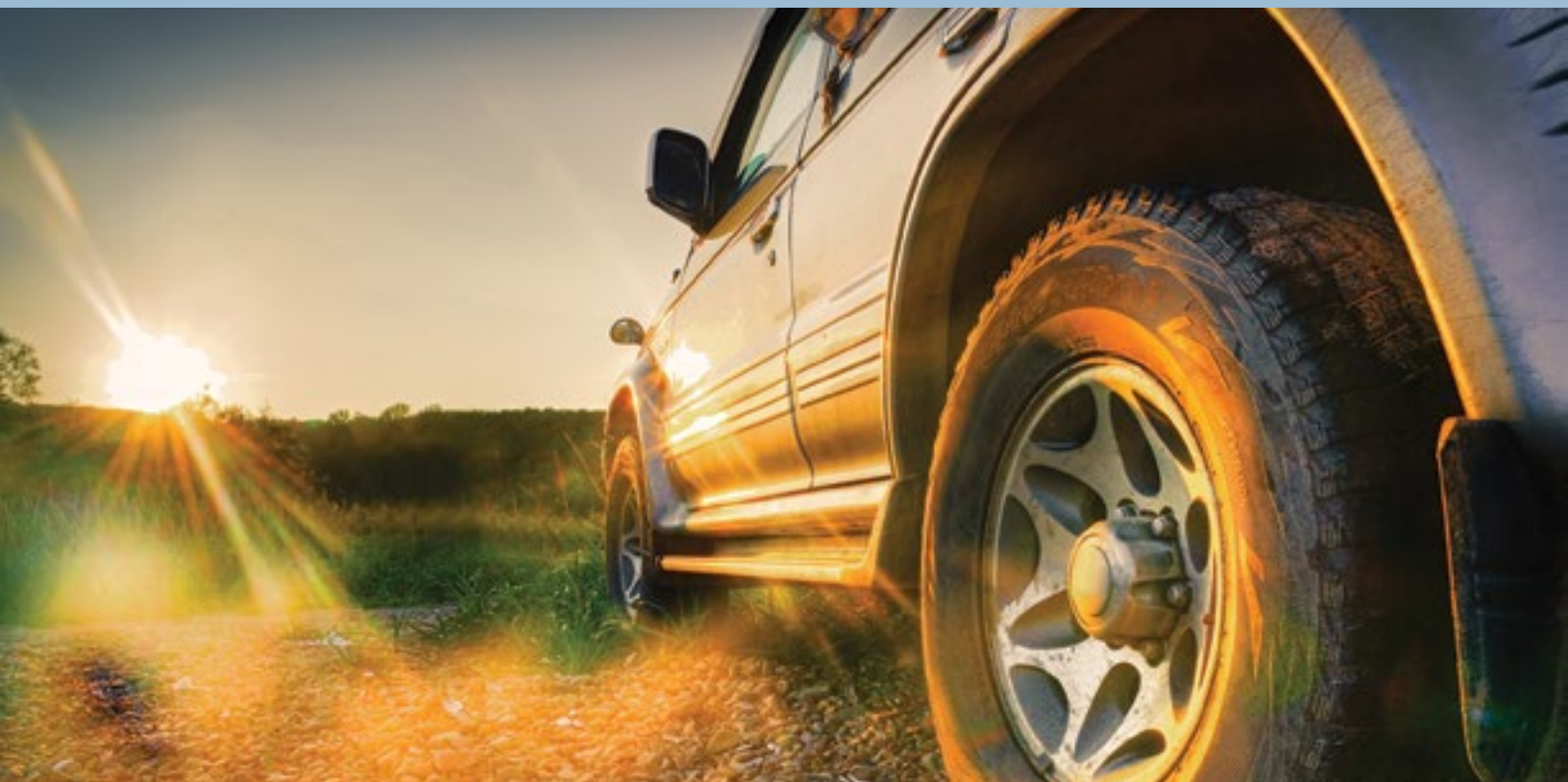


Off-Roaders in Action

2017, volume 3



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



PRESIDENT'S MESSAGE

Ken Clarke, CORVA President

I am honored to have been nominated CORVA President by members of the Friends of Frank Raines and voted into office by those who attended the CORVA annual meeting in Bakersfield.

I became involved with CORVA and land use issues roughly fifteen years ago. I became concerned about the public's access back in 2005 when we started working on the Forest Service Travel Management Plan. I have worked on many issues since then including the reopening of the 42 trails closed Eldorado N.F. by a lawsuit, in particular the Deer Valley Trail. The opening was delayed by the Yosemite Toad when the Federal Fish and Wildlife decided two million acres of the Sierra Nevada needed to be declared critical habitat for Red Legged frog and the Yosemite Toad. I have been involved in the Carnegie SRVA General Plan process for years; I attended many City, County and State meeting concerning this issue. This has led to me assisting in the dialogs concerning S.B.249. This bill was in part written by the opponents of the Carnegie SRVA Expansion for their own gain.

I blame my Father for my OHV addiction; He purchased a custom built Jeep Wagoneer In 1966 which we picked up at the dealer in Toledo, Ohio. Later on I was into Baja Bugs and VW rails. As I grew older, I got into Jeeps and rock crawling. I was a Bug Tree Logger for a few years, this involved driving through the forest looking for diseased trees plus dealing with the Forest Service.

CORVA is already the most respected and knowledgeable Land Use Organization among Federal, State and County land managers.

I would like to make CORVA even stronger. To do this we are going to need help in several areas:

- Membership - please ask your friends to join CORVA
- Corporate Sponsors - It is amazing how few companies support CORVA. I would like to thank the few that do support CORVA. They are listed in this issue of the ORIA, please support these business.
- To gain new Members and Business Sponsors, CORVA needs a VP of Sales and Marketing. This is an open Board of Directors position. One of you must have the skills we need for this position. If you do please contact me.
- We have several Board positions open at this time including Northern Regional secretary, Northern and Southern Assistant Regional Directors
- There are several CORVA Field Representatives, who are members that promote and represent CORVA at public events and meetings. We could use more CORVA Field Representatives.

A gentleman that I respect once told me "Never trust an organization that asks you for money". Even though CORVA is a volunteer organization we still have expenses such as legal, insurance and printing just to mention a few. So how do we get money to cover cost without asking for money? I feel if we educated you on what CORVA does for the OHV Community, you will be compelled to donate your time and money. At CORVA we are not only the best at what we do, we are the **only** ones that do what we do. I hope to meet all your expectations as President of CORVA.



THIS IS NOT A DRILL...AND WE NEED YOUR HELP...

PART 1

Amy Granat, Managing Director

Most of you are aware of Senate Bill 249 that has wound its way through the California Legislature and at this writing will be heard in the Assembly. This bill purports to be written with the simple goal of reauthorizing the Off Highway Motorized Vehicle Division of the Department of Parks and Recreation, and strengthening environmental standards for the above-named entity. This division manages our State Vehicular Recreation Areas and assists the OHMVR Commission, individuals appointed who have the responsibility of overseeing the grants program with funding from the OHV Trust Fund. Monies from the fund are awarded every year to help support off-road opportunities on federal and county land throughout

including contributions made to rural communities that host off-road opportunities and well-managed areas to bring children and families, powerful political forces have been at work attempting to tear it down.

Bills introduced in the legislature don't necessarily come with back stories clearly laying out motivations together with their introduction, but upon reading this bill it became clear it contained motivations including some of the seven deadly sins. Greed, envy and anger were evident in the language for those who understood the references and consequences proposed in the legislation. To be fair, some of the most heinous proposals have been removed at this point in time, but much remains that is completely unacceptable to the OHV community. Recent figures released estimate costs to the state would surpass \$11 million

CORVA has pulled out all the stops doing everything we can to halt this bill in its tracks. This has required an incredible effort by many dedicating long hours in analysis and working with allies and partners.

the state. The division also coordinates law enforcement actions on public lands by sharing off-road specific knowledge and expertise. And most important to many, the division is completely self-funded through monies collected from gas tax on mileage traveled off-road, greensticker registration fees, concession and permitting fees. Since this program was created in 1971 no monies to support the division or grants program have come out of the general fund.

Many boards and commissions in state government have a sunset date; a date defined in legislation that requires renewal every few years. Renewal of a division and/or commission must be accomplished through writing and passing new legislation. Since currently enacted legislation expires at the end of December 2017, this year reauthorization for the entire OHMVR program was proposed in SB 249, introduced by Senator Allen with an explanation that sounded innocent, until the language of the bill was made public and the true motivation behind the introduction of the bill was laid bare. This bill illustrates the epitome of hypocrisy in government. The OHMVR Division is celebrated as a world renowned off-road recreational program that has served as a model for other states by incorporating strict environmental standards balanced with off-road opportunities. Instead of celebrating the success of the program,

dollars every year to enact proposed changes that are unnecessary, and only provide excuse for widespread closures. Especially when considered that **nothing is wrong with the existing program.**

Engaging in educated hypothesis can suppose vocal backers of the bill hoped to force closure of off-road parks and subsequently have SVRA land be available for purchase by local landowners at 'fire sale' prices. Perhaps forcing closure of SVRA's would lead to more land for wineries or housing developments for those that believe "off-roaders don't belong in their communities". In any case, off-road recreation opportunities and by extension OHV enthusiasts are being devalued by SB 249. California may pride itself as a state where discrimination is unwelcome, however through the introduction of SB 249 it is clear discrimination against off-roaders and off-road recreation thrives and is widely supported by many.

To be sure, there is nothing amiss with striving for improvement of environmental conditions at any parks, but standards for SVRAs already exceed those for non-motorized state parks. Improvements to best management practices for SVRAs are constantly put in place without need of drastic legislation.

Continues, page 15 »

CORVA LAND USE REPORT JULY-AUGUST 2017

Bruce Whitcher, VP Land Resources and Public Policy

SB 249 Bill to reauthorize California's Off Highway Vehicle program: What is wrong with it

The California OHV recreation program, like many state programs, must undergo a periodic review, called a sunset review, to determine the effectiveness of the program and provide an opportunity for improvement. The OHV program has been through sunset review many times, the last time in 2007-2008, when it was given a 10 year reauthorization.

SB 249 was introduced as a bill to reauthorize the program, but for five years. Unfortunately there are many aspects of the bill that are counter to what has always been the mission of the OHV Division of State Parks, which is to provide opportunity for managed OHV recreation.

In response, the motorized recreation community very quickly assembled a lobbying team and engaged in the legislative process. CORVA representatives, along with those from the AMA, Cal 4 Wheel Drive Association, San Diego Off Road Coalition, and ORBA worked tirelessly to request amendments to the bill, many of which removed adverse sections. Unfortunately much of the bill remains deleterious to the OHV riding public, and from our perspective the related environment in which they recreate.

We've summarized just a few of the most prominent objections we have to the bill below.

- This bill was written with no input from OHV Stakeholders before release, so it is absolutely one sided with no possible fair compromise on the short timeline. A one-year extension of the sunsets and a comprehensive review of the program by a stakeholders' group is the preferred course of action.
- This bill was written with no input from DPR (according to author and DPR). But this bill makes law changes that have a suspicious connection to the DPR reorganization which has had no public announcement whatsoever. Such amendments are premature and unwarranted. This bill contains no positive references or amendments to recreation.
- This bill places costly program changes into law without reference to a new funding source, resulting in program cuts and likely loss of recreation opportunities.

- The bill fails to make a distinction between natural erosion and erosion caused by OHV use, potentially requiring closure and restoration of a facility because of factors other than OHV use. It is impossible for the Division to prevent erosion, regardless of the cause. Elimination of the qualifying statement, "to the extent possible," makes the bill impractical.
- It would seem the author wishes DPR and OHMVR to be responsible for all damage, weather-related or man-made, in all system areas eligible for program grants. This would include at a minimum Forest Service, BLM, and city and county areas that commonly receive grants throughout the state. The costs associated with this requirement would be unfathomable.
- The bill requires arbitrary studies that would cause considerable cost impacts to the state with little to be achieved. Studies of this kind are already conducted by the division, and nothing has been indicated to show the existing methodologies are insufficient.
- The bill requires "full mitigation" that may not be achievable. This is another instance where environmental requirements are written in an absolute manner, which in land use issues is impossible to achieve.
- The bill seeks to resolve a dispute between an adjacent private landowner and the state by inappropriately creating law specific to a certain situation

"HR 1913 - Bill to reopen Clear Creek Management Area" Status Update

This bill, originally introduced by Sam Farr, and recently reintroduced by Jimmy Panetta, passed through the House committee. We hope that by seeing action on the bill early in the session that it has a better chance of passing this year.

Continues, page 9 »



BOB STEINBERGER, THE WEATHERMAN

Board of Directors

The Board of Directors joins the Off-Road Motorsports Hall of Fame announcing the passing of Bob Steinberger, the Weatherman

His name is Bob Steinberger. He has been a member of CORVA for decades. Here is a piece that his family and business posted about him.

It is with great sadness that we relay to the desert racing community of the passing of Bob "Weatherman" Steinberger. Bob passed peacefully at his home in Parker, Arizona after a long battle with cancer.

Bob found his niche within off-road in that pivotal year of 1972 when he became good friends with Bill Stroppe. Bob received an invitation from Bill to chase the Baja 1000 that year. Bob and two guys trekked to race mile 800 with a two gas cans and a truck full of adventure. Two days passed with no word from the race truck. Eventually, the truck arrived, the gas was dumped and the truck pushed on to the finish.

Bob expressed his frustration with the team, explaining they should put two-way radios in the vehicles so the two could communicate. The following year, Bob put communications in the vehicles of Stroppe, MacPherson and Walker Evans. At the 1974 Mint 400, he sent up three weather balloons with five hundred feet of coax attached and the first

successful relay from a pit was made. It is believed that it was Joe MacPherson who couldn't remember his name, so he dubbed him "Weatherman" on the radio. The rest is history and iconic status has been reached through nearly half a century of work with the company he founded, PCI Race Radios.

Bob's dedication to The Weatherman Relay was so important to him that in the recent weeks as he battled cancer, he asked his son Scott Steinberger to carry on the Weatherman Legacy in his name. Scott accepted the honor and responsibility and has filled in for his Dad at the last few races, as he was too ill to travel.

Bob was an avid off-road enthusiast. When not providing communication relays from the top of Mount Diablo for SCORE races, he was on the ground in the Nevada and Arizona desert providing retrieval efforts with his famous "Yellow Zebra Jeep" at BITD races. He loved rock crawling and all things off-road. Bob also enjoyed hunting and spending time on the river with his friends and family.

In 2013, Bob was inducted into the Off-Road Hall of Fame. A great honor and a fitting recognition for a man who has spent almost half a century dedicated to such an amazing culture and sport. Information to follow about a celebration of life.



COMFORT ZONE

Vinnie Barbarino

Step out of your comfort zone. It's difficult I know. Think about how important it is though. It's how we grow. It's how we get better at everything in life.

Remember that rocky hill that looked too steep to climb in your new side by side or motorcycle? Remember that rutted out wash that you knew you couldn't drive through? If you didn't step out of your comfort zone and at least try it then you never would have made it up or through.

Life is full of challenges that require us to step out of our comfort zone. Heck, I'm stepping out of my comfort zone to just write this. Every once in a while CORVA wants...no NEEDS you to step out of your comfort zone.

There are many ways to do it. You can join in on one of our monthly conference calls. Just listen in if you want. I promise that you will come away knowing a little bit more about what we are working on or accomplishing. You can offer to help out at one of our events or one of the booths we have at the off

road shows. Better yet, step out of your comfort zone and contact your state Assembly person or Senator and tell them to support AB 1077 and to oppose SB 249.

I recently did just that. I stepped out of my comfort zone and called my state Senators office and talked to one of his aides and asked that the Senator oppose SB 249. Did it help? We'll see. It made me feel good so there's that.

Without stepping out of our comfort zone, nothing would get accomplished. Without taking a first step we wouldn't start walking. Without giving that hill a try we wouldn't crest the top. So step out of your comfort zone and get involved in saving that trail or off road area that you want your kids or grandkids to be able to enjoy.

Information on conference calls, events and shows as well as legislative issues to talk to your legislator about can be found on the CORVA website at www.CORVA.org. Also [check out our Facebook page](#) or see pictures on Instagram at C.O.R.V.A.

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The advertisement features a large image of a white off-road truck with a prominent red and white Budweiser logo on its side. The truck is driving on a dirt track, kicking up a cloud of dust. The number '25' is visible on the side of the truck. The background is a blurred outdoor setting. The text is overlaid on the image in various colors and fonts, including red, yellow, and white.

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National Monument Review

On April 26, 2017, President Trump signed an executive order Wednesday instructing Interior Secretary Ryan Zinke to review any national monument created since Jan. 1, 1996, that spans at least 100,000 acres in a move he said would “end another egregious use of government power.”

Referring to the 1906 law that empowers a president to take unilateral action to protect cultural, historic or natural resources on federal land that is under threat, Trump declared, “The Antiquities Act does not give the federal government unlimited power to lock up millions of acres of land and water, and it’s time that we ended this abusive practice.”

The sweeping review — which Trump predicted would “end these abuses and return control to the people, the people of all of the states, the people of the United States” — could prompt changes to areas designated not only by former president Barack Obama but also by George W. Bush and Bill Clinton.

Speaking to reporters Zinke suggested that he would keep an open mind as he scrutinized past monument designations and that in and of itself the order would not repeal any existing monuments. “I’m not going to predispose what the outcome is going to be.”

The review included a request for public comments. CORVA commented on the Monument review on July 10th.

California National Monuments include:

- San Gabriel
- Snow Mountains Berryessa
- Sand to Snow
- Mojave Trails
- Carrizo Plains
- Giant Sequoia

As a result of the review the boundaries of some National Monuments may be adjusted, for example the Bears Ears National Monument. Outright revocation of monument status is unlikely. And finally, the Administration will be recommending to the Congress a series of changes to the present Antiquities Act of 1906; changes that are 111 years overdue.

H.R. 1913 requires BLM to re-open and re-designate the CCMA as the Clear Creek National Recreation Area (CCNRA).

The bill:

- Mandates the development of a permanent management plan, in consultation with appropriate stakeholders, that specifically includes a hazards education program to inform visitors about NOA exposure and its associated health risks; creates a user fee program for motorized vehicle use and guidelines for the use of funds collected for the management and improvement of the CCNRA
- Designates trails, roads, and other areas for OHV use to provide a substantially-similar recreational experience prior to the closure of the CCMA
- Incorporates appropriate decisions from prior applicable management, activity, or wildlife habitat management plans
- In addition, the bill also designates approximately 21,000 acres of adjacent land as the “Joaquin Rocks Wilderness Area” and releases approximately 1,500 acres known as the San Benito Wilderness Study Area back into multiple-use.

Forest Service Fire Budget

Many of you ask why there has been such a drastic reduction in recreation funds available to the Forest Service. There have been efforts in previous Congresses to fund wildfire expenses in the same way we fund other types of natural disasters.

There seems to be a renewed effort in both the House and the Senate to pass legislation to accomplish this task. Doing so will protect the normal operational needs of the Forest Service, especially for outdoor recreation.

Percentage of Forest Service Budget Devoted to Fighting Wildfires:

1998	15%
2017	50%
2025	76% (Anticipated)

Continues, page 15 »

COALITION LETTER

To: the Honorable Ben Allen, California State Senate

Re: SB 249 (Allen) Off-highway motor vehicle recreation (As Amended June 26, 2017)

Dear Senator Allen,

On behalf of a coalition of off-highway recreation associations (Coalition) representing off-road recreation enthusiasts throughout the state of California, we regret that we must continue to oppose your Senate Bill 249 as it was amended on June 26, 2017. We also regret that not a single organized OHV group is able to support this bill – believing that the high price tag associated with the legislation inhibits safe, environmentally alert, legal and family oriented OHV recreation.

The legislation was drafted without our involvement and, while some concessions have been made as it wends its way through the process, the bill still refocuses a highly successful recreation program at the nine of our two hundred and eighty parks set aside of motorized recreation, into an environmental wish list that appears to us to be one-sided. It is our belief that the program put in place by the Steinberg bill ten years ago may not be perfect, but the focus on recreation, environmental protections – including Best Management Practices designed and implemented by environmental scientists and cultural archeologists – law enforcement and education is working.

We are also concerned by the maneuvering that removed the financial aspects of the bill in an effort to mute the voice of policymakers. Senator Steinberg and others respected the idea that policy and cost should be considered together, and the result was a collaborative bill that resulted in near unanimity of support in the Legislature.

Since the creation of the California Off-Highway Vehicle program with the passage of the Chappie-Z'berg OHV Act in 1971, Coalition members have played an important role as stakeholders each time the program has come up for sunset review and reauthorization. Coalition members have a wide variety of expertise in all issues relating to OHV recreation, both technical and environmental, with specific knowledge on the interaction between state and federal land management processes.

We recognize the amendments to the bill that have been made in response to our previously submitted comments. However, the disadvantage of working off a bill sponsored by those with little appreciation for OHV activity instead of beginning with statute as we have done in the past leaves us with entire sections that significantly alter priorities in ways that

are obviously unacceptable to active California recreationists. Reading through the bill there are numerous examples of incorrect definitions, calls for unnecessary reports, and demands for duplicative agency consultation that portray a lack of understanding of the interplay required to create best management practices for areas that host off-road recreation.

It is clear that off-road knowledge and expertise were not used to craft the bill, but that the bill was conceived and written with a goal of unduly hampering and purposely setting roadblocks to a program that is world renowned for its existing high standards with regards to both recreation opportunities and environmental conditions. Furthermore there is no accountability for either reliably foreseen or unanticipated consequences of the drastic measures called for in the bill. The magnitude of the costs to the state for land restoration and mitigation for federal, city and county lands as called for by SB 249 because the corresponding agencies are eligible for grant funding through the OHV Trust Fund, would be in the millions of dollars if it would even be possible. This may be an unintended consequence of the bill, but is an example of the errors in fact and judgment that would cause extreme hardship to the state.

Some of the most concerning issues:

Sections 3 and 4 contain errors in the description of adaptive management as it is used in conjunction with a monitoring program. To those experienced in land policy, adaptive management is an ongoing process of evaluation leading to changes in operations to improve on-the-ground conditions. Many components are part of this process, although the bill stresses solely natural and cultural resources. We would add that water quality, erosion and sedimentation evaluations are equally critical, although none of these important issues are mentioned. Furthermore, natural and cultural resources are mentioned many times in the bill without adequate definition which would only lead to confusion in the future.

Section 9 contains some of the more disconcerting changes proposed in the bill. Subsection (g) seeks to remove access to existing roads in state vehicular recreation areas by the public that were created earlier by previous land owners. This subsection would seek to benefit adjacent landowners with easements through state property while creating a management burden for the state. More troubling is subsection (m) that would require the state to compile reports of accidents, citations and other infractions from all areas of the state, including federal land, where off-road recreation occurs. This is a burden placed on no other unit of state parks, the information is not currently

collected by state parks, nor is it required by any federal agency. Furthermore there is no justification for the need for this report, leading the Coalition to conclude the need lies in a wish to discredit off-road recreation.

Section 11 requires the Off-Highway Motorized Vehicle Recreation Division to change its purpose from anything to do with offering off-road recreation, instead stating the most important mission is the protection of natural and cultural resources. Leaving aside the lack of definition for 'natural and cultural resources,' this is an inappropriate change for a division that manages state vehicular recreation areas. This is not even a definition that has been adopted by parks, because the department recognizes the need to combine recreation activities with environmental protections. Some areas are set aside by the state as reserves that have extraordinary natural conditions, but state vehicular recreation areas are largely located on highly disturbed land that was acquired by the state for the specific reason of offering motorized recreation. The need to redefine the purpose of the division is not explained because the premise is contradictory by its very language.

Section 11 also has proposed the elimination of the words; 'to the extent possible' when talking of restoration work taking place in state vehicular recreation areas. The bill seeks to portray and require restoration work to be done in an absolute fashion, and be fully mitigated no matter the cause of the damage. Rain and other weather phenomena can cause considerable damage yet the effect of this damage is not differentiated from ongoing maintenance due to OHV activities. Other state parks are not responsible for acts of Mother Nature and it is inappropriate to place that burden on this program and this division. Minimizing impact to land from all forms of human interaction, whether through motorized or non-motorized activities is a goal already undertaken by all park units to the extent possible, therefore we request the restoration of those words to this section.

To be clear, adding numerous agencies for consultation and written reports as requirements to be produced, does nothing to improve environmental conditions on the ground. The redirected time will make performing environmental activities and restoration difficult, be extremely time consuming and add a considerable cost consideration for all entities concerned, when there is no indication that anything is amiss in the current program. These new requirements would cause a diminishment in environmental conditions, which those with experience in off-road recreation management recognize with great concern.

Section 12 seeks to expand the concept of 'wildlife corridors' beyond the limited and voluntary scope defined in PRC section 1305.5 (c) (1), which was

discussed in this Committee as recently as the last session of the legislature. Accepting this language will expose the OHV program to additional litigation and could open up ramifications to all state parks should this concept be expanded as proposed here.

Senator Allen, we respectfully regret that the coalition must request the members of the Assembly Water, Parks and Wildlife Committee take an oppose position on SB 249.

The OHMVR Division does much more than manage State Vehicular Recreation Areas; everything from law enforcement to the economic viability of rural counties and the interests of federal and local partners is integrated within the management of this division. Unfortunately, in talking with Parks the new environmental costs exceed eleven million dollars, and the environmental precedents being set are above even what is expected in non-ohmvr parks.

Sincerely,

Nicholas Haris, Western States Representative
American Motorcyclist Association;

Dave Pickett, Legislative Action Office Director
D36 American Motorcyclist Association Member of
the Board of Directors American Motorcyclist Assoc.
Congressman;

Jerry Grabow, President D37 American
Motorcyclist Association;

Nicole Nicholas Gilles, Executive Director
American Sand Association;

Don Amador, Western Representative Blue Ribbon
Coalition / Sharetrails.org;

Steve Egbert, President California Four Wheel
Drive Association, Inc.;

John Paliwoda, Executive Director California
Motorcycle Dealers Association;

Ken Clarke, President California Off-Road Vehicle
Association;

Sarah Huff, Program Director California Recreation
Alliance;

Jerry Grabow, Chairman Ecologic Partners;

Jeff Hindman, President Clovis Independent Four
Wheelers;

John Stewart, Publisher/Editor 4x4Wire.com;

Fred Wiley, President/CEO Off Road Business
Association;

Keith Ringgenberg, President, Outdoor
Sportsmen's Coalition;

Lisa C. McNamee, Co-Legislative Coordinator SCI
CA Coalition;

Ed Stovin, President San Diego Off-Road Coalition;

Steve Egbert, Vice President United Four Wheel
Drive Association, Inc.

CORVA MERCHANDISE

CORVA accepts donations for all merchandise listed below.

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

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

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



CORVA Merchandise Order:

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- CORVA Trucker Hat \$20.00
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- CORVA Stickers - Large \$10.00
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(Incl. 1 trucker hat, 2 coffee cups, 2 cozies and 1 sm sticker)
- Gift Pack Combo #2 (Shirt size: _____) \$40.00
(Incl. 1 t-shirt, 1 trucker hat, 1 coffee cup and 1 sm sticker)
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(Incl. 2 stickers and monthly newsletter. We'll send an acknowledgement along with your gift.)

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



21st

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Ocotillo Wells SVRA

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JANUARY 20, 2018

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Call or Email for Registration form:

Joe Bughi (209) 993-3981

Jbughi1959@yahoo.com

Mike Bradley (209) 380-0834

Bradley_Mike53@yahoo.com



Send in your Registration ASAP
We are Limited to a Number of Participants
Applications Due by July 20, 2017

This is Not a Drill...CORVA Needs Your Support and Donations...Part 2

CORVA has pulled out all the stops doing everything we can to halt this bill in its tracks.

This has required an incredible effort by many dedicating long hours in analysis and working with allies and partners. CORVA is the California OHV organization started by enthusiasts, tasked with representing off-road interests at all levels of government. We take our mission and our dedication to our members very seriously. Because CORVA exists solely on member dues, donations and business sponsors

we have strained our budgets working to protect your SVRAs, your opportunities and your interests. As CORVA has supported our members to the best of our ability, we need our members to support the association to the best of their ability. Every membership, every donation and all sponsorships go directly to support the effort.

This is Not a Drill...the Time to Give is Now

Sage Grouse Review

Secretary Zinke announced a 60-day review of federal land management policies governing Sage-Grouse preservation efforts. The intent is to take a closer look at and recognize state and local led efforts rather than just rely upon plans promulgated by the federal government. This is potentially a major change in the approach of managing the Sage-Grouse issue and we are following it closely.

Release of final West Mojave Plan (WEMO) still delayed

- The DRECP Record of Decision has been signed and the West Mojave Plan will now be subject to the restrictions of the DRECP.
- The West Mojave Plan's preferred alternative would designate approximately 10,000 miles

of route as "open" to off road vehicles, but this seems unlikely due to the more restrictive DRECP that places a 1% "disturbance cap" on most of the California desert.

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

US Forest Plan Revisions for Inyo, Sequoia, and Sierra National Forests

These Forest Plan Revisions were due out last fall. Draft documents have been released with Alternative B listed as the preferred alternative. Alternative B does not call for any reduction in the semi primitive motorized opportunity, although there may be changes to the boundaries of areas classified as Semi Primitive Non-Motorized.



WANTED: OHV ENTHUSIAST

Jim Woods

Enthusiasm – strong excitement of feeling: something inspiring zeal or fervor.

Enthusiast – a person filled with enthusiasm.

I've been a CORVA enthusiast since my wife and I first learned about CORVA after reading a copy of the Off-Roader in Action (ORIA), the same magazine you are reading now.

Our involvement increased shortly thereafter when in 2006 she became the CORVA Treasurer. I served as CORVA President for five years beginning in 2008, and currently serve as the Southern Regional Director and my wife is now the CORVA Secretary. Additionally, together we process the membership letters, cards, stickers and renewal reminders. When we can, we attend shows and events with a CORVA booth, and process shipments from the CORVA store. We're pretty enthusiastic volunteers!

We think OHV enthusiasts are fun to be around. Taking a Jeep to attend trail events alone or with a club in the mountains, deserts or throughout the USA is awesome. Other Jeep or 4WD owners share the same enthusiasm. A truck is a great way to reach that secret fishing spot and a quad is perfect to reach a favorite hunting location. A buggy or side-by-side is great

fun at the dunes. Riding on a dirt bike across the desert, attending an event with a club or accepting the challenge of that ultimate dual-sport ride brings friends together. All types of people are OHV enthusiasts because they all have the ability to get to their destination and enjoy the outdoors off the road – off the asphalt highway and onto the dirt.

We at CORVA have all kinds of OHV enthusiasts serving as volunteers. While it may seem like I've been involved a long time, CORVA has volunteers who have been involved since way back in 1969 when CORVA was just a dream coming out of the American Buggy Association when the need for comprehensive regulation of OHV motorcycles just began.

CORVA needs OHV enthusiasts, but OHV enthusiasts really need CORVA. We are and always have been "dedicated to protecting our lands for the people, not from the people."

Many times since the beginning of CORVA there have been proposals in the Legislature that would destroy OHV opportunities in California. Sometimes the federal lands operated by the Bureau of Land Management (BLM) are removed from OHV use – either by bureaucracy, the military or by "environmentalists". The Forest Service often implements plans

that close access to OHV areas, for various reasons, including lack of funding for maintenance. If CORVA representatives were not involved in all these types of scenarios, many more OHV opportunities would be lost. It's a fact!

CORVA also really needs more OHV enthusiasts - volunteers and members. What does that mean for you? First, if you're not already, become a paid member. It's only \$30.00 a year – a real bargain compared to everything else. Secondly, tell your other OHV friends and family about CORVA. Your CORVA enthusiasm is contagious and they'll want to join too. Third, when we ask, please get involved in our online alerts. We only ask you to call your representatives when it's really important. We won't give away or sell your information – not to anyone! But when we need to let Sacramento or Washington know that OHV use is important, you are part of the team and we're counting on you.

Finally, as you go out into the world of OHV use, be a good off-road representative. Use courtesy, safety, respect for the trail and genuine enthusiasm wherever you go. Because when you're really an OHV enthusiast, you inspire everyone to be an OHV enthusiast too!





EASTERN SIERRA FOUR WHEEL DRIVE CLUB

Mike Johnson

Volunteering for a project can have a high level of uncertainty but this project was amazing.

This project pulled together support from two Federal Agencies and two volunteer groups. It was initiated by Cliff McDonald of the Water for Wildlife-East Mohave Desert and gathered steam when the two Wildlife Biologists from the BLM and Inyo National Forest bought into the program. The Eastern Sierra Four Wheel Drive Club jumped into the mix and it became a convoy.

During the middle of May approximately three dozen volunteers chipped in to help the wildlife in the Owens Valley. Also called the Deepest Valley, it is located in the Eastern Sierra and sandwiched between the 14,000 ft. peaks of Mt. Whitney and White Mountain. Volunteers from as far away as Southern Calif. and Western Arizona, and some originally from areas like Mississippi and Afghanistan, came together with the locals to rebuild "guzzlers".

The guzzlers gather rain water and store it in tanks that are accessible to the wildlife. Many are over 60

years old and are generally made out of concrete and fiberglass. There are more than forty guzzlers surrounding the Owens Valley and some were in great need of repair.

The Water for Wildlife crew supplied much of the expertise, labor, tools and materials but everybody jumped in and got their hands dirty, including the Biologists and 4x4 Club. Every evening we gathered around the campfire and enjoyed an excellent dinner prepared by the volunteer cooks.

Somehow, a project like this melts away our biases, differences and dislikes. A common goal of helping the wildlife, along with some sweat, jokes, mistakes, laughter, good food, and a campfire, makes volunteering worthwhile. It was a great project for the Eastern Sierra Four Wheel Drive Club to get involved in.

More information about the project can be found at:

<http://www.waterforwildlifeemd.com/> and
<http://www.easternsierra4wdclub.com/>

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For more information please contact one of our Board Members, or send an email to: advertising@corva.org.



CORVA HELPS STUDENT EARN IE4W SCHOLARSHIP

Diana Renteria

Please forgive this Mama Bear to boast. Marina is in the top 8 percent of her class. She ranks 48 out of 588 seniors in her class with a GPA of 4.02. She received Honors and 3 major education awards at graduation - National Honor Society, the State Gold Medal in Educational Excellence and the State Bi-Literacy Award. She had over 500 hours of volunteer service over 4 years and was one of the top runners on the cross-country team and in track for the mile.

She does not have a 4-wheel vehicle and needed to be a member for a year, go on an over night trip and day wheeling trips. Under these criteria, she could not qualify. However, IE4W club had an "or" provision and she needed to be a member of CORVA. Upon looking at the requirements, this was a \$30 annual membership fee and submitting a copy of her membership card with the application (which is why I was emailing everyone trying to get a copy). That's what she did and made sure the rest of the scholarship application checked off all the boxes.

She thanked everyone for the scholarship award and told the audience she is continuing her education at California State University at Northridge as a pre-film major. Marina applied and is still applying for scholarships (she has applied over 40 scholarships and has won 10). She was looking for any scholarship she could apply to with a possibility of receiving the award to help minimize the costs of tuition, housing meals and schooling.



Inland Empire 4 Wheelers Club President, Bill Henry, giving Marina the check.





Ed Stovin receives his plaque from CORVA board member Bob Ham as recipient of the 2016 Edward H Waldheim ABA Political Activism Award



CORVA President Ken Clarke and VP Administration Chad Clopton spoke at the Atwater 4th of July Expo to many Valley off roaders about issues in California.



Board Member Vinnie Barbarino presenting the Orange County Dualies with their plaque as recipients of the CORVA 2016 Looney Duners Charity Award, with appreciation from the CORVA Board of Directors for all their charitable activities.

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OFF-ROADERS IN ACTION

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www.jawbone.org
3rd Wednesday

CORVA Board Conference Call
4th Monday

Get in Touch

Want to contact CORVA? Send an email to info@corva.org or call 916-710-1950.

WHAT IS CORVA?

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

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

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

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

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

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

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

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

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

For more information, contact Amy Granat, Managing Director: amy.granat@corva.org or 916-710-1950

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