



Off-Roaders in Action Spring 2023



**PROTECTING PUBLIC LAND FOR THE PEOPLE
NOT FROM THE PEOPLE**

Off-Roaders in Action

SPRING 2023

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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. Secondarily, 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 ALL 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

President's Report

MIKE MCGARITY

It's been quite the winter! I'm writing this Spring Article and we're still getting hit with storm after storm. Since the Winter ORIA we had Christmas and New Year's. I was able to get some nice time off during that time. Hope everyone had a safe and enjoyable holiday season. I was able to spend time with family, friends and working on both my Toyhauler and 1953 Willys CJ3A during the breaks. The Willys is a complete frame off, body cut in half, floor completely removed, engine and drive train replacement along with the complete new frame and coil over suspension. Its a lot of work, but a great distraction from life; which is great at times! I'll share some pictures once I get it further along!

Back in December, I was asked by Big Rich Klein if I would come on his podcast, so I did. We spoke for 2 hours about my life, where I grew up, went to college and my OHV Advocacy and role as President of CORVA. His podcast is called "Conversations with Big Rich". It is episode 145 and can be found on Apple Podcast or there's a link on my Facebook page.

Just after the new year, the Rubicon Foundation President Ken Hower contacted me regarding the Rubicon being closed. He was concerned that it



was closed without following the 2013 policy which was established with specific monitoring criterias. I called the El Dorado County Parks Division, Vicki Sanders, who oversees the Rubicon for the County. She explained the ongoing storms and how severe the entire County has been hit. She had her staff go access the trail conditions on Dec. 18 and again Dec 28. They made it as far as Ellis Creek on the 18th, then Little Sluice on the 28. The trail conditions were deep snow, but nothing that was cause for concern. The county Board of Supervisors decided to meet and discuss a resolution to retroactively close the trail in private on their consent calendar. I understand this is due to the severe weather and lack of resources available if someone from the public got stuck in there and something terrible were to happen. I sent a letter to support RTF and emphasize that the enthusiasts should have a voice and seat at the table when closures are being discussed. We asked for the discussion to be moved from the consent calendar to the agenda. It was moved and Amy was able to speak on CORVA's behalf. The trail was set to be closed until Feb. 30, but it actually re-opened on Feb. 02



Our Winter ORIA came out the second week of January. I love the 2 sleds on the front cover. Thank you board member Kevin Bazar for the pic. During the January board meeting, we voted to bring in Lyndol James as our new interim VP Sales and Marketing. I have asked Lyndol for help reaching out to all our current Business Sponsors to find out when the last time they had a spotlight article? If they would like to pay for an Ad? If any of their information has changed? Like their Marketing Person? They seem to change often. We need a personable conversation with them at least once per year. I'm very grateful to Lyndol for stepping up to help as we prepare for this Spring ORIA. If you're a business sponsor and have updates for us, please email me:

mike.mcgarity@corva.org.

The Range of Light National Monument came up again in the news. Outdoor Enthusiasts MUST speak up against this! This cannot happen! I've posted and spoken about this before when they were calling it "Unite the Parks", but it's gaining traction in Washington DC in congress. This will affect everyone who enjoys the National Forest!! They want to join Yosemite National Park to Sequoia and Kings Canyon National Parks. 1.4 million acres. On December 15, the California Democratic Congresspersons Jackie Speier and Jerry McNerney introduced the Range of Light National Monument Act to



designate this 1.4-million-acre parcel of federal land as a monument "to protect the environmental and ecological stability of these lands for future generations," according to a statement by Speier. "Range of Light" is the name the great naturalist John Muir gave the Sierra. I spoke with Fresno County Supervisor Nathan Magsig and he said that the bill which was introduced last year is dead. He is looking into this 2nd attempt and we will talk later once his staff find out more information.

January was so busy prepping for Truckhaven. What a fun event. Vinnie and I both tag teamed bringing in the raffle prizes! The Raffle had to have brought in some good donations by itself. We had 2 set of tires, 2 winches, and several prized well over \$100 each. We received a 40% off Raceline Beadlocks and a pit bike from American Offroad that I live auctioned off. We brought in \$375 for the wheels certificate and I believe \$675 for the pit bike. The weather was fine... a little rain on Saturday night, but overall perfect. I was able to ride with board member Rusty Ryan and did the entire run. I stopped at each check point to say thank you to all the volunteers. A huge thank you to the Trail Masters 4 Wheel Drive club who cooked dinner and donated \$1,500 from their profit. Vinnie, Jim, Roberta, Mike Moore and Wayne Ford did a great job. We had other Dirt Devil members there helping.

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CORVA Understands the Importance of Roads!

AMY GRANAT

When we head out on the road, we tend to take the importance of those very same roads for granted. Starting out to work in the morning, most people find it very annoying if a lane or two on the highway is closed for maintenance or an accident slows up traffic, and yet again we find ourselves arriving late at the workplace. But after a short cooldown period, we acknowledge that those slowdowns or closures are temporary, as annoying as they might be to experience.

Now imagine a different scenario. After careful planning and an equal amount of anticipation, the truck and trailer are packed up for a trip to the mountains. It's hunting season, and after purchasing the appropriate license and/or animal tag, the season is just starting. There's a nip in the air as summer turns to fall, as if the weather itself is anticipating opening day. But as you travel closer to your destination, ugly green gates seem to appear from out of nowhere, gates that you don't remember from your trip the previous year. The entrance to your favorite camping area is closed, with no sign or indication from the Forest Service why access has changed. All you feel is frustration as you fear the potential of your long-anticipated trip being ruined by road closures.

No matter your favorite form of recreation, this scenario has been played out over and over again in California. For seemingly no good reason, from one season to another, agencies will close roads to favorite trails, trailheads, fishing and hunting areas. While some closures may be justified by catastrophic wildfire or severe weather, most of the closures entail some sort of arbitrary element or decision-making. Oftentimes we hear about erosion or sedimentation issues by way of explanation from an agency, but

there are no corresponding closures of hiking, biking or equestrian trails to compliment the closure of off-highway vehicle trails.

So much is wrong with this scenario, yet it is disturbingly common. But CORVA understands the importance of this roads to your enjoyment of public land!

CORVA has studied road closures associated with arbitrary agency decision-making for over 50 years. We understand the ins and outs of both the enthusiasts needs for roads and the unfortunate drive for road closure by land management agencies. To be honest, at times the reasons for closure are just as obtuse as you might expect. When push comes to shove, a road may have been closed years earlier as a response to a wildfire, yet no one from the Forest Service deemed it important for the road to reopen, even if it served as a crucial thoroughfare leading into a forest. In a nutshell, this describes the situation with Indian Truck Trail in the Cleveland National forest. The closure of this road completely stopped travel from Riverside County into the northeastern part of the forest. As CORVA worked with residents to restore access, the majority of what we experienced was excuses and unnecessary delays.

Thanks to the hard work and dedication by residents, assisted by CORVA, we can now anticipate needed maintenance being done and the road reopening sometime soon. But it should never have been this hard or complicated to get that road reopened.

Oftentimes, hunters, anglers, equestrians and even mountain bikers don't understand the importance of roads, until they are prohibited from enjoying public land because of a road closure. Although these recreationists don't necessarily consider themselves

off-roaders, their dependence on roads makes them part of our greater off-road family. After all, if you can't get there, you can't enjoy the great outdoors!

Environmental groups plot and plan to close roads whenever and wherever possible. But they are ably abetted by the agency. This makes the work that CORVA does so much more important. As a rule, they believe that if more roads are closed, off-roaders and motorized enthusiasts will just stay home. But when the going gets tough, off-roaders get going! People are traveling further away to enjoy the sports that they love. CORVA is currently fighting to expand local and county parks, as more municipalities are around the state are recognizing the advantages that off-road parks bring to a community. Currently, Riverside, San Diego and Yolo Counties are all looking at the possibility of opening or building new OHV parks. CORVA encourages and supports this trend!

Sometimes it's difficult to explain the all-encompassing role that CORVA plays statewide

in keeping opportunities open for off-road travel. It's not just about off-road racing – but off-road racers are dependent upon roads to get them to their tracks. It's not about hunters and anglers, but both are dependent on roads to get them to their favorite fishing and hunting areas. It's not about rockhounds, but rockhounds specifically need roads to collect minerals in the desert. Virtually every form of recreation depends on the work that CORVA does, including hikers and bikers, to access their favorite activities.

As members and supporters of CORVA, share our work with your friends and family members. The more people we have standing with us demanding access from public agencies, the more power we have to oppose closures. This is important for us and future generations – there's no time like the present to insure the ability of our children and grandchildren to explore the beauty of California the best way possible – motorized vehicles!

CORVA Bylaws Updates

THE CORVA BYLAWS COMMITTEE

After last year's CORVA Annual Meeting, the CORVA Bylaws Committee was appointed to review and recommend changes to the CORVA Bylaws. The Committee presented their change recommendations to the Board of Directors for discussion during the Dec. meeting. Both written and verbal comments were presented and some were instituted into the proposed changes. The updated proposed changes were then presented to the Board of Directors in the Jan. meeting. The Board of Directors voted to accept the proposed changes.

The proposed changes are posted on the CORVA website in the Association Documents section:

https://corva.org/resources/Documents/CORVA%20_BYLAW_Proposal_2023.pdf

Only the proposed changes are posted there. Changes to the Bylaws are one of the procedures that the Membership gets to vote on at the next annual meeting, scheduled for April, 2023. The proposed changes reflect updates to current technology, the actual way that CORVA operates, adds more flexibility to the Bylaws, and will make use of the Policy and Procedures file.



WHAT IS THE AIRMEDCARE NETWORK

AirMedCare Network (AMCN) is America's largest air medical membership network with over 3+ million members and more than 150 years of combined experience.

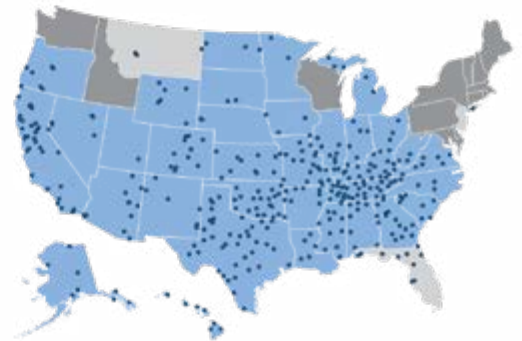
Distinguished AMCN providers, CALSTAR, Cal-Ore Life Flight, REACH Air Medical Services and Sierra Life Flight, provide coverage from 34 locations across California.

AMCN membership benefits include:

- No out-of-pocket expenses/no co-pays/no deductibles only when flown by a network provider
- Membership includes the entire household
- Coverage at home and while traveling, with membership valid in 38 States with over 320 locations

When seconds count™, 22¢ a day provides financial peace of mind!

CORVA members' annual discounted rate \$79 per household



FLY-U-HOME NON-EMERGENCY MEDICAL TRANSPORT

- Medical transport back to your local hospital of choice to recover—if you are hospitalized more than 150 nautical miles (172.6 statute miles) from your residence.
- Household coverage valid in lower 48 contiguous states

CORVA members' annual discounted rate \$140 per household



AIRMED INTERNATIONAL

- AirMed is the premier non-emergent global air ambulance and medical solutions company. Should you need help when you are far from home, AirMed's highly trained medical staff is available 24 hours a day, 7 days a week.

Annual rate \$385 per household with other options available



Jennifer Hart | www.amcnrep.com | 530.510.2915
jennifer.hart@gmr.net | Plan Code: 14701-CA-BUS

Dispatch decisions are made by emergency medical personnel; membership does not guarantee transport by an AMCN provider. Fly-U-Home is not available for purchase in AK, HI, ND, WV and WY. Membership terms and conditions apply.



HAND SIGNALS SAVE LIVES!



Q: Have you ever wondered why riders coming toward you are holding up their hands with fingers showing a number?

A: The number of fingers equals the number of riders in their group behind them.

So the next time you see oncoming traffic, give them a heads up!

IT COULD SAVE A LIFE!



CORVA Land Use Report

SPRING 2023

Oceano Dunes Update

Oceano Dunes SVRA – Status for Fall- Winter 2022-2023

Both the Grand and Pier Avenue entrances to the SVRA are currently open.

The SVRA closes periodically during storm events and when the Arroyo Grande Creek is high.

Entry is on a first come, first served basis. If camping is at capacity a “campground full” sign is placed at the entrance kiosks. Check conditions before you go.

This Park unit is open.

Park Hours:

- Open to daily vehicle traffic between 7 a.m. and 1 hour after sunset.
- The new closing time aligns with other state park coastal units.

Camping:

- Inventory at Oceano Dunes SVRA has been increased to 150 camping units.
- Camping will be monitored and may incrementally be increased back to 500 units as park operations allow.

Visitation:

- State Parks is limiting the total daily allowed number in each park unit to 1,000 “street legal” vehicles and 1,000 “Green Sticker” OHVs.
- *Please note:* There may be instances where the maximum allowance of vehicles will be met, and no further vehicles will be allowed to

enter the beach due to the temporary capacity requirement. Daily visitation information is being posted on our Twitter and Facebook social media accounts.

OHV Rentals: OHV rental businesses are open.

Nighttime Riding: All vehicle activity is prohibited one hour after sunset with exception of visitors camping and traveling to/from their campsites and the park entrance; and emergency vehicles and authorized vehicles.

Report from ODSVRA Subcommittee meeting.

Report from Meeting of OHMV Commission Oceano Dunes Subcommittee meeting

Jan 24, 2023 – San Luis Obispo

This meeting is available for viewing in Cal Span archives here: https://cal-span.org/meeting/ohmvr_20230124/

A 2 person subcommittee was appointed by the OHMVR to address issues related to the ODSVRA. This was the second Oceano Dunes subcommittee meeting held to date.

Subcommittee – Commissioners Kimberlina Whettam and Diane Ross–Leech.

Commissioner Whettam introduced the meeting as an opportunity for an informal discussion and information sharing between the Commission, ODSVRA staff and the public. The meeting included reports from most of the ODSVRA staff.

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- Issues discussed included the recent permanent closure of the 300 acre shorebird enclosure area, allegedly without any advance notice or input from the community. Legal counsel said she would have a report on the enclosure for the next Commission meeting.
- The Friends of Oceano Dunes announced that they would sponsor a beach cleanup the weekend of January 25, and requested staff support for the event. The beach had extensive damage and an accumulation of debris due to recent winter storms.
- Update on dust control projects – Stakeholders expressed concern that dust control projects have cost as much as \$22M and have greatly reduced the opportunity available at the SVRA, yet still fall short of achieving a significant reduction.
- The SOA was amended at the meeting of the Hearing Board in Nov 2022, to include recognition of the natural emissivity of the area, which may not be possible to mitigate completely. The mitigation goals are now to reduce only emissions due to OHV use. Emission reduction targets have been met by a reduction above baseline, which is an improvement but exceeds state and federal emission levels of 50 micrograms/meter previously required by the SOA.
- Dr. Russell's Scripps study was recently published in a peer reviewed scientific journal. This study revealed that the composition of emissions from the dunes is largely composed of salt and water, and only 14% mineral dust. Unfortunately, the California Air Resources Board regulates PM 10, not the individual components of the emissions, so this will require further discussion with CARB.
- Contamination of hay bales used for dust control on the Dunes with mercury, herbicides and earwigs pay be an issue. Staff said they would evaluate possible hay contamination.

- There were concerns about vegetation projects displacing emergency access to remote areas of the dunes, and about the effect of dust mitigation on response times. The staff is to collect data and report on this if possible.

The next subcommittee meeting date is TBD.

The next OHV Commission meeting will be held March 23–24, 2023.

Oceano Dunes SVRA litigation update:

There has been little recent information available about the progress of various lawsuits related to the Oceano Dunes SVRA. Jim Suty of the Friends of Oceano Dunes provided a litigation update for February 2023 on Facebook. <https://www.facebook.com/FriendsofOceanoDunes/videos/3578828315737293/>

Jim should be thanked for his update, which is timely and much appreciated.

The Friends recent lawsuit against State Parks for closing an additional 120 acres for dust mitigation was originally scheduled to be heard February 26, 2023, but has been delayed. See: Friends of Oceano Dunes v. California Coastal Commission, California Department of Parks and Recreation, et al., San Luis Obispo Superior Court Case Number 20CV0402; Filed July 28, 2020.

- A major case is scheduled for trial in June 2023: Friends of Oceano Dunes v. California Coastal Commission, et al, San Luis Obispo Superior Court Case Number 21CV–0214; Filed April 12, 2021 In this matter, under the California Environmental Quality Act (“CEQA”), Friends of Oceano Dunes (“Friends”) challenges the California Coastal Commission’s (“Coastal Commission”) decision on

March 18, 2021 that placed new conditions on the California Department of Parks and Recreation’s (“State Parks”) 1982 Coastal Development Permit 4-82-300 for Oceano Dunes State Vehicular Recreational Area (“Oceano Dunes”). State Parks has hired the law firm of Nossaman, LLP, as outside litigation counsel. At the July 19, 2021 Case Management Conference, the parties agreed to consolidate this case and two other cases. The case will be heard before the California Court of Appeals, date TBD, June 2023.

- The third critical case going to trial will be coming up in October 2023. This is the “Quiet Title” lawsuit filed by Friends – see ; Friends of Oceano Dunes v. California Department of Parks and Recreation, et al., San Luis Obispo Superior Court Case Number 21-CV-0275; Filed May 12, 2021

In this matter, Friends of Oceano Dunes (“Friends”) seeks “quiet title” at Oceano Dunes State Vehicular Recreation Area (“Oceano Dunes”) based on a theory of implied dedication to the public for off-highway vehicle use at Oceano Dunes.

We deeply appreciate the Friends leadership in the fight to keep the ODSVRA open for all to enjoy.

An important and costly aspect of the legal battle has been the Coastal Commission’s administrative record.

The Administrative Record

Following an agreement with the Coastal Commission, an administrative record has finally been prepared. This clears the way for court cases to proceed in the Fall of 2022 . The cases will undoubtedly be continued into the Spring of 2023.

The administrative record includes all the evidence — documents, emails and other records — used by the Coastal Commission to make its decision to close much of the Oceano Dunes to vehicles in March 2021.

After protests from both Friends of Oceano Dunes and EcoLogic Partners, the state agency reduced the cost of preparing the administrative record to \$7,500 split between the organizations and only paid if the Coastal Commission wins the court case.

Each year, Friends of Oceano Dunes spends the majority of its money on “legal fees and lobbyist fees to fight lawsuits by environmental and other groups trying to limit OHV (off-highway vehicles) in the area” of the Oceano Dunes, according to tax returns. In 2020, Friends of Oceano Dunes spent \$322,103, its filing says. About 91% of that was spent on legal fees, while the remainder was spent on travel, conferences or meetings, insurance, outreach and other expenses, according to their tax documents.

We continue to report on what is a discouraging situation, but please keep in mind that there has been more than one order to close the Park, yet despite the many predictions of closure it has remained open for over 40 years. This is mainly due to the highly dedicated and determined legal efforts by the Friends of Oceano Dunes.

Summary

There has been substantial progress in reducing PM 10 dust emissions at the Dunes by implementing dust control measures. This has come at a high cost to park users, with the loss of over 700 acres of riding area, a reduction of half of the remaining area. The target of a 50% reduction in emissions remains elusive currently but appears to be within reach. Whether or not this will allow the SVRA to remain open remains to be seen.

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Red Rock State Park final draft General Plan released.

ANNOUNCEMENTS

Draft Final General Plan and Final Environmental Impact Report

State Parks announces the release of the Red Rock Canyon State Park Draft General Plan and Final Environmental Impact Report (EIR). Following the public review of the Preliminary General Plan and Draft Environmental Impact Report (EIR) from October 17 through December 16, 2022, California State Parks (CSP) staff made minor changes to the Preliminary General Plan in response to comments received. In addition, the planning team prepared a Final EIR (FEIR) in compliance with the California Environmental Quality Act (CEQA), including copies of all comments received and responses to these comments.

There will be a State Park and Recreation Commission meeting on Friday, March 3, to consider adopting the Red Rock Canyon State Park General Plan and EIR before approval. The meeting will be held at Lancaster City Hall, 44933 Fern Avenue, Lancaster, CA 93534, and virtually on CAL-SPAN starting at 9:00 a.m.

To download the documents and learn more about the project, visit the Red Rock Canyon State Park General Plan Project website.

The Red Rock draft General Plan has been highly controversial. CORVA has provided comments at every step of plan development since the planning process was restarted in 2008. CORVA has a long association with the area dating back to the 1970's and before, when the Parks was initially a State Recreation Area. Unfortunately, the Park was reclassified as a State Park in 1982 and a general

plan was prepared at that time. The State Park classification requires significant restrictions on vehicle use within state parks, limiting travel to the purposes of ingress and egress. Vehicles used within State Parks are limited to highway legal vehicles only in the vast majority of cases.

As a result, the State Parks final draft Red Rock General Plan makes few changes to the last draft plan that was circulated earlier this year. The final plan must be adopted by the California State Parks Commission. This is scheduled for the next Parks Commission meeting in Lancaster for March 3, 2023.

As expected only highway licensed vehicles will be allowed into Red Rock State Park, with the exception of Sierra View Road and Red Rock Wash near the Ricardo Visitor's Center. These two roads will technically be outside the park.

General Plan proposes the following changes to the road and trail system:

1. Convert four primitive roads into non-motorized trails. These include:

(a) Black Rock Canyon Road, which will be renamed Black Rock Canyon Trail.

(b) El Paso Road spur road, which will be renamed El Paso Trail,

(c) An approximate half-mile section of Last Chance Canyon Road near Cudahy Camp will be named the Last Chance Canyon Trail (see Section 4.5.3.2 for detailed information), and

(d) Nightmare Gulch will become a non-motorized hiker and equestrian trail.

E - Convert the Roaring Ridge Road spur road to a non-system road.

F- Convert several short primitive routes in the Last Chance Canyon and one along Abbott Drive into non-system routes (see Figure 4-1).

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CORVA Membership Matters!

The California Off-Road Vehicle Association (CORVA) is a varied group of outdoor recreationists 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, bajas, and desert racers.

CORVA's main purpose is to work with the 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 clean-up and trail maintenance projects.

We coordinate with other multiple use organizations ranging from snowmobiles to horse enthusiasts to protect multiple use rights from the environmental extremists. We are "dedicated to protecting our lands for the people, not from the people."

CORVA proudly provides its members:

- 50 plus years of continuous promotion of multiple land use objectives!
- Continuous appeals of unfair and unjust closure of access to public lands!
- Extensive oversight of the California OHV "Green Sticker" Fund and OHMVR Commission
- **OFF-ROADERS IN ACTION** Quarterly Newsletter subscription to keep you informed of off-road legislative battles.
- Membership Kit with I.D. cards & decals!

We have 4 ways to join as a CORVA member.

A. ANNUAL MEMBERSHIP

Annual Members are individuals or families of individuals who are interested in off-road vehicles. Their goal is to keep our legal riding areas open now and in the future. Supporting membership is \$40.00 a year.

B. SPONSOR MEMBERSHIP

Sponsor Members are representatives of manufacturers, wholesalers and dealers of vehicles, accessory equipment, services and/or parts for off-road vehicles. Sponsor Members shall be recognized as Supporting Members of the Association. Sponsor memberships start at \$365.00 a year. Please [click here](#) for more information on Sponsor Membership.

C. LIFETIME MEMBERSHIP

Lifetime Members are individuals or families of individuals who have paid a one-time membership fee. Lifetime Members shall be recognized as a Supporting Members for the life of the member. Lifetime Membership is currently a one time fee of \$400.00.

D. SUSTAINING DONOR

This is in addition to your CORVA Membership Dues. [Donate Now!](#)

Disclaimer

We encourage our members to support our [business sponsors](#), who help us keep roads and trails open to off-road vehicles! Some CORVA business sponsors offer discounts and gift cards as special perks of your CORVA membership. To take advantage of these, **YOU MUST OPT-IN** on your CORVA database page.



<< President's Report, from 4

In February, I spent 8 days out in Johnson Valley at the King of the Hammers AKA "KOH". Much thanks to my friend Tim Groh and Tom Reinhart for coming out with me, find a campsite at 2am in the morning and set the CORVA booth up 5 hours later in Hammertown. Much thanks to Dave Cole to allow us to have a booth there at no cost. Thank you to Vinnie Barbarino who came out for 3 of the days, then Lyndol James as well. I posted and announced well in advance on social media where we were going to be. Members didn't disappoint. Many came by the booth to say hello. Many friends who I barely see anymore came by and said hello. They live near me and we have to go to Johnson Valley to visit! Seems like anymore, if you want to see me, then find me at the CORVA booth at an event. I know Vinnie can say the same! KOH didn't disappoint. We had (16) new members sign up and sold about \$2,000 in merch. When I found time to walk around, I said thank you to the CORVA Business Sponsors who were there. I met some who are interested, so I'm following up with them. I spoke with Off The Grid Surplus. For those who don't know, they handle all our CORVA Merch in the online store. More on that later in the agenda when we get to store inventory. I spent time talking with Matt Caldwell with Tread Lightly, Fred Wiley with ORBA, Off Road Business Association, Shannon Welch and Chelsey Gregory with Blue Ribbon

Coalition and board members with Cal4Wheel. We all met up one of the evenings with State Parks and BLM Staff. It was a great opportunity for all of us to talk about our organization and some of the things we've been working on currently. We have great support and respect from all the agencies. It was nice to hear how much they appreciate the work CORVA is doing. While at KOH I asked WARN and Factor 55 if they would donate some products for me to combine with CORVA and other products in a Raffle Basket for the Rubicon Trail Foundation fundraiser coming up March 11. They donated some recovery gear. I also receive a gift card and merch from GenRight. Rugged Radio sent me (2) GMRS handheld radios to include. I've reached out to others as well, so maybe I'll have more. Should be a great basket for them!

The week prior to KOH, I was asked by California State Parks Deputy Director Sarah Miggins if I would meeting with her and Division Chief Callan McLaughlin to discuss OHV safety primarily out at the Ocotillo Wells SVRA. There are residents there concerned about the off roaders, mainly SXS users flying across their property and not abiding by the law out there on where they can ride and not ride. They are asking for more involvement from CORVA and other organizations to help reach off roaders about the importance of reading the signs and following the law out there. I explained that I can almost guarantee that those out there breaking the law don't belong to any organization. Members of any of the OHV organizations hear and understand the importance of abiding by the law; majority of members of any of the organizations believe in protecting our trails and don't want anything to jeopardize them. I explained to them that they need to reach the internet groups. These groups are huge and they have their meet ups across the state. They need to find opportunities to speak directly to them. These opportunities can be found at big events like TDS Desert Safari. I explained that they need to

look at these big events as opportunities and not obligations. This would give them the opportunity to speak to a large number of off roaders. I asked them how much is it worth to State Parks to have 10 – 20 thousand off roaders in one place to hear their message? Once you have them there then you can educate them. They don't otherwise have this audience. Where else will they have an audience this big? I told them to lower their fees and encourage TDS to come back to Ocotillo Wells SVRA. What a huge opportunity to have all these off roaders in one place! I also encouraged them to reach out to some of the big names on the internet right now like Blake Wilkey and Darren Parsons. State Parks should partner with Blake and Darren to have a Terra Take Over at Ocotillo Wells. Hopefully, they listen to my suggestions. I'll share more as more comes available.

CORVA Managing Director, Amy Granat and OHV Commissioner Roger Salazar have been working on the "RTCC", Rubicon Trail Collaborative Council. They had an introduction kick off meeting the Monday following KOH. This is a great collaboration and it's been needed for many years. This could easily be an example and foundation to use on other popular OHV trails here in California. RTCC has the sole purpose of coordinating and convening stakeholders to preserve, promote, and protect the trail experience for all people to enjoy for generations to come. The goal for the Rubicon Trail Collaborative Council



is simply this: ***Open Access with Environmental Stewardship of the Rubicon Trail in Perpetuity.*** To achieve this goal, the RTCC will be a partner to serve as a conduit, and work collaboratively with all parties above to manage and maintain the Trail. This would function like the former Rubicon Oversight Committee with the exception that the RTCC would be a continuous entity rather than the ad-hoc, as-needed, committee that was the ROC. More on this to come.

The Southern Board of Directors have been planning the Annual Meeting. The date is the weekend of April 29. The location is at the Visalia Marriott. Information will be coming out soon. Registration will be opening so please save the date! We will have it live via Zoom as well just for those who want to join remotely, this option will be available.

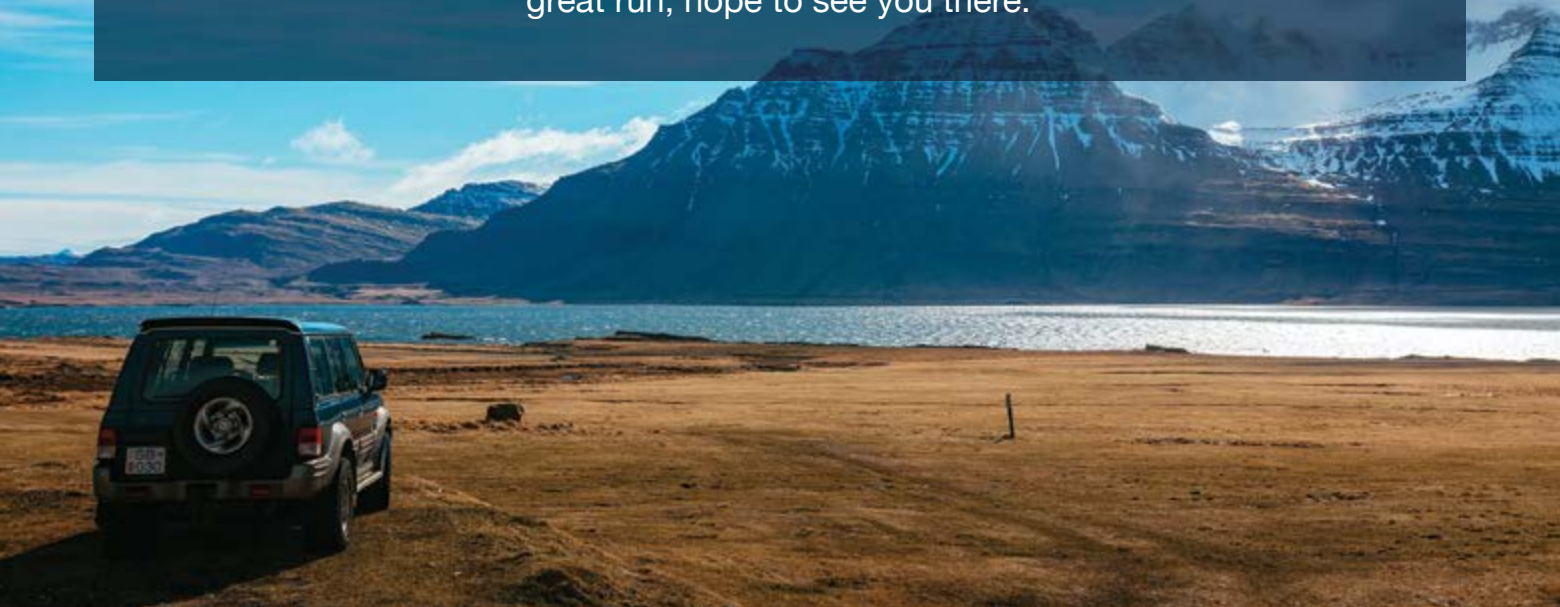
Coming up in March is the Rubicon Trail Foundation fundraiser. Its called the Black Tie and Boots Dinner. Its at the Rancho Cordova outside of Sacramento. I'll share more in my Summer ORIA Report on how this event went. I'm also attending the Bakersfield Trailblazers Prospector's Crawl in Calico. More on that as well. I will have a CORVA booth there. Hope everyone enjoys their Spring Season. Take care!



Modesto Ridge Runners High Desert Rally

Save the date: August 11-13, 2023
(this is the date we are planning - but it is tentative)

We will be emailing applications first week in April. Thank you all for making this a great run, hope to see you there.



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<< Land Use Report, from 12

State Parks planners are closely following the Public Resources Code (PRC) in the General Plan. Although Red Rock has traditionally been used by OHVs, State Parks planners have indicated that surveys of Red Rock identified significant natural and cultural resources within the park, particularly in Nightmare Gulch, along Black Canyon Road, and in the Cudahy Camp area. Parks planners have added cultural and natural preserves to the draft General Plan because of the presence of resources identified by 2018–2019 surveys.

In Nightmare Gulch, overlapping cultural and natural preserves will be established as proposed, which will close Nightmare Gulch to vehicular travel and limit use to equestrian and hiking only. OHV use is prohibited within natural and cultural preserves and travel is limited to ingress and egress to and from the park.

Henry Coe State Park has been in the news lately, and California State Parks has set up a website dedicated to the “Off highway Vehicle Access Project” https://ohv.parks.ca.gov/?page_id=31220. In part this was prompted by the passage of SB155 last year, legislation sponsored to resolve issues that would allow the sale of the Tesla Alameda Expansion area, originally purchased for expansion of the Carnegie SVRA.

In September 2021, Senate Bill 155 (Ch. 258, Statutes of 2021) amended Public Resources Code Section 5090.42, directing the California Department of Parks and Recreation, popularly known as State Parks, to explore the acquisition and development of properties and opportunities to expand off-highway vehicle (OHV) recreation in new and existing facilities. This bill also recommended prioritizing opportunities that serve large urban areas such as the Bay Area and Central Valley and

offer potential recreational opportunities for OHV recreation and motorized access to nonmotorized recreation.

This is an important opportunity for the OHV Community to regain some of the opportunity lost with the transition of the Alameda Tesla property to State Parks. The proposed addition of the Alameda Tesla property to the SVRA encountered stiff opposition in the California State legislature.

Henry Coe State Park includes nearly 80,000 acres of former ranch land that has been designated as a State Park, which is required to be open to all residents of California.

Last year members of the CORVA Board of Directors toured a limited portion of Henry Coe via seasonal access from Highway 152 via Kaiser–Aetna Road. This portion of the Parks is currently open only one weekend per year. There are 12 miles of dirt road leading to the Dowdy Ranch visitor’s center within the park, where the facilities looked to be virtually unused, apparently due to closure of the area during the pandemic.

The main headquarters are approached via East Dunne Avenue from Morgan Hill. East Dunne turns into a very long (20 mile) 2 lane paved road originally used to access the now dry Anderson Reservoir. The headquarters utilize the original ranch buildings. There are some improved trailhead parking areas nearby, but the signage clearly indicates the trails are open to non-motorized use only, and permits are necessary to use the trails. This part of the park is operated under an agreement with the Pine Ridge Association.

Continues on 19 >>



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The logo for American Offroad is a white rectangular sign with the words 'AMERICAN' in red and 'OFFROAD' in blue, both in a bold, sans-serif font. The sign is placed in front of a white off-road vehicle.

A black hoodie with a white skull graphic on the front. The text 'SKULLHUNTER4x4' is printed vertically on the right sleeve.

skullhunter4x4.com

Although Henry Coe State Park would be subject to the limitations of all State Parks on motorized vehicles, access to Henry Coe by highway licensed vehicles would be consistent with the California Public Resources Code, under certain conditions. It was clear at the time we visited Henry Coe that this park would never become another SVRA. State Parks are in the process of evaluating possible options for additional motorized recreation areas, including SVRAs or forming partnerships with federal agencies to allow for expanded use.

Carnegie SVRA Update

General Plan Update under preparation for existing Carnegie SVRA. Scoping closed in April 2021. For further information visit the OHMVR planning webpage.

The Off-Highway Motor Vehicle Recreation Division (OHMVR, the Division) previously prepared a General Plan Revision and associated Program EIR for the original Carnegie SVRA and the adjacent 3,100-acre Alameda and Tesla Expansion Area in 2016. While the General Plan Revision was approved and the EIR was certified by the OHMVR Commission in 2016, the Commission rescinded these decisions in 2021 due to several lawsuits. The Department and the Division elected to prepare a standalone General Plan Update for the original Carnegie SVRA.

The Department will conduct a separate planning effort for the Alameda and Tesla Expansion Area to determine a suitable classification and future use of these properties.

This proposed General Plan Update and EIR are limited to the original 1,575-acre Carnegie SVRA and specifically excludes the Expansion Area.

State Legislative Update

CORVA tracks legislation every year as bills work their way through the State Legislature. As usual, several spot bills related to OHV recreation were introduced last month. These are “spot bills” that often include few details. Draft language is usually added prior to their first committee hearing.

Jones – SB-708 Vehicles: off-highway motor vehicles: off-highway motorcycles: sanctioned event permit.(2023-2024)

The bill seems to be a continuation of last year’s competition sticker bill which failed to pass.

38087.7.

(a) Upon payment of the fee specified in Section 38231.7, the Department of Parks and Recreation shall issue an annual special permit, to be known as the “sanctioned event permit,” to California residents to operate an off-road motorcycle at a sanctioned event. The sanctioned event permit shall be available for online purchase beginning January 1, 2025.

(b) A sanctioned event permit shall expire on December 31 of the year that the permit is issued.

(c) A sanctioned event permit shall only be available to California residents and for model year 2022 and newer off-road motorcycles that are not eligible for the “Green Sticker” or “Red Sticker” off-highway vehicle identification issued by the department.

(d) A sanctioned event permit shall be displayed on the left side of an off-road motorcycle and shall be visible for inspection at sanctioned events. A sanctioned event permit shall be nonrefundable, nonreplaceable, and void if removed from an off-road motorcycle.

(e) For purposes of this section, “sanctioned event” means an event approved by an agency within its guidelines for off-highway vehicle recreational special events.

Continues on 22 >>

CORVA Sponsorship Program

Sponsorship Program Highlights

- Free event advertising in our monthly Off-Roaders In Action (ORIA)
- Free event advertising on CORVA website
- Direct emails to CORVA members promoting your event
- General Liability Insurance coverage for non-competitive events
- Introductory rate of \$495.00 includes:
 - One event Certificate of Insurance.
 - Additional event Certificates of Insurance are only \$195.00 each!

Qualifications: Club qualifies for program if club it is a CORVA Sponsored Club.

Sponsorship Program FAQ

The following are the most popular questions and answers about the program.

1. WHY HAS CORVA DECIDED TO SPONSOR CLUBS?

The sponsorship program is seen as beneficial to clubs and to CORVA. It is a win-win situation. The new sponsorship program will allow clubs to continue to have the same events as they have always done - only now - clubs will benefit by having insurance coverage for their "CORVA Sponsored Events". Plus, club members who are paid CORVA members receive the benefits of CORVA membership, including the ORIA, and clubs will receive advertising and marketing help for their event.

2. SO IS CORVA NOW SELLING INSURANCE TO THEIR CLUBS?

No, **CORVA CANNOT SELL INSURANCE!** Only licensed agents can sell insurance programs in the state of California. We are offering a "Sponsorship Program" to our CORVA clubs and one benefit is general liability

event coverage for their off-road event.

3. DOES OUR CLUB HAVE TO BE A CORVA CLUB?

Yes, our sponsorship program can only benefit clubs who are CORVA Sponsored Clubs under the rules of our bylaws. Plus, we encourage volunteers for your event to be enrolled as CORVA members on the day of the event.

4. WHAT DOES OUR CLUB RECEIVE FOR BEING A SPONSORED CLUB?

Your club will receive **free advertisements** in our ORIA monthly newsletter, on our website, and emails sent directly to our members promoting your event. You will also receive **general liability event coverage** for your event (non-competitive) at an introductory low rate of **only \$495.00** which **includes** one Certificate of Insurance, valid for a year. Additional certificates (for an additional event held in a different area) are available for **only \$195.00 each.**

5. WHAT IF OUR CLUB GOES TO A CORVA EVENT LIKE TRUCKHAVEN?

Truckhaven is a recognized annual CORVA BOD event. All current members are welcome to attend all CORVA events. The event already qualifies as part of our insurance certificate we hold for our membership. Other events that are covered include our Jamborees, Convention, and Fun Days.

6. HOW ABOUT OUR CLUB'S ANNUAL EVENT WHERE WE INVITE OTHERS?

If your club qualifies as a CORVA Sponsored Club, your event can have outside participants – i.e. non CORVA members. But we encourage CORVA membership. No spectators are allowed at events, only participants.

(Please remember, NO COMPETITION events are covered – No RACING!)

Other Questions asked:

Does this coverage also include board member liability insurance?

NO – it does not. It is intended to be "event general liability insurance" for the CORVA club offering Certificates of Insurance when required. The Certificate of Insurance is usually needed for the landowner or leaseholder of the property where the event is to be held. (BLM – Forest Service, California State Parks, etc.) However, Directors and Officers Liability Policies are available from our insurance agent. Please request the company information from

your regional representative so that your club may receive a quote.

Does this cover everyone in my club?

YES – As a CORVA Sponsored Club, all members in good standing of your club are covered under this policy, that's why we request a current membership list when applying for the insurance certificate.

Club Requirements:

The club would be required to provide the following:

- A membership list of paid-up club members
- An application sheet that would include officers, contacts and chairpersons for events with their contact information
- An approved Safety Program in place for all participants, and an approved waiver signed by all participants for the event
- A check in the amount of \$495.00 designated as their participation fee.
- The club must include CORVA on any permit application needed for their event, since the Certificate of Insurance will actually be issued to CORVA, along with any language required by the landowner/agency for the permit.

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



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<< Land Use Report, from 19

SB 503 – Alvarado-Gill: This is a 'Spot' bill with language that will later be inserted. But since the bill references OHV vehicle code, it will eventually include different language that relates to some aspect of OHV recreation: SB503

AB 1617 – Wallis: This bill proposes to redefine Side X Side vehicles and remove the engine displacement limit of 1000cc. Drivers and passengers in newer ROV's (SxS) are not currently required to wear helmets because their engine size is larger than the current definition of an ROV. This has hampered law enforcement from ticketing those not wearing helmets or using other safety gear as currently required in California Vehicle Code. AB1617.

AB 411 (Bennett)

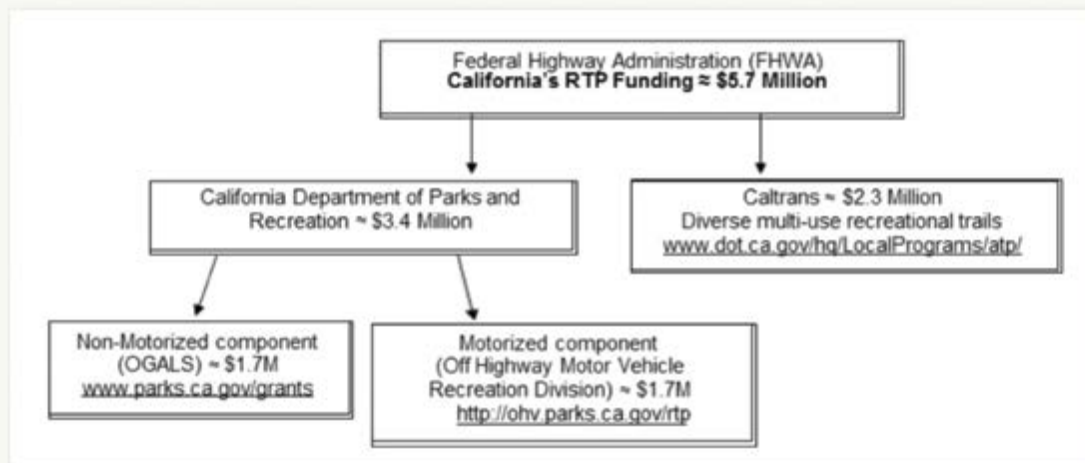
Existing law provides that the program is funded by state and federal moneys through appropriations in the annual Budget Act and that certain moneys, excluding specified federal moneys for recreational trails projects appropriated to the Department of Parks and Recreation, are to be appropriated for that purpose.

This bill would state that the Legislature is required to annually appropriate all of those federal moneys for recreational trails projects to the Department of Parks and Recreation for purposes of its recreational trails program and that not more than \$1,700,000 of those federal moneys may be allocated for motorized trail benefits. The bill would authorize the Department of Parks and Recreation to give preference to natural surface, multibenefit trails and trail systems when awarding those appropriated moneys.

The current RTP grant distribution is in the below table.

Based on this table it appears that the funds available for motorized projects would remain fundamentally the same as they are now. RTP grants are very helpful for certain OHV projects, but don't provide nearly the amount of funding (\$30M) that is available through the OHV Divisions Grants and Cooperative Agreements program. CORVA will track this bill and if necessary, meet with the author.

Non-motorized DPR projects are administered by OGALS and motorized projects are administered by DPR's [Off-Highway Motor Vehicle Recreation Division \(OHMV\)](#).



US Forest Service Report

Winter Storm Damage Eligible for FEMA Funding

It was only last May when many National Forests were under fire restrictions. Over the first few months of 2023 the situation on California National Forests has changed dramatically from drought conditions to flooding that has caused extensive damage to infrastructure, including campground facilities, roads, and trails.

Press release:

President Joseph R. Biden, Jr. Approves Increase in Disaster Assistance for California Release Date: January 19, 2023 WASHINGTON -- FEMA announced today that President Joseph R. Biden, Jr. made additional disaster assistance available to California by authorizing an increase in the level of federal funding for emergency work undertaken as a result of severe winter storms, flooding, landslides and mudslides, beginning on Dec. 27, 2022 and continuing. Under the President's major disaster declaration for California issued on Jan. 14, 2023, federal funding for the approved cost-share programs was made available at 75% of the total eligible costs. Under the President's order today, the federal share increased to 100% of the total eligible costs for debris removal and emergency protective measures, including direct federal assistance under the Public Assistance program, for 60 days from the start of the incident period.

Sequoia and Sierra Forest Plan Revisions

CORVA has participated in the proposed Sierra and Sequoia National Forest Plan revisions since 2011. These two national Forests cover nearly 2.5 million acres and have many highly important opportunities for OHV recreation.

CORVA has submitted comments at each step in the process.

The Revised draft Forest Plans and related Final Environmental Impact statement and Records of Decision for these plan revisions have been released, and the Forests entered the Objection period on June 14, 2022. Once objections are resolved, the Revised Forest Plans will go into effect.

CORVA participated in the objection resolution meetings November 15-17, 2022. CORVA received a detailed response following the objection resolution meetings.

Wilderness additions

The Sierra Forest Plan revision includes no new wilderness areas. The Sequoia Forest Plan revision includes one newly recommended wilderness area which is within the boundaries of the Giant Sequoia National Monument.

Wild and Scenic Rivers

In addition, the revised Forest Plans include a large number of proposed Wild and Scenic Rivers, as well as newly revised Sustainable Recreation Zones.

The new zones will not affect existing designated roads and trails but will be considered during future Travel Management planning when this occurs at a project level.

The main Travel Management project of interest is the Piute Travel Management plan which is already underway. CORVA has been involved in the Piute Plan since its inception.

Pacific Crest Trail Issues

The revised plans would add a one mile wide corridor for the Pacific Crest Trail. On the Sierra national Forest this would be entirely within existing wilderness. However, 14 miles of the Pacific Crest Trail corridor on the Sequoia will traverse an area that

includes a number of road and OHV trail crossings, some of which are designated routes. This change could very well affect ohv use on these trails.

CORVA filed multiple objections to the Pacific Crest Trail Corridor expansion, however as expected the Objection Reviewing Officer upheld the PCT Corridor Plan and provided no instructions to revise the plan.

BLM Issues – WEMO Lawsuit against BLM

CBD files a lawsuit against the West Mojave Route Network Plan.

Many of you who visit the California Desert are familiar with the West Mojave Route Network Plan that would designate over 6500 miles of routes in a planned area of over 3 million acres.

The West Mojave Plan, also known as the WEMO plan, has been subject to decades of litigation. The plan

was developed in 2018-19 following court ordered modifications to the previous plan, including an amendment of the California Desert Conservation Act that originally limited routes of travel to those present in 1980.

CORVA has long supported the WEMO plan and has previously filed intervenor status when the plan went to court. CORVA has had informal discussions with the BLM about doing this again, and we have been assured that the BLM plans to provide a vigorous defense of the WEMO Route Network Plan which they feel is well constructed, valid and legally defensible.

West Mojave Route Network Project*

The Bureau of Land Management released a Record of Decision (ROD) for the West Mojave Route Network Project (WMRNP) that amends the California Desert Conservation Area Plan and approves a travel and transportation route network with nine Travel



Management Plans. The route network accesses approximately 3.1 million acres of BLM-managed public lands in the western portion of the Mojave Desert, including parts of San Bernardino, Los Angeles, Riverside, Kern, and Inyo counties.

The route network project provides increased access to recreation areas and points of interests, connectivity, and consistency across jurisdictional boundaries. It addresses the need for public, authorized and administrative access to and across BLM-managed lands, including motorized, non-motorized and non-mechanized modes of travel. It also eliminates parallel and redundant routes and allows restoration to address use impacts and improve resource conditions.

The entire planning area covers 9.4 million acres of the California Desert Conservation Area, which includes lands managed by federal, private and military entities. The BLM prepared the WMRNP ROD and Approved Land Use Plan Amendment (LUPA)/ Final Supplemental Environment Impact Statement (FSEIS) pursuant to a U.S. District Court Order.

The route network project aligns with Secretarial Orders 3347, 3356 and 3366, increasing outdoor recreational opportunities, advancing conservation stewardship and restoring trust as a good neighbor

through sound travel management of public lands. The selected alternative is consistent with the omnibus lands act, John D. Dingell Jr. Conservation, Management and Recreation Act of 2019 (PL 116-9).

Wilderness Legislation Update

HR 2546 – Protecting America's Wilderness Act

We expected reintroduction of wilderness legislation that failed to pass the Senate in 2021. As usual the bill was reintroduced into the 117th Congress for 2021-2022. The bill passed the House on a party line vote and was referred to the Senate Energy and Natural Resources Committee, where it did not progress, despite a determined attempt by environmental groups to have the bill prioritized. The bill would have designated over 600,000 acres of new wilderness, much of it in California.

This means the bill may be introduced and considered by the 118th Congress next year, however given the lack of progress of last year's bills California wilderness advocates seem to be focusing on the role of federal lands in the meeting the objectives of meeting California's 30X30 initiative, expansion of the Snow Mountain Berryessa National Monument, and other short term goals.



CORVA 25th Annual Truckhaven Challenge

BY VINNIE BARBARINO, SOUTHERN DIRECTOR & EVENT CHAIRPERSON

Our 25th Annual CORVA Truckhaven Challenge Poker Run took place over the beautiful Martin Luther King holiday weekend in January at the Truckhaven Hills area of Ocotillo Wells SVRA.

Apparently it was raining like crazy everywhere else in California but not in Ocotillo Wells. As is often the case, the weather in the low desert is much different than most other places. As expected attendance was down this year because of the rainy weather but for the several hundred families and friends that came, it turned out to be absolutely great. For those of you who didn't come because you thought it would be raining, you should keep that in mind next year. The event goes on rain or shine. Last year was crazy windy but this year was perfect.

A few days before the event we arrived in the SVRA to get everything ready. Included in our chores was marking off a big staging area and marking the poker run course. That's our "Fun Time" before the work really begins. We also had our usual area set up for the Trailmasters' Four Wheel Drive Club to cook up the Saturday dinner of hamburgers, hot dogs, chili, French fries, cookies, coffee and hot chocolate! There's something about food prepared outside that makes it taste so good. The Trailmasters' come each year and donate the proceeds from the food they serve back to CORVA. The poker run was approximately a 20 mile course winding through the Mud Hills around the Truckhaven Hills area with 5 checkpoints along the way where players were able to pick a card for their poker hands and then they played a game. This year's winner was Chris Porche with 4 Aces. He also got to take home the CORVA Poker Run fire poker that he will bring back next year to be given to the next lucky winner. Presenting this ongoing

trophy has become a really fun tradition that started a few years ago.

Our raffle was huge this year, and even as the rain threatened to come we had a great turnout. Our sponsors really made this event for everyone. We even auctioned off a mini-bike! The raffle team kept everything moving quickly and the crowd roared as President Mike McGarity helped lead our MC Wayne Ford into the awards. In an unexpected surprise, the Tierra Del Sol 4 Wheel Drive Club presented CORVA with a check for \$10,000.00 to be used toward keeping our public lands open to all off roaders. On behalf of all of CORVA, thank you TDS for your donation. What a great surprise and ending to a successful weekend event.

We could not have had such a successful event without our supporting clubs and volunteers. Clubs donate their time working the checkpoints and they come up with some really creative games. Everyone really enjoyed the ride. Huge thanks to Trail Crew, Creeps N Jeeps, San Diego Off Road Club, the DirtDevils and Empire Jeep Club for your work.

A big thank you to the volunteers that ran the signup booth, sold raffle tickets and t-shirts and generally did the tremendous amount of small but important tasks we need done for a successful event. I want to especially thank my wife Kathy for putting up with me during the months before when I was frantically getting everything together. Thanks go to Roberta and Jim Woods for all your work and guidance over the years. It is a huge responsibility to take on this event and I'm grateful for all my team has done to support me. They include Janet, Alan, Ralph, Josh, Scooter, Brittany, JD, Rusty, Mike Moore, Keith,

Shelby, Wayne, Lyndol and all the various Off Road Animals. Our team is the best! Please accept my thanks for all you do.

Here is a list of Truckhaven Raffle Sponsors. I hope

you will choose to support them as they have supported CORVA. And if you want to help with our Truckhaven Challenge in 2024, please reach out to our Board. You will have a great experience, even if it is a lot of work. It's the best kind – Off-Road!!

TRUCKHAVEN CHALLENGE RAFFLE SPONSORS:

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| American OffRoad | Freedom Ropes | Ruffstuff Specialties |
| Axel Off Road Gear & Apparel | GenRight Off Road | Rugged Radios |
| Axial RC Trucks | Gluetread Tire Repair Anywhere | San Diego Off Road Coalition |
| Bakersfield Trailblazers | HyperTech | Sandstyle Off Road |
| BF Goodrich Tires | Lazerstar Lights | Skullhunter 4x4 |
| Bilstein Shocks | Magellan TRX | sPOD |
| Bosch | Milestar Tires | Steinjager |
| Clawson Motorsports | Motion Pro | Tembo Tusk |
| Clovis Independent 4Wheeler | Napier Outdoors | Tire Table |
| Coyote Enterprises | Point Mugu 4x4 Club | ToolRoll |
| Creeps N Jeeps So-Cal | Power Tank | TrailGear |
| Dirt Design | Quadratrac | Warn Winch |
| Dirt Devils of So Cal | Quantum Fuel Systems | |



Off The Grid

President, Mike McGarity had a great conversation with Josh Patterson, the owner of "OTG", Off The Grid. He asked if we needed help with our inventory (rather lack of) and we said "YES". He asked if we wanted some new designs? We said "YES". He works with a graphic artist and some new designs will be coming out this summer! It's great for CORVA

because this is what he does and definitely has the lowest/best pricing because of their volume. We appreciate everything OTG does for us! Very generous of them! Please support businesses like OTG who gives back to non-profits! Click on their links or go to their website and check out all their amazing clothing options: www.offthegridsurplus.com.



CORVA Merchandise

STORE.CORVA.ORG

CORVA accepts donations for our merchandise. Although your donation is not tax deductible, it is 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!!

We make the process easy too. **Order online at the CORVA Store** 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 are shipped via USPS. You can expect to receive your order quickly, usually no more than a week.

Thank you for helping to support CORVA. Don't forget to order extras to give along with a Gift Membership for all those off-roaders in your family! If you have any suggested items that you might want that are not listed, **send us an email**. We are always looking to promote CORVA!



Men's Short Sleeve Graphic Shirt
\$28.00



CORVA 50th Anniversary T-Shirt - Orange
\$12.00



CORVA License Plate Frame - 4 Options
\$10.00



CORVA - Mesh Hat - Black
\$25.00



CORVA Logo Patch
\$5.00



CORVA Glasses (Set of Two)
\$40.00



CORVA California Bear Stickers
\$3.00



Men's Long Sleeve Graphic Shirt
\$30.00



CORVA - The Public Lands Bear Wash Hat - Black
\$25.00



CORVA Traditional Stickers 2 sizes
From \$2.00



CORVA State Patch
\$4.00



CORVA - The Public Lands Bear Wash Hat - Orange
\$25.00



2 - CORVA Coasters
\$7.00



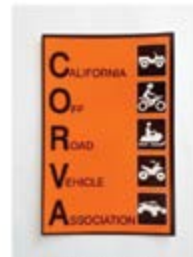
CORVA Bear Patch
\$3.00



CORVA Neck Gaiter
\$10.00



CORVA Patch Set - Bear, State, Logo
\$10.00 — **Sold Out**



CORVA OBV Sticker
\$2.00



CORVA Flex Hat
\$25.00 — **Sold Out**

Become a CORVA Business Sponsor

CORVA Sponsors are representatives of manufacturers, wholesalers and dealers of vehicles, accessory equipment, services and/or parts for off-road vehicles. Any business or club may join.

BASIC BENEFITS FOR ALL LEVELS:

- Listing on the Homepage and Business Sponsor webpage with link to website
- Listing on Business Sponsor quarterly ORIA Magazine page
- Receive a digital copy of the quarterly ORIA Magazine, can request extra copies
- Promotion for Business Sponsor through CORVA Instagram & Facebook pages

All three types of sponsorship are annual memberships. A renewal invoice will be mailed to you approximately 30 days prior to your expiration date in order to facilitate the renewal of your Sponsor Membership.

BUSINESS. PLATINUM LEVEL SPONSOR – \$1,000.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common to all Business Sponsor Levels:

- Logo on homepage of website and listing on Business Sponsor page
- One half page color ORIA ad per year
- Yearly Business Spotlight Article in the ORIA

Platinum and Gold Business Sponsor Level can be achieved with a minimum Silver Level Business Sponsor (\$365.00) payment plus raffle donation calculated at retail value.

BUSINESS. GOLD LEVEL SPONSOR – \$750.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common for all Business Sponsor Levels:

- Yearly Business Spotlight Article
- Logo with link to business on homepage

Platinum Level Business Sponsor can be achieved with a minimum Silver Level (\$365.00) payment plus raffle donation with value calculated at retail rate.

BUSINESS. SILVER LEVEL SPONSOR – \$365.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common to all Business Levels:

- Business Card size ad in each ORIA





ORIA Publication Timelines:

The ORIA is published 4 times per year. We welcome CORVA members to submit stories, CORVA Club event advertisement, and CORVA Business Sponsor Ads.

Here are the dates to keep in mind:

- **Winter Publication:** All Submissions due by Oct. 20. ORIA Published to the public: Dec. 01
- **Spring Publication:** All Submissions due by Jan. 20. ORIA Published to the public: Mar. 01
- **Summer Publication:** All Submissions due by Apr. 20. ORIA Published to the public: June. 01
- **Fall Publication:** All Submissions due by July 20. ORIA Published to the public: Sept. 01

Hope this timeline helps and we hope to see more submissions. CORVA Sponsored Clubs...Remember- Part of your \$495 includes event advertising in the ORIA among the other perks. Submissions will be used as space is available. Some submissions may need to wait for the next publication based on available space.

ORIA Advertising pricing 2023:

All Advertising prices are **Full** color on glossy white paper

CORVA sponsored clubs / non-profit organizations:

- Full Page: \$160
- Half Page: \$80

CORVA Business Sponsors:

- Full Page: \$320
- Half Page: \$160

Non-Affiliated Clubs/ For-Profit Organizations/ Businesses:

- Full Page: \$420
- Half Page: \$260
- Business Card: \$160

CORVA ORIA Ad Specs:

Full page: 8.375 x 11.375 inches

Half page: 8.375 x 6.2125 inches

Quarter page: 4.2292 x 6.2125 inches

Business card: 3.5 x 2 inches

All files: CMYK color space, minimum dpi =150, ideal dpi = 300.

Note that the full, half and quarter page dimensions include a .25 inch bleed, so important content shouldn't be within .5 inches of the edge.

Photo Submission Specs:

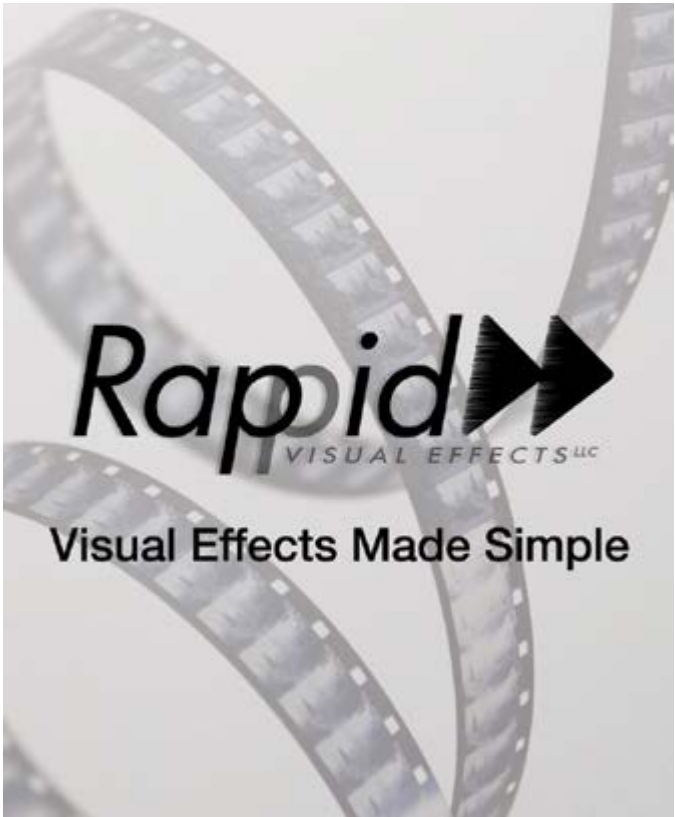
Full page: 1280px x 1800px (or larger)

Half page: 640px x 900px (or larger)

Cover: 2400px x 3600px (or larger)

Thank you for your donations

Santa Cruz 4 Wheel Drive	\$1,000	John Matthews	\$40	Daryl & Erika Bender	\$10
American Adventurist	\$600	Kristian Meyers	\$40	John Bonner	\$10
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Welcome Lyndol James to the Board of Directors



Lyndol was appointed to the Vice President, Sales and Marketing position at the January Board of Directors Meeting. Since 1991, Lyndol has owned a masonry construction and pool building and remodeling company.

Lyndol has always loved to ride dirt bikes. In the early 90's he went down to the Honda shop in Simi Valley when Jim and Roberta Woods owned it, they had a used 86 Honda TRX 250R quad which I purchased. He raced Adelanto Gran Prix with that quad and he was

hooked. Lyndol began racing all of the AMA district 37 races. He was racing about 45 weekends a year and riding on most other weekends.

In 2000 Lyndol won the number one Expert Quad class plate (District 37) and around that year the number 2 Quad Gran Prix division and number 3 Quad National Hare and Hound Plate.

He still currently ride quads, dual sport bikes, dirt bikes , adventure bikes, and he off roads in Jeeps. He has been involved with Conejo Valley "On The Rocks" Jeep club for ten years and is currently in his second term as their Legislative Liaison. Welcome Lyndol to the board.



CORVA Board of Directors

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mike.mcgarity@corva.org

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CORVA

CALIFORNIA OFF-ROAD
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ANNUAL MEETING

Please join us the weekend of:

APRIL 28–30 2023

This year's location is:

VISALIA MARRIOTT

300 So. Court, Visalia CA

Registration & more information on our website:

WWW.CORVA.ORG



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On-Going Meetings

Friends of El Mirage

www.elmirage.org

2nd Wednesday

Friends of Jawbone

www.jawbone.org

3rd Wednesday

Board Conference Call

The BOD meets monthly via Zoom. The meetings are on the 4th Monday of each month unless it's a *holiday or other conflict. Here are the upcoming dates:

*December 19, January 23, February 26, March 27.

Meeting agenda and zoom link will be sent out and posted 2-4 days prior to each meeting.

Get in Touch

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

Off-Roaders In Action Spring 2023

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