



Protecting Public Land **FOR** the People Not **FROM** the People



SUMMER 2021

Off-Roaders in Action

Off-Roaders in Action

SUMMER 2021

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President's Report

KEN CLARKE

First of all, I would like to take this opportunity to congratulate this year's CORVA Award winners, including Jared MacLeod, who received the Ed Waldheim Political Activism Award for his strong advocacy work on Oceano Dunes and other issues facing OHV recreation in California. Jon Kinley was awarded the Off-Roader of the Year award for starting and running the CORVA Instagram account for many years and supporting the CORVA store. California Dual Sport Riders was awarded the Looney Duners Award for Charity and Bakersfield Trailblazers 4x4 Club received our Los Adventureros Conservation Award. Northern Club of the Year was awarded to Railtown Off-Road and the Southern Club of the Year was given to Eastern Sierra 4 Wheel Drive Club. The Past Presidents' Award was awarded to Deputy Director Sarah Miggins for her never-ending support of the OHMVR Program and Division.

The CORVA Board of Directors held our yearly elections in May. Spencer Norton was nominated and elected as Secretary of the board. Mike McGarity volunteered to help the BOD in any capacity, so I appointed him VP of Administration. Both of these positions had been vacant for many years, so I am grateful that both Mike and Spencer have accepted these positions. The BOD of CORVA believes our younger members represent the future of CORVA. As the BOD grows more mature, we are actively working to train our replacements.

It has been a very depressing year for the future of OHV in California. The Coastal Commission ordered Oceano Dunes SVRA closed to vehicles within three years. Friends of Oceano Dunes is taking the legal lead with several lawsuits already filed on this issue.

Please donate directly to FoOD on their website or donate to CORVA and earmark your donation for Oceano Dunes. CORVA will forward your donation to the legal fund at Friends of Oceano Dunes. In addition AB1512, the bill to prevent OHV from ever being used on 3,100 acres purchased with OHV Trust Funds at Carnegie SVRA, is sailing through the legislature despite our lobbying efforts. If we lose these two SRVA's, Prairie City and Hungry Valley may be targeted next. Both have housing developments being built right up to their property lines. We need your letters and phone calls to save our State Vehicular Recreation Areas!

Besides lobbying and political efforts, CORVA has been exploring different ways we can save Oceano Dunes SVRA. One of the more interesting ideas was to get an initiative on the mid-term ballot which would ensure the Dunes stay open to OHV's. We discovered that following through with the ballot initiative would cost 10 million dollars or more, and require the hiring of many professionals, including lawyers, signature collectors and media and public relations professionals. In order to be successful, the 10 million would have to come from the OHV community and industry. With the widespread apathy within our community we determined this would never happen. It is sad to see what has happened to our political system, as now it is all about money and votes. If we want OHV to survive, we need to form a Political Action Committee to collect funds dedicated for campaign contributions.

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California's State Vehicular Recreation Areas, the Backbone of our OHV Opportunities

AMY GRANAT, MANAGING DIRECTOR

Hungry Valley, Ocotillo Wells, and Prairie City are all names we may have heard in the off-road community but we don't always understand how these parks, and the other 6 parks that constitute our State Vehicular Recreation Areas, form the backbone of our off-road opportunities in California.

All told, the off-road community has 9 State Vehicular Recreation Areas scattered throughout the state that offer well-managed and maintained areas catering both to children, families and enthusiasts trying out new vehicles. Some of the parks, like Ocotillo Wells and Hollister Hills also offer hard core opportunities for the serious off-roader.

As California off-roaders, we develop relationships with our local parks. Carnegie SVRA is a perfect example of the strong connection the local hillclimb community feels about their park. Professional competitions are held regularly in our SVRA's, including the world renowned Hangtown Motocross held yearly at Prairie City.

Talking about our SVRA's is important, because now is the time we have to start fighting for our SVRA's. Probably every issue of our Off-Roaders In Action talks about one area or another that is under attack and needs your support. But the coordinated attack on our parks should strike at the heart of every off-roader in California. Simply put, we need you to protect our system of parks in California. At the same time we are fighting the undue interference from the Coastal Commission that threatens to close Oceano

Dunes in 3 years, CORVA is fighting AB 1512, that has a good chance of passing and stealing the expansion area from Carnegie SVRA.

We fervently hope that the lawsuits filed against the Coastal Commission by Friends of Oceano Dunes will prevail, and CORVA completely supports those legal efforts. But we need all off-roaders in California to care! We need your help to protect our parks!

CORVA has testified in the legislature against the Carnegie bill, AB 1512 numerous times. Our latest testimony:

Good afternoon Chair and Committee members: the simple truth to AB 1512 involves those with wealth and political connections seeking to take away land and opportunity from everyday Californians. Contrary to what had been said, research has shown that many of the participants in motorized recreation who travel to Carnegie come from the Central Valley, from traditionally less advantaged communities, with over 40 % between the ages of 25 and 48 identifying as Hispanic. This issue is no different from those with wealth and power who seek to privatize an adjacent beach to their beachfront homes to deprive access to average citizens. We've all heard and been appalled by those stories. The wealthy, politically connected individuals local to Carnegie initially signed off on the purchase of the land by the OHV Trust Fund with the understanding it would be used for OHV recreation, using the money in the trust fund derived solely from fees paid by the off-road community.

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<< President's Report, from 3

We must become a political powerhouse; we must change and create new laws which protect OHV for all times. We are not being well received in Sacramento at this time. The only way to change this paradigm is by getting to know your political representatives and contributing to their campaigns. We can also work on campaigns for OHV-friendly politicians. Our SRVA's will close if we do not develop stronger relationships in the Legislature.

CORVA is committed to this political fight; CORVA will not give up! We will continue to search for out-of-the-box methods to keep our SRVA's open for all forms of motorized recreation. Join CORVA and be part of the solution!

Happy Trails,

Ken Clarke



<< SVRA the Backbone, from 4

Now these wealthy and powerful individuals are seeking to take advantage of the off-road community who paid for this park. AB 1512 proposes to create a 'de facto' exclusive preserve, solely to fulfill a private agenda by the wealthy and powerful. This act will deprive children and their families, who paid for the park with their hard-earned money, the opportunity to have fun and enjoy a day in a state park doing what they love to do.

These same local individuals have the money to constantly file lawsuits costing Californians thousands of dollars in order to hamstring State Parks in the management of this area. Simply put, they'll do anything to get their way. But average Californians can't file lawsuits year after year seeking their rights to enjoy state parks in the manner everyday, hard-working Californians may choose. The wealthy and politically connected should not have the power to usurp the rights of everyday Californians, but this is exactly what the subtext of AB 1512 accomplishes.

As tough as it is to speak truth to power, AB 1512 isn't about the environment and isn't about endangered species because we have an amazing Department of Parks and Recreation that could not, and would not allow any species or artifacts to be destroyed. Quite the opposite, they protect natural and cultural resources in all state parks regardless of allowed activity. The projected use of this park with its current designation would take up approximately 10 percent of the total land mass while allowing children and families from the Central Valley and Bay Area to have fun in a safe environment. With further environmental protection measures unnecessary, AB 1512 exists solely as an avenue to hurt the people who paid for the purchase and have continued paying for 20 years of management of this property because these people, like me, have been deemed by wealthy and powerful people to be extraneous, unnecessary and unimportant. While the needs of the wealthy take center stage in AB 1512, the needs of the everyday Californian have been discarded.

California Wildfires vs. OHV

MIKE MCGARITY, VP CORVA

Clovis Independent 4 Wheelers is a California based club who volunteer with the SNF (U.S. Forest Service – Sierra National Forest) under their Adopt-A-Trail Agreement.

Our club members are long time members of two of California Land Use Advocacy groups. Cal4Wheel (California Four Wheel Drive Association) and CORVA (California Off Road Vehicle Association). Both groups advocate, fight to protect OHV Access for everyone. Over the past 35+ years, our club have been volunteering for the Forest Service (we clear and maintain the OHV trails for Bald Mountain OHV above Shaver Lake, CA) and have seen the many changes resulting in these wildfires becoming extremely dangerous and catastrophic. Our South Fork Tamarack OHV trails were ABSOLUTELY destroyed by the Creek Fire in September 2020. Over the past 35+ years, our club have been volunteering for the Forest Service and have seen so many changes which have led to why these wildfires have become extremely dangerous and catastrophic.

Let's begin with why? There are a few contributing factors as to why these wildfires are so catastrophic. Some argue that Climate Change is the main reason; which has led to years of drought. Many areas across the state have been starved for water. Then the bark beetle invaded and wipe out acres and acres all by themselves. The lack of long cold winters has allowed the beetles to survive in the trees and thrive. Then the lack of water restricted the* sap which would push the beetles out in a healthy situation. The pure density of too many trees per acre have contributed to a competition of the survival of the fittest. Over the past 10-20 years, we volunteers have personally observed a steady decline in the health of our beloved

forests. We clear and maintain the OHV trails for Bald Mountain OHV above Shaver Lake, CA.

How? What are the sources of ignition? We, humans have been irresponsible, unintentionally, or sadly intentionally, igniting the fires. Intentional/avoidable include downed powerlines, lawn mowers, dragging chains on your trailer, someone leaving a campfire unattended and even a gender reveal party. Unintentional, lightening strikes, etc. Add your reason here_____.

Regardless of why and how; we have to push back on false ideology of the “Hands Off” approach. The so-called 10 am policy is a failed policy. This is not Forest Management. Forest Fire Suppression is not management. An “Environmentalism” is by definition supposed to be a person who is concerned with or advocates the protection of the environment. This person is supposed to be a conservationist, preservationist, ecologist, and nature lover. How can a person love the Forest and sit idly by and watch one wildfire be followed by another wildfire, so on and so on. I am not going to list all the State of California wildfires, just search for the list. It is absolutely unacceptable. Over the past 100 or so years, the self described “Environmentalists” have created layers of polices, protections and bureaucracy to stop and prevent intelligent studied Forest Management. The staff and volunteers of the Forest Service, BLM (Bureau of Land Management), State Parks are the true Environmentalists. The true Environmentalists are the ones who are collaborating and volunteering with the land managers, not working against them and threatening law suits or legislative actions to get their way.

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Costa Mesa, CA September 17 - 19

<https://www.sandsportssupershow.com/>

<< Wildfires, from 6

This latest wildfire to hit our Sierra National Forest, was the Creek Fire. So sad to see, actually breaks my heart knowing how beautiful our trails once were in the destroyed areas. Our club's hardest hit OHV trails connect Tamarack Rock Creek Rd to the Red Mountain Trail system. The timber along these OHV trails consisted of 80-90 percent tree mortality for the bark beetle which unfortunately provided all the fuel this fire needed to blow up as it did! When done, the Creek Fire destroyed 379,895 acres. It took 3.5 months before 100% contained.

Not totally preventable, given drought and bark beetled but the failed policies in place definitely contributed to the severity and size. I have heard and read in public forums the "Environmentalists" state that, "thick, un-managed forests are more resilient to fires!" Just unacceptable! All wildfires, regardless of why or how they started, could have turned out differently if proven Forest Management had been (#1) Allowed / Approved (#2) Funded and (#3)



Executed!!

We all need to advocate and promote PROACTIVE Forest Management! This REACTIVE approach must end! Being reactive IS NOT Forest Management.

Several years back, a forest veteran of 40 years explained to me that trees now know only two things. They grow, then they burn. He explained that the local Native Americans were the best environmentalists. They would use fire to clear their land for crops and pastures. They would light fires behind them in late November- December as they moved down to the warmer foothills. Once the weather heated up in late Spring, they would move back up to the forests. Catastrophic wildfires were never the case back when they properly managed the land. Their "cultural burning" promoted the health of vegetation and provided food to the animals, clothing to the people.

Fires served many other purposes as well. In 1911, following the largest wildfire in current history at the time, the US Forest Service was pressured by the environmentalists to move to a 100% fire suppression policy. Prescribed / control burning was outlawed and abandoned.

Pro-Active proper forest management is key to stopping catastrophic wildfires. We will never stop wildfires. Fire is necessary for a healthy forest. Forests cover almost 30% of the earth land area. Mother Nature has been tending to and caring for her forests long before we, humans thought we could do it better. Mother Nature DOES NOT need us and she will always prevail. Healthy forests are absolutely critical and provide an abundance of ecological resources to our earth. Without writing a book here, forests worldwide are extremely valuable and the earth needs them to be healthy! Close to 5 million acres have been scorched in California. Fire suppression isn't the long-term answer.

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<< Wildfires, from 8

Pro-Active Proper Forest Management is the answer! A forest management plan is extremely comprehensive, huge and takes multiple layers of expertise to fully develop. Here is my short list from the perspective of an OHV Environmentalist who loves the forest and who wants his children and grandchildren to enjoy for generations to come. Pro-active steps within the plan can and need to maintain wildlife management practices; follow BMP (Best Management Practices); comply with Federal/State regulations, such as the Endangered Species Act, Clean Water Act, and other laws to ensure resources are protected:

- Weeding / cleaning forest floor of fuel loads.
- Timber harvests / sale. Keep trees separated by 6-8 feet.
- Timber thinning. A healthy forest has approx. 30 trees per acre.
- Reduce Fuel Loads / Prescribed and controlled burns.
- OHV Trails / Firebreaks
- Timber re-growth and re-planting practices.
- Forest fertilization.
- Drainage control / alterations. ie: water bars / turnouts / dips
- Pesticide applications.
- Agroforestry. ie: Silvopasture / Alley Cropping / Forest Farming

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<< Wildfires, from 10

The US Forests are estimated at about 120 million acres with 33 million being in California. Some of which is privately owned. It is estimated that our forest has 165 – 170 trees per acre. Some forests are recorded as to having upwards of 260 trees per acre. This is just too many! Experts explain that when trees are too close together, the lack of air circulation can lead to mold and mildew to form on the trees. Too many trees shut out the important sunlight; which prevents all the native plants to grow that the local wildlife are looking for. Too many trees also lead to skinny, slow growing trees.

When trees are packed and crowded, they are all competing for survival. Our OHV area has the Ponderosa pine, Jeffrey pine and Red Fur. These are all big beautiful trees when healthy! As soon as the tree mortality hit and the bark beetle were found, then steps should have immediately ensued. According to the U.S. Forest Service, the bark beetles along with drought have affected over 30 million trees. The bark beetle is the size of a piece of cooked rice. They tunnel under the bark, cutting off the tree's supply of food and water. It take a little as 2-4 weeks for bark beetles to kill a tree. Every dead tree must be removed! All trees can be dangerous, but the bark beetle infested trees can be the worst. They are unsafe to climb and very difficult to predict where it will land once it falls.

What can we do once the above steps are being executed? Open more Biomass facilities next to the saw mills. All the left-over organic material can be put to use. Wood chips make fuel for biomass facilities to produce heat and energy. When done correctly, experts say that it's cleaner than natural gas. "Environmentalists" claim that that biomass facilities increase carbon emissions, yet they turn a blind eye to the PyroCu (pyro-cumulonimbus cloud) as it mushroomed up from fire tornadoes straight



upward into our atmosphere. Don't even try and argue the carbon emission from these wildfires are better for the environment.

So, where do the OHV advocates go from here? My goal as an active and engaged OHV volunteer is to advocate for the proper forest management as listed. I will collaborate and work with the Forest Service to aid in following an effective management plan. We will follow and implement the said goals and objectives. We will always follow all resource mediation efforts and inventory the implementation of objectives. We will always consult the SNF specialist in all ground operations. We will develop and execute a schedule for conducting best management practices. We will keep accurate records and evaluation of our efforts and outcomes. OHV volunteers are vital to the Forest Service. The staff cannot do this work by themselves. I will continue to be the true Environmentalist!

If you want to make a difference and volunteer, come join our club. Join a Land Advocacy group. Become part of the solution and push back on failed policy by the people who have a failed track record. We need everyone involved in advocating for OHV here in California!

Open Letter on AB1512 and SB799

DIANA MEAD

May 15, 2021

Assemblyperson Bauer-Kahan and Senator Glazer,

Subject: AB1512 and SB799, the fifth year of legislative efforts to compromise one particular recreation at a State Park. In fact, the very recreation opportunity the property was purchased to expand.

This is a much different issue than the one that has been described. Over twenty years ago, 12 million OHV Trust Fund dollars, were invested for the Carnegie SVRA expansion. 12 million was not a “one and done” payout. During the last 23 years, State Parks fixed a SF Water District mistake costing 1.7 million. Mitigation continues of an early 20th century mining operation. Archeological sites are cataloged and protected. All future projects require public input, studies and environmental approvals. OHMVR Division of State Parks has committed the funding to preserve and protect while responsibly developing multiple use access. You have now decided that 9 million is a sufficient pay off?

On our Governors 30/30 executive order, State Parks, including Carnegie SVRA are existing conservation areas. Point of interest though, ranches, including the neighboring parcels can be considered eligible for the 30/30 criteria.

Carnegie SVRA, has not, as is repeatedly alleged, seen an ongoing drop in visitors. There was a drop from 2009 to 2012, during the recession. All State Parks experienced a similar decline.

The current park is amazing for experienced motorcycle riders. There is no opportunity for

the largest growing segment of OHV's, the family oriented UTV's. Nor is there motorized access to wooded trails for mobility limited disabled, a protected class. The expansion will offer both and 1/3 of the area is dedicated to buffer zones. None of the meandering trails will be visible to neighboring properties.

Why doesn't the OHV fund simply find a more suitable place for this recreation? Please tell us where in the greater bay area this recreation can be hosted? This parcel was purchased and mitigated expressly to sustainably provide opportunity for what is not available at the existing park. Carnegie SVRA is the only public park in the six Bay Area Counties, with this form of recreation. By definition, Carnegie SVRA is an urban park.

Situated north of Carnegie SVRA are Lawrence Laboratories Site 300 and a gun range. To the south, accessed by a State maintained road through the park, is Stanford Research Institute.

Also accessed by that easement, is a cattle ranching and elite elk hunting enterprise. This park neighbor acknowledged in writing at time of purchase that the acquisition of the Alameda-Tesla parcel was to expand OHV opportunities. A copy of this document is available if you have not seen it. This is important as this neighbor is associated with litigation against Carnegie SVRA and the organizations in support of this bill.

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« Open Letter, from 12

There will be precedents set with this legislation. Recall the estate owner who blocked access to the beach fronting his property? That beach access is still in litigation. Approval of this bill, will support his claimed right to choose who can access “his” beach. Wealthy and politically connected individuals will cite this legislation to eliminate “undesirables” from their park.

A second precedent is more worrisome. By statute, standards for California State Parks, exceed those of parks under federal, state, county or city management. Per SB249, all SVRA’s exceed these already high standards. This legislation would usurp parks decision making and management authority. Governor Newsom made this observation in his 2019 veto of AB1086. The Governor did not misunderstand the bill.

It’s not about the science

It’s not about the environment.

It’s not about the facts.

All of these are checked off in the State Parks column.

It is about money, political power, the stature of State Parks and the incredibly successful conservation efforts that have been completely ignored. It is easier to paint this as a good conservation vs. bad off-

roaders, because most of us can only take an action we know is inherently wrong if we can somehow demonize the other side.

Assemblyperson Bauer Kahan and Senator Glazer, in addition to the fiscal irresponsibility of transferring 9 million dollars from State coffers into the OHV fund to do what is already being done, this legislation is designed for wealthy, politically connected entities to deny access to regular citizens they deem unworthy.

With or without OHV, significant consistent funding is necessary to allow access to this property. The former mining operation and the historical grazing, require ongoing mitigation, for both safety and environmental reasons. Where will this funding come from, without the OHV Fund?

Finally, my senator has stated this legislation is needed to end costly lawsuits. Senator Glazer, the aforementioned neighbor, a lawyer by trade, has made it clear, he will continue working to eliminate OHV from this valley, including the existing park. Although the elimination of a single recreation in the expansion area may temporarily end this particular litigation, the next target is the SVRA. Attorney Connelly has stated as much.

The end of the lawsuits will come when you choose to defend California State Parks and the job we Californians have entrusted them to do. Please end this attempt at legislative NIMBYism.

Letters to the Editor

ESTELLE MILLER

These letters to the editor come from a resident of Livermore, CA. Like so many of us, her somewhat older boyfriend, made the shift from the motorcycles that he rode out at Carnegie even before it was a SVRA, to something a little more comfortable. The letters, were submitted to the “Livermore Independent,” a local publication with a long history of supporting efforts to eliminate OHV from Carnegie SVRA. They tell a story of one persons’ effort to make a difference. We appreciate you Estelle Miller.

May 17th, 2021

We have owned a Jeep Wrangler for the past 10 years and have enjoyed many off-highway rides in the Sierras, along the coast, and in other states. I was happy to see that the SVRA is planning to allow 4x4’s and UTV’s on their expansion property. There are no other motorized recreational opportunities for us in the immediate area. The headline of your article, “Legislation to Preserve Tesla Park Moves Ahead,” should more correctly read, “Legislation to Steal the Alameda-Tesla Expansion Area Moves Ahead.” AB1512 includes a summary of a court ruling of January 12, 2021 involving the environmental impact report and general plan submitted by Carnegie State Vehicular Recreation Area. SVRA was directed to support both motorized and nonmotorized recreation and the court directed the SVRA to “strike a balance to support both activities.” The backers of AB1512 are very clever to use this bill to circumvent the courts and use politicians to achieve their goals. Governor Newsome in his 30/30 plan wants to expand, “equitable outdoor access and recreation for all Californians.” I think this includes motorized recreation like UTV’s and Jeeps as well as nonmotorized recreation like hiking and mountain biking. I believe that it is possible

for the Governor’s goal of, “sustainably managed landscapes and other conservation outcomes,” to be achieved by working cooperatively and by both parties participating the planning for this area. I trust a workable plan can be collaboratively achieved that would, in the words of the court ruling, strike more of a balance, rather than an all or nothing approach.

The second part of AB1512 says, “the department shall work with other entities to have nine million dollars (\$9,000,000) appropriated, donated, or transferred to the Off-Highway Vehicle Trust Fund. My father used to say, “I’d rather owe it to you than cheat you out of it.” I think it applies here. The words “shall work,” deliver NOTHING and they want to deliver nothing by January 1, 2025—four and half years down the road. The State wants to find more money to purchase the N3 Ranch (Livermore) Why don’t we give this deal to them? You give us the keys to the N3 Ranch and we’ll get someone to appropriate, donate (maybe a Go Fund Me page) or transfer the money to you in four years.

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It's official. The CORVA Truckhaven Challenge event can once again go on in January 2022. Exact January date to follow.



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<< Estelle's Letters, from 14

AB1512 is a blatant attempt to by-pass the judicial system and deny the SVRA their right to resubmit the environmental impact report. AB1512 is not fair to those of us who love nature and drive motorized recreation vehicles. AB1512 is untruthful because conservation and off highway motorized recreation can co-exist and lastly, AB1512's plan to provide funds to the Trust Fund does not appropriate anything. This legislation should be taken off the table.

May 24th

AB1512/SB799 IF YOU OWN A JEEP, 4X4, OR UTV, OPPOSE THIS LEGISLATION

Assembly Bill 1512 and Senate Bill 799 seek to stop the Alameda-Tesla Expansion Area from use by Jeeps, 4x4's and UTV's. If you own one of these recreational vehicles and enjoy seeing nature using them, these bills would eliminate any chance of having this opportunity in the Bay Area. **OPPOSE THESE BILLS.**

The Carnegie State Vehicular Recreation Area (SVRA) General Plan for the Expansion Area allows one-third

of the 3,100 acres to be a buffer zone dedicated to conservation and restoration in which there would be no motorized travel. The remaining part of the Expansion Area would be an off-road experience for 4-wheel driving and backcountry camping. An off-road experience doesn't mean you just go out and drive wherever you please. Off-road driving takes place on designated dirt roads, trails or in special off-highway vehicle (OHV) areas. It is an enjoyable form of recreation for all ages and families. It would be fun to explore the hills in this area in a park specifically dedicated and planned for such use.

Carnegie SVRA is to be commended for having the foresight to buy the Alameda-Tesla Expansion Area for OHV recreational use using OHV funds. There is no place in the Bay Area for this kind of off-road nature experience for those of us who enjoy Jeeps, 4x4's and UTV's.

Oppose this legislation by contacting your State Legislator or the Bills' authors:

AB1512 Assemblymember Rebecca Bauer-Kahan

SB799 Senator Steven Glazer

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May 30th, 2021

AB1512 Preservation or Prejudice?

In the Appropriations Committee for AB1512, the Alameda Landfill Open Space Committee (ALOSC) "expressed interest" in funding this Legislation. The ALOSC identifies high priority properties for preservation and, properties with nonmotorized recreation. It is interesting that at their July 24, 2020 meeting, Shawn Wilson explained why the N3 property was not on the high priority list. He said, "Now that the property is available, the committee can have a discussion about it." So once a property goes on sale the Committee can talk about it? I hate to tell the Committee this but the Alameda-Tesla Expansion Area is not on the market. There is no For Sale sign there. So why is ALOSC part of the legislation to confiscate it? The answer may lie in the approved minutes of its November 20, 2020 meeting. The Committee was asked by a caller "if the goal of this committee for Carnegie is based on a prejudicial position to eliminate motorized use at Carnegie." There was complete silence as the answer. Why couldn't they say yes or no? You know the answer.

The crux of the matter is not preserving the property. Carnegie SVRA is complying and going beyond the state requirements for preservation and conservation. The most important part of this bill is the change from motorized to nonmotorized recreation. The ALOSC in comments made by Dick Schneider says the Tesla property "does not have to be for a purchase but for a re-designation of Tesla for nonmotorized recreation."

The ALOSC is trying to politically maneuver for taking over the property. The ALOSC should not be acting as a political action group to take the Alameda-Tesla Expansion Area by Legislation.



They act as if they are not supporting this bill, but the promise to the Appropriations Committee of 9 million dollars to fund this bill would indicate otherwise.

These bills are being voted on this week.

Oppose this legislation by contacting the Bills' authors through their websites:

AB1512 Assemblymember Rebecca Bauer-Kahan or
SB799 Senator Steven Glazer

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June 7th, 2021

AB1512 What's it all about?

AB1512 wants to take land bought and paid for by OHV users and turn it over to other recreational groups.

The writers of AB1512 would like you to think that nonmotorized recreation would be better for the Expansion Area. In fact, the same mitigation to preserve biodiversity, cultural artifacts and historic sites would have to be implemented. The protections AB1512 will use are the same ones the State Parks are already using. Why don't the backers of this bill trust the State Parks officials to protect the Expansion Area? The State of California OHMVR already owns the Alameda-Tesla Expansion Area, and it has a plan to develop it in a responsible manner for conservation and OHV use. Why not let them have what they bought and paid for?

There is no denying that any type of human recreation will have an impact. Recently on the NextDoor app, it was posted that the Police at Del Valle Regional Park are cracking down on mountain bikers that are riding on unmarked trails as well as hikers that are going off on side trails.

There are only one or two off road vehicle recreation areas within a hundred miles in the Bay Area, while there are thousands of miles of trails for hiking, mountain biking and horseback riding. With the purchase of the N3 Ranch there will be even more recreation opportunities for nonmotorized recreation.

The OHV community is not asking for the whole recreation pie, they are only asking for a slice of the pie. The property is already purchased using OHV funds. The property is under strict State of California conservation guidelines. The property is under responsible management. The OHV community is a

recognized recreation group. The OHV community should not have to relinquish its right to the Expansion Area.

June 22nd, 2019

AB1512/SB799 Unethical or Politics as Usual?

After inactivating SB799, Senator Steven Glazer has now attached a budget trailer bill to the 2021 Budget for the State of California due by June 30. The trailer bill reads: Approve \$9 Million General Fund one-time and trailer bill language to preserve the Carnegie State Vehicular Area known as "Alameda-Tesla Expansion Area" for conservation purposes.

Why a budget trailer bill instead of a regular bill? And why now, when regular bills are going through the Legislature? Is this how politics is played? Sneak past your opposition? A trailer bill does not need to be discussed, only a simple majority is needed to pass it, and it goes into effect immediately upon the Governor's signing.

Is substituting this budget trailer bill for SB799 or AB1512 unethical? It's legal. It's expedient. It's a way to get around the normal legislative process and Senator Glazer is taking that route.

The simple truth is Senator Glazer and his backers want to take land, owned by the California State Parks, already protected under intense conservation rules and regulations, from the OHV recreation public.

The trailer bill is a way for Senator Glazer to get what he wants by bypassing the public. No public input. No public scrutiny. No dealing with the public affected by its provisions. It's strange, considering Senator Glazer is a public servant.

Continues on 19 >>

June 29th, 2021

Hi Diana, I couldn't think of anything to write this week so there isn't any letter to the editor. I did write everyone on the list as did my boyfriend. (In response to the CORVA Alert) In addition, I called everyone on the list. Since we haven't heard anything, I don't know if that's good or bad. I hope these shenanigans don't get past the Governor.

July 6th, 2021

AB 1512/SB 799 Conservation and OHV

The California State Senate is considering AB1512 this week in the Natural Resources and Water Committee. One important matter they will consider is conservation and its relationship to OHV.

In 2017 when Senate Bill 249 was approved, the Legislature recognized that conservation plays a part in OHV recreation. Provisions were made to the Off-Highway Motor Vehicle Recreation (OHMVR) Program to ensure that the mission of the Department of State Parks and Recreation to protect resources and cultural sites was to be done properly.

They did this by passing SB249 with conservation regulations, PRC 5090.43, to preserve and maintain OHMVR sites.

5090.43 reads, "To protect natural and cultural resource values, sensitive areas ... shall be managed by the division in accordance with Sections 5019.71 and 5019.74 which define the purpose and management of natural and cultural preserves."

AB 1512 wants to add a section, PRC 5090.42, to preserve the Alameda-Tesla Expansion Area for conservation purposes, "consistent with Sections 5019.71 and 5019.74."

The very same PRC protections AB1512 seeks are already in place to protect the Expansion Area.

The OHMVR program which includes PRC 5090.43 was approved unanimously in 2017 by the Legislature. It allows OHV recreation while at the same time providing protections for the preservation of historic and cultural sites and biodiversity.

Based on that 2017 Legislative action, I hope that the Senate will again support the Off-Highway Motor Vehicle Recreation community and allow the Expansion Area to become a much needed State OHV park, unique to itself and mindful of its past and responsibilities to conserve it.



Spotlight on Clubs

Clovis Independent 4 Wheelers (CI4W)

CI4W is a new CORVA Club. We're excited to welcome them to our family! CI4W is a family oriented four wheel drive club located in the Fresno/ Clovis area of California and are open to all types of four-wheel drive vehicles. CI4W is a 501(c)(3) non-profit for public benefit corporation. Established over 37 years ago, they share a common interest in responsible outdoor recreation and are dedicated to the preservation, promotion, and expansion of 4-wheeling opportunities in California and beyond. Their club works hand and hand with their Brewer Lake and Bald Mountain OHV Adopt-A-Trail agreements in the Sierra National Forest. The club members support CORVA, California Four Wheel Drive Association, Friends of the Oceano Dunes, BRC and believe in the Tread Lightly! philosophy.

CI4W organize and run the popular [Moonlight Madness Poker Run](#). Each year the club donates to a variety of local and state charitable organizations, such as Valley Children's Hospital, Ronald McDonald House, Marjorie Mason Center, Camp El-O-Win, Make A Wish Foundation and the CA4WDC Conservation and Education Foundation.



CI4W is open to all types of 4-Wheel Drive vehicles. Currently our members' rigs consist of Landcruisers, Broncos, Toyotas, Jeeps, pick-ups and UTV Side by Sides. We have a SXS Division. We have adopted an area of trails in the Sierra National Forest called the [South Fork Tamarack OHV Trails](#). We are always looking for fresh faces so whether you are new to the sport or are someone who has been wheeling for years we would love for you to join us. Check out www.clovis4x4.com for more information.





Tierra Del Sol 4WD Club of San Diego

Tierra Del Sol 4WD Club of San Diego, also known as TDS, is one of Southern California's largest not-for-profit, family oriented 4x4 clubs. The club was incorporated in August 1962 and we are honored to say that some of the early family names are still a part of the TDS membership today. That's because children have always been a part of TDS family activity, and some of those former youngsters are now sharing this outdoor experience with their own kids. That says a great deal about the cohesiveness and quality of the club when it's leadership is extended into a second and third generation of the club's members. Our trail runs stretch from scenic trails suitable for stock and novice drivers, to hardcore trails for the very experienced. We always aim to provide something for everyone.

Tierra Del Sol is the host of the TDS Desert Safari, one of the longest running off-road event in the nation. This event continues to offer TDS the opportunity to use the proceeds to fight land closures, keep trails open and donate to worthy charities in order to be able to share this sport and these lands with future generations. Tierra Del Sol members and their families responsibly use public lands for off-roading recreation. Off-roading policies at state and national

levels are now serious concerns in preserving what we once took for granted. In spite of these problems TDS has never been more active, nor scheduled such an abundance of runs per month with more individual volunteerism. While being based in San Diego, the club wheels all over the southwest including California, Arizona, Nevada, Utah and Colorado. But our backyard for frequent offroad adventures are the nearby desert and mountain areas. We are privileged to have access to this wonderful desert playground incorporating the Anza Borrego and Ocotillo Wells areas in addition to the incredible surrounding Bureau of Land Management (BLM) and USFS areas. This is a precious resource we have access to and we need to do our utmost to preserve and protect it. Unfortunately we have lost the right to access many incredible off roading areas, be it for OHV or street legal vehicles. And this loss of access continues today in a very real and alarming way. There are many areas around the State which are at risk of closure for example Oceano Dunes SVRA where more and more of the dunes are being shut down to motorized recreation. TDS was delighted in 2020, during the pandemic, to be in a position to make a donation to Friends of Oceano Dunes to aid them in their fight to keep the Dunes open to the off roading community.

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<< Tierra Del Sol, from 21

TDS realizes we need to be unified in our fight for Land Use, access to public lands for all motorized recreation and for OHV Advocacy. We feel every off roader should take the time to inform themselves of these issues and seek out ways they can help either in person or indirectly through support of organizations like California Off Road Vehicle Association (CORVA). We would implore that every off roader should be a member of an organization like this. We would also encourage you to be an active participant in the fight for access to public lands, engaging in a constructive way with your local and statewide agencies like State Parks, BLM, US Forest Service, Coastal Commission

among others. Likewise, engage with your local and statewide governmental representation to ensure they are aware of our issues and encourage them to advocate for motorized recreation and to work on protecting our rights to access public lands.

TDS meets on the third Wednesday of each month and our meeting welcomes guests. Check out the details and location at www.tds4x4.com. We look forward to meeting you there or on a trail soon.

Happy Trails.

Patrick Vaughan, Tierra Del Sol 4WD Club of San Diego.



Summer 2021

VINNIE BARBARINO, CORVA SOUTHERN DIRECTOR

It's official. We're opening back up. Today is June 22, 2021 and I just got a confirmation email from Ocotillo Wells that the CORVA Truckhaven Challenge event can once again go on in January 2022.



Actually, it took three tries and over a year to get an event going. Last year, around this time, Covid was in full swing and even if we were allowed to hold the event, very few people would probably have showup. Still we tried and applied for an event permit but were denied because of the governors order to basically shut down all of California, even the safest places to be.....OUTSIDE! Not only was Ocotillo Wells closed, but all events were cancelled. No more Sand Show. No more Off Road Expo. No more 4 Wheel Parts Truck and Jeep Fest. You all know the deal. Whether or not you agree with how it was handled, it looks like we're finally getting past it thanks in part to the unprecedented speed at which the vaccines were developed, given emergency approval and rolled out.

Even though the shut down orders were in place, many of us still got out there and did what we love to do. Whether it's Jeeping, Overlanding, Dirt Biking, Side by Siding or whatever, I want you to know that CORVA did not shut down. Sure we changed things up a bit but rest assured that CORVA has, is and always will fight for the off roading community's right to access our public lands. This is our first hard copy ORIA (Off Roaders In Action) since the pandemic started but if you haven't seen our online publications you can read all the ORIA's on our website. Check it out. They are a wealth of information and we have issues all the way back to 2006 on there.

In closing, I just want to urge everyone to get out there and enjoy the trails however you like. And when you're out there think about what it would be like if your favorite trail were to be closed. It's a real possibility. There are people out there that don't want any vehicles off the pavement and they put as much effort into closing trails as CORVA does working to keep them open. Please donate to CORVA and other likeminded organizations. Get involved and tell your club members, family and friends to join and support our efforts. See you on the trail.

CORVA Land Use Report

JULY - SEPTEMBER 2021

Oceano Dunes Update

The California Coastal Commission adopted the staff recommendation to change the terms of the ODSVRA Coastal Development Permit at their meeting on March 18.

The CCC staff report called for adding conditions to Coastal Development Permit 3-82-300 that would phase out OHV use at the SVRA over 5 years. This was reduced to 3 years at the meeting. The Coastal Development permit was originally approved in 1982 and has been amended 5 times to allow continued operation of the SVRA.

Car camping will be allowed between Grand and Pier Avenues above the high tide line but not south of Pier Ave. The Pier Avenue entrance would be permanently closed effective July 1, 2021.

No motor vehicles will be allowed into the SVRA after Jan 1, 2026, other than the camping area and all fenced areas would be closed to entry after Jan 1, 2026.

The Park will remain open until Jan 1, 2026, with camping limited to 1000 units. This will be reduced to 500 units beginning Jan 1, 2026. Exactly how the park would be managed between July 1, 2021, and Jan 1, 2026, remains unknown. The staff report suggests a phased closure to OHV use of one mile of beach per year beginning at the southern end of the park.

In addition, Parks was informed that the PWP needs extensive revisions and that some elements were not approvable, such as a southern access through the

Phillips 66 refinery, improvements at the Oso Flaco campground or establishing a 40 acre trail system at the southern end of the park. Any reduction in the size of the Plover/Tern enclosure sites were rejected. The seasonal enclosures will need to be made permanent at 300 acres for the main enclosure.

OCEANO DUNES SVRA AND PISMO STATE BEACH ENTERED PHASE II OF THREE-PHASED REOPENING PLAN ON FRIDAY, FEBRUARY 19

Below is a breakdown of phase II of the three-phased reopening plan for both park units, effective Friday, February 19:

Day Use Hours: 7 a.m. to 8 p.m. daily.

Limited Vehicle Access:

- “Street legal” vehicles, such as jeeps and trucks.
- “Green sticker” off-highway vehicles.

Visitation: As the State of California continues to protect Californians from the COVID-19 pandemic and for the protection of natural resources, State Parks is limiting the daily allowed number of “street legal” vehicles to 1,000 per day and “Green Sticker” OHV to 1,000 per day -- for both park units. While State Parks does not anticipate this operational change to impact visitation since this is considered the off-season, 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.

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<< Land Use, from 24

Camping:

- *Oceano Dunes SVRA*: A total of 100 campsites will be available.
- *Pismo SB*: The North Beach Campground is temporarily closed due to recent storm impacts. Campsites for the developed Oceano Campground within Pismo SB are available for booking.
- Reservations are required for both park units and must be made at least two days (48 hours) prior to arrival on ReserveCalifornia.com.

OHV Rental Concessions: These services are available on a limited basis– check local vendors for availability before making plans.

As expected, the Center for Biological Diversity sued the State of California for violation of the Endangered Species Act related to nesting terns and snowy plovers to keep the SVRA closed. California DPR has not commented on this pending litigation, however the SVRA opened on Feb 19 as planned.

Three lawsuits against the Coastal Commission have also been filed by the Friends of Oceano Dunes.

If successful, the lawsuits would reverse the Coastal Commission’s decision and provide damages to the affected organizations, including Friends of Oceano Dunes.

The first lawsuit alleges that the commission violated the California Environmental Quality Act (CEQA) by failing to study the environmental impacts.

President and founder of Friends of Oceano Dunes, Jim Suty, said that the Coastal Commission did not follow the due process of CEQA review in its performance of the permit review on March 18.

“I think if the Coastal Commission did everything properly, they would have been able to complete the

review and then have a more informed discussion with the commissioners at that hearing,” Suty said.

The second lawsuit made by Friends of Oceano Dunes alleges that the Coastal Commission exceeded its authority under the California Coastal Act and the statutes and policies that govern State Parks.

Suty said the Coastal Act does not allow the Coastal Commission to override the authority of another state agency and that the Coastal Commission is trying to do just that.

Under Section 30106 of the Coastal Act, “development” is broadly defined to include various physical developments, including any change in the intent of land use.

According to Kahn, all changes in development require a Coastal Development Permit. “In addition to private parties, it also applies to other state agencies. So, State Parks.”

The third lawsuit alleges that under state law no agency – including the Coastal Commission or State Parks – can prohibit off-roading vehicles at the dunes due to an “implied dedication” for vehicular use that existed before the property was owned by the public.

Suty said that more lawsuits will be filed soon against the Coastal Commission’s decision.

Other concerns of Suty’s that may show up in these lawsuits include accessibility for people with disabilities and the economic impact of the decision.

Suty said that phasing out vehicular use on the dunes will prevent people with disabilities from accessing the beach.

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Oceano Dunes Lawsuit

FRIENDS OF OCEANO DUNES

Friends of Oceano Dunes Files Quiet Title Lawsuit to Ensure Continued Camping and OHV Recreation at the Oceano Dunes State Vehicular Recreation Area

Tuesday May 11th, Friends of Oceano Dunes (Friends) filed a third lawsuit arguing that state law mandates that OHV recreation, beach driving and camping are permanent uses at the Oceano Dunes that cannot be banned by any agency.

Friends' new lawsuit is known as a "quiet title" action and it argues that public off-road riders used nearly 145 parcels within Oceano Dunes State Vehicular Recreation Area (ODSVRA) long before the land was owned by the public, and that use created an implied dedication for off-road vehicle recreation, and camping, and also for driving vehicles on the beach. Under state law, neither the Coastal Commission, State Parks, or any other governmental agency has authority to prohibit uses established by an implied dedication. Once established, an implied dedication exists forever.

Friends previously filed a lawsuit claiming that the Commission's action violated the California Environmental Quality Act, and another lawsuit arguing that the Commission violated the Coastal Act which expressly forbids the Commission from decreasing, duplicating or superseding the authority of State Parks, which manages the park. All three lawsuits are currently pending before the San Luis Obispo County Superior Court.

Friends attorney, Tom Roth, is a well-respected land use attorney specializing in California coastal matters and has led the Friends legal actions for 17 years which include delisting the California Brown Pelican,

and has won court victories for Friends against the Coastal Commission, State Parks, Air Resources Board, Air Pollution Control District and the United States Fish and Wildlife Services to name a few.

The Friends Board of Directors has made it clear that "Friends is in it to win it" and "are prepared to file more lawsuits and do what is needed to defend our rights and our culture to have families continue to camp and recreate on the beach and dunes as has been done for over 100 years". Friends president, Jim Suty also said that "Friends is deeply concerned for those with disabilities who count on driving on the beach and dunes to gain the access that is otherwise not easily available to them in California". In addition, Suty added, "this is an affordable way for people to camp and spend the night on the overpriced California coast for only \$10 a night".

The Oceano Dunes State Vehicular Recreation Area is in the central coast of California near Pismo Beach and attracts approximately 2 million annual visitors and provides over \$200 million to the local economy each year. This unique 20 mile stretch of sand and dunes has been enjoyed by families for vehicle recreation and camping that is well documented going back to the early 1900's. Land speed races occurred on the beach in the 1930's and the first beach buggy was invented in the 1950's.

Friends of Oceano Dunes is a 501(C)(3) California not-for-profit corporation expressly created in 2001 to preserve camping and off-highway vehicle recreation at the Oceano Dunes State Vehicle Recreation Area (ODSVRA). Friends is a grass root volunteer organization which represents approximately 28,000 members and users of the Oceano Dunes SVRA. oceanodunes.org

Full Size Wheeling

SPENCER NORTON

I seem to find myself among the minority in our sport in that I choose to do my four wheeling in a 145" wheelbase 7500lb full-size truck.

Lots of us have them but they are mostly our work trucks or tow rigs that may occasionally get off the road and do some camping. It seems not many want to run trails in these rigs. I have been wheeling full-size trucks for just about 10 years now and here are some pros and cons that I believe come with the territory.

Starting off on a positive note, when you take your full-size truck out on the trail (with the bed intact, more on this later) you can bring everything. There's no worrying about having enough space to carry all your camping or recovery gear, your provisions and anything else you want to bring, from extra coolers to your cornhole set. If you're driving your vehicle to the trail and back and not staying in an RV or hotel a full-size is fantastic to keep everything you might want or need with you on your trip. Another plus to wheeling one of these behemoths is on your heavy-duty trucks, you already have the axles you want. Three quarter ton Fords and Dodges roll right off the showroom floor with Dana 60's and most older trucks had at least a Dana 44. With this you can spend more money on your gears and tires and already have axles ready to take the punishment you want to inflict on them. The number one upside to me, however, is the strangeness and uniqueness of full-size rigs. I've never liked having normal vehicles. Once these vehicles start getting built, most times they often end up looking like nothing else. They turn heads and they draw a crowd of onlookers who want to know why and how you did it. People love to see things they don't expect and don't understand and you'll find yourself making all sorts of new friends who are drawn to your one of a kind machine.

As far as I can tell, the number one reason people don't like to wheel their full-size trucks is simply the size of them. They're long, they're wide and they're heavy. If you start taking your truck off-road you should expect to start damaging it, from pinstripes on tight jeep trails to crushed body panels and caved rockers. Your truck will hang up and it will scrape... it's a given! The only way to combat these issues is to accept the fact you will incur damage and to just enjoy wheeling your truck anyway. Another fault of these trucks is that there is much more limited aftermarket support for hardcore off-road applications. If you want to build your truck into an extreme off-roader then chances are you'll have to have a lot of custom parts, from bobbed or caged beds, which ruin your gear hauling abilities to one off roll cages, suspensions and armor you or a shop will be fabricating lots of unique parts which don't come cheap. Besides the cost of parts and upgrades, another issue with full-size trucks is the cost of the truck itself. The truck market is on absolute fire these days with even outdated high mileage trucks selling for huge sums that would have seemed impossible only a few years ago. Everyone and I mean everyone seems to want to own a truck of some kind and this can make finding the one you want even harder and more expensive, particularly if it's one that everyone wants. Because of this many people are hesitant to take such an expensive purchase out on the trails and knock seven bells out of it.

In the end, I believe that wheeling full-size trucks is some of the most fun you can have out on the trails. Sure, they probably won't ever be able to keep up with the buggies and the rock bouncers but they provide new challenges and new experiences on even familiar trails. They make you stand out in a sea of Jeeps. And most importantly, "There's just something women like about a pickup man."

<< Land Use, from 25

“This is the only park, the only beach in all of California that you can drive out and enjoy not only the water, the surf, but go through the dunes when you’re handicapped,” Suty said. “If you’ve ever tried to push a person with disabilities in one of those chairs through the sand, it is not easy.”

In terms of the economic impact, Suty said that based on a similar decision to prohibit vehicular access at Guadalupe dunes, he thinks it is unlikely that the beach will maintain the same level of economic activity after vehicular access has been restricted.

“Let us analyze the town of Guadalupe to the south of the park. They were told in 1982 when the dunes would be closed off that they would get all this eco-tourism and their town flourish with all the eco-tourism. It has not happened. It failed,” Suty said.

The proposed PWP will supersede the 1982 CDP and provide compliance for existing and future park management activities and select improvement projects with the California Coastal Act. The PWP will be consistent with the existing General Development Plan.

In a related development, the San Luis Obispo County APCD approved DPR’s Annual Report and Work Plan (AWRP). This is a critical step that DPR must meet. Unfortunately, approval of the AWRP was conditional on implementing dust control measures on an additional 90 acres of the SVRA, which includes closing the acreage to both camping and OHV use. Most of the additional closed areas are an expansion of existing vegetation islands, with two high emissivity areas outside the fenced SVRA. The proposal was reviewed and approved by the SAG, another critical step, who reluctantly approved inclusion of 26 acres outside the SVRA that would be counted as part of the 90 acres.

Carnegie SVRA Expansion update

As most of you probably know, the expansion of the Carnegie SVRA into the adjacent area has been contested in the California legislature for the past 3 years.

Once again, legislation was introduced this year to set aside the expansion area as a conservation area, in direct conflict with the original purpose for which the land was purchased, which is to expand the Carnegie SVRA for both motorized and non-motorized use.

This year, Senator Glazer withdrew his bill, however there is a nearly identical assembly bill working its way through the legislature that would do basically the same thing, AB 1512.

AB 1512 would amend the Off highway motor vehicle act to require the department to preserve the expansion area “in perpetuity” as a conservation area. This conflicts with existing law that prohibits any new cultural or natural preserves within SVRA’s.

Creation of this preserve is contingent upon a transfer of \$9 million to the OHV Trust Fund by 2025. Language was removed from a budget trailer bill that would appropriate the \$9M for this purpose.

AB 1512 passed out of Senate committee and next moves to the Appropriations Committee, then to the legislature, where it will presumably pass. After that, the only hope is for a Governor’s veto.

Stay tuned for developments on this key issue for OHV recreation in CA.

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<< Land Use, from 28

OHV Commission Update

OHV Commissioner Patricia Urena reappointed to OHV Commission by Governor Newsom.

We would like to congratulate Commissioner Urena on her reappointment to the OHV Commission. She was appointed by Governor Brown in January 2018 and is the current Chairperson of the commission, having served with distinction as an active member and strong advocate for the NYPUM Program (National Youth Program Using Minibikes).

We have a new OHMVR Commissioner, Tommy Randle, who was previously on the State Parks and Recreation Commission. We do not know his nexus with off-road recreation, and no biographical sketch was available for this report.

The next OHMVR Commission meeting will be held July 28–29 and will be virtual. The August meeting is scheduled for August 26–27. After that date future meetings will be a hybrid meeting of a configuration TBD.

Federal Legislation introduced for 2021

Wilderness Legislation Update

HR 2546 - Protecting America's Wilderness Act

We expected reintroduction of wilderness legislation that failed to pass the Senate in 2020 and the bill was reintroduced for 2021.

The U.S. House of Representatives on Friday passed the far-reaching bill to provide new wilderness protections to 1.5 million acres of federal lands — 535,000 acres of which are in California, an area roughly 18 times the size of the city of San Francisco.

The measure also would ban mining around the Grand Canyon and set aside more than 1,000 miles of rivers in California and other Western states from dams and other development.

Approved by the Democratic majority on a 227–200 vote, the bill would be the largest wilderness preservation legislation in 12 years. That is when President Obama signed [The Omnibus Public Land Management Act of 2009](#), which set aside 2.1 million acres of federal land as wilderness. To become law, it still must pass the U.S. Senate. President Biden has said he will sign it if it reaches his desk.

Among the areas slated for new wilderness protections in California are federally owned lands in Redwood National Park, and along the Eel and Trinity rivers in Northern California, the Carrizo Plain in central California, and the San Gabriel Mountains in Southern California.

Critics of the measure raised concerns that the new protections could have unintended negative consequences, arguing it could limit public access to the land and increase the risk of wildfires in the areas.

Doug La Malfa (R-Calif) stated his opposition to the bill. “We have seen the devastation that wildfires cause in Northern California time and time and time again. So why are we putting more land into this restrictive wilderness category which will make it even more difficult to effectively manage forests and to access them?” he added.

H.R. 316 (LaMalfa): Guides and Outfitters Act

Summary: This bill would amend the Federal Lands Recreation Enhancement Act to allow the Secretary of the Interior and the Secretary of Agriculture to issue special recreation permits and fees for off-highway vehicle use on certain federal recreational lands, as defined.

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« Land Use, from 29 This bill is the successor to H.R. 289 of the 2017–2018 Session. Status: as of 2/07/2019 Referred to the House Subcommittee on Conservation and Forestry

H.R. 403 (Panetta): Clear Creek National Recreation Area and Conservation Act

Summary: This bill would establish the Clear Creek National Recreation Area in San Benito and Fresno Counties to promote environmentally responsible off highway vehicle recreation and to support other recreational uses. This bill would direct the Bureau of Land Management (BLM) to designate 21,000 acres of land adjacent to Clear Creek as wilderness and would name this area, “Joaquin Rocks Wilderness”. The bill would also reopen the 63,000-acre Clear Creek Management Area for public outdoor recreation, including off-road vehicles and hiking. This bill requires BLM to develop a plan including educating visitors about the hazards of asbestos. This bill is a reintroduction of H.R. 1913 from the 2017–2018 Session. Status: as of 2/05/2019 Referred to the House Subcommittee on National Parks, Forests, and Public Lands

Senate Confirms Vilsack as Biden’s Secretary of Agriculture

February 23, 2021

(Bloomberg) — The Senate confirmed Tom Vilsack as U.S. Agriculture Secretary, opening the way for the Biden administration to move forward with a farm agenda emphasizing climate change, equity for minority farmers and more food assistance for the poor.

Vilsack, well-known in Washington and the agriculture industry after serving eight years in the post under President Barack Obama, was confirmed 92–7 Tuesday after less than 15 minutes of debate

in the Senate. Senator Bernie Sanders voted against confirmation, along with six Republicans.

Some progressive groups and minority farm advocates have criticized Vilsack, saying he was not aggressive enough in aiding Black farmers during the Obama administration and is too close to agribusiness interests.

Sanders told reporters afterward that he voted against Vilsack because “we need somebody a little bit more vigorous in terms of protecting family farms and taking on corporate agriculture.”

Vilsack, 70, stressed voluntary incentives to farmers to adopt more climate-friendly practices in his confirmation hearings and while campaigning on behalf of Biden during the presidential election campaign. Biden set a goal during the campaign for the U.S. to be the first country to cut its agriculture sector’s net greenhouse gas emissions to zero.

The Biden USDA has embraced legislation proposed by newly elected Democratic Senator Raphael Warnock of Georgia to include \$5 billion for Black, Hispanic and Native American farmers in the \$1.9 trillion Covid relief package. The funding would include \$4 billion to help minority farmers pay off USDA loans and \$1 billion to address systemic racism at the USDA.

Vilsack pledged during his confirmation hearings to “root out” a legacy of racism at the department, which settled a series of class-action lawsuits for discriminating against minority farmers in loan and aid programs over decades.

Biden disappointed some minority farming advocates in choosing Vilsack to run the department over House Agriculture Committee member Marcia Fudge, who openly campaigned to be the first Black woman to lead the department.

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Off-Roading is a Family Sport

DAN PETERSON FAMILY

The Dan Peterson Family is a perfect example of how off-roading is a family sport.

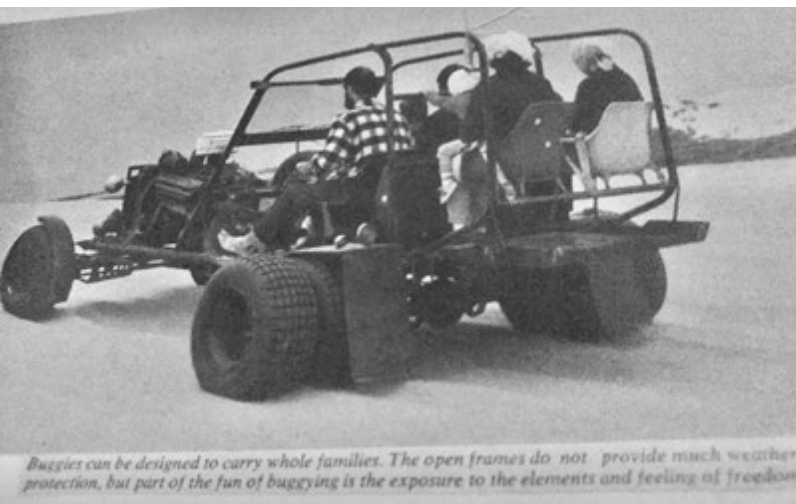
Dan was Northern Regional Director of CORVA for several years. He has worked continually to educate drivers on how to operate their vehicles safely. Another issue Dan worked hard on was Sand Mountain. Sand Mountain Recreation Area was almost closed. The endangered Blue Butterfly was facing extinction. Dan made monthly trips to Fallon, Nevada to Bureau of Land Management meetings to represent off roaders.

Right after high school graduation (early 60s) Dan heard about dune buggies. He used his mechanical skills to build his first buggy from the ground up. He welded together the chassis, suspension, the whole car! It had an early iron Hemi with two transmissions. It was street legal. He drove it to Pismo for sand and to Del Puerto Canyon and Coulterville for dirt. This was Dan's car for commuting to work for 15 years.

Dan and Carol got married and started a family. Kelly was born! She was racing around the dunes in Carol's arms when she was 5 weeks-old. Kelly got her first 3-wheeler before she was 10 years-old. She went on to race go carts. 5 years later DanL joined the family. She was only months old when she was in her mom's arms riding off-road. In 1979 & 1980 both young women rode their 3 wheelers up the Rubicon Trail as far as Spider Lake. They have ridden dirt bikes and have now included a side by side.

I'm Kelly, older sister.

I remember going to Dumont Dunes in 1981. We still attend the annual week of off-roading between Christmas and the New Year's holiday. Dad exposed we girls to off-roading in our younger years in the sand, the dirt or mountain trail riding. We had constant exposure to the off-roading experience. DanL and I have gone on to excel in off-road riding and we've become expert riders. We've also learned to always look out for others. Dad, my sister and I teach off-roading etiquette to kids in the camps. I was the first to have children. My first went to Dumont Dunes at 4 months old. Now I take my grand children with us. They are learning the ropes of off-roading and to respect this land we are so fortunate to access and to fight for the land that we have the right to use. I have always helped my dad with CORVA activities. I served as the Northern California CORVA Secretary for several years and helped organize the CORVA Northern Jamboree at Frank Raines OHV Park during that time.



Buggies can be designed to carry whole families. The open frames do not provide much weather protection, but part of the fun of buggying is the exposure to the elements and feeling of freedom.

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<< Family Sport from 31

I organized an annual fundraiser at Sand Mountain every Memorial Day weekend. We sold shaved ice out of our toy hauler to benefit the fight to keep Sand Mountain open. I still enjoy the off-roading lifestyle and spending time with family. Off-roading is a family sport that Kelly has always been passionate about. Camping, off-roading and the outdoors have always been at the core of my heart.

Hi, my name is DanL Verdone and I am the youngest daughter of Dan Peterson.

When I think about how off-roading has impacted my family I can only respond with how has off-roading not impacted my family. My entire childhood involved off-roading. When I became an adult and started a family of my own it has always been structured around off-roading experiences. I have 2 daughters. In 2000 I gave birth to Cierra and she was out for her first Dumont Dunes trip at 6 weeks old. In 2004 I gave birth to Mimi and she was duning in Pismo for

Easter break 6 weeks later. I have duned at Dumont between Christmas and New years for 41 consecutive years, not missing one trip. Throughout my life thus far, my family and I have off-roaded at Pismo (starting when I was 6 weeks old), Dumont Dunes, Sand Mountain, Winchester and Coos Bay Dunes in Oregon, Cressent Dunes, Glamis, Rubicon, the High Desert Rally in Nevada and many, many, many parks and trails in the Sierra Nevada Mountains. I also attended many Baja California off-road races with my dad growing up. Our off-road experiences have changed and morphed over the 45 years of off-roading. I learned to off-road on a three-wheeler, transitioned to quads in the 1990s and Frank, my husband, built a sandrail. Then in 1999 I decided to learn to ride motorcycles. When our girls were young we off-roaded in a jeep until they were 3 years-old and could ride their own quads. We now have added a side by side to our off-road experiences. I plan to continue the absolutely amazing experiences that my 49 years of off-roading have given me and my family.



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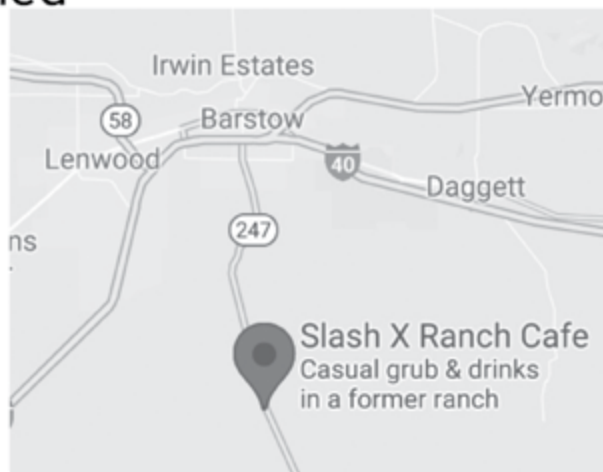
Activities on site are still being determined



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VORRA starts a new short course Tradition

A day after VORRA's successful first desert race in Hawthorne, Nevada VORRA's CEO Laura Hardesty-Butcher received a phone call stating that the Wild West short course track just outside of Reno, Nevada was closing for good.

This came as a shock, not only because we were losing one of the closest premier racetracks, but VORRA had plan to race at Wild West in less than 6 weeks. Navigating these tricky times due to the pandemic was already difficult, now trying to find an all-new course might have been the tipping point.

Following the advice of a few VORRA's racers we contacted Jesse at the E Street MX track in Marysville, California. That very next weekend VORRA's race director BJ Butcher and track Steward Tristan Butcher made the trip up to Marysville to meet with Jesse and track management. From the time they arrived everyone could tell that this could be the start of something special. Originally the plan was to add to the vet track. They planned to widen and add some length to the course. Jesse then took BJ and Tristan to the west side of the property. Literally the night before, Jesse had signed a lease with the city of Marysville and Union Pacific Railroad for an additional 100 acres. The problem was the homeless population had been living on site for years. There was even a chop shop hidden away in the trees at one time. Literally, over 100 cars, trash, trailers, and debris made for a lot of clearing work for Jesse and his crew.

A couple weeks later, after much thought, Jesse contacted BJ and said, "We are going for it." Jesse

planned to build an entire new course. With a couple clean up weekends planned and several late nights working heavy equipment, Jesse and his crew had the start of a new racecourse build. E Street MX held a couple weekends of testing where racers were invited to head out and check out the course. This turned out to be ideal as positive feedback came in and the E Street crew were able to make some adjustments to the course.

The VORRA crew landed at the E Street course very early Friday morning. Somehow, VORRA was able to schedule this race back in November of 2020. Race days were the hottest 2 days of 2021 that far! Jesse and his crew had done a heck of a job preparing the track for racing. Friday consisted of tech and registration, followed by practice and qualifying. Although the temperatures were hot, the track held up great and some racers really went for it during qualifying.

Saturday morning came and we were ready to race. Although there was short notice with the new track, , Father's Day weekend and the hottest days of the year over 40 racers came out to give it there all. Production Turbo UTV, Production 1000 and Pro Buggy all put a show on in each heat and the hundreds of spectators took notice.

Overall winners were Jordyn Skaggs pulling double duty in Stock 170 UTV and 570 UTV. Taryn McCalla had a ton of fun in the JR2 class. Cole Gamma took the win in the youth RS1 class.

Continues on 35 >>



<<VORRA from 34

Joe Azevedo won the Group T class, John Hultsman took home the hardware in the 4440 class. Rob Parsons came from the back of the pack to take the Sportsman UTV. Lorenzo Bonacci ran hard in the Pro Buggy class. Cody Vanderveer put on a clinic in the Production 1000 class. Finally, Keith Brooks made it interesting losing front wheel drive with a few laps left but held on to take the win.

Everyone was all smiles at the awards and the VORRA crew made quick work of the clean up so we could head down to the river and have some much needed cool off and relaxation time. Overall, despite the conditions, we would call this a success. The fact is that in less than 4 weeks, VORRA and E Street MX created an all-new racecourse. E street MX will continue to improve the course and with the additional land the original course may become

longer. An entirely new course may be built to welcome the larger vehicles that come as part of the VORRA series. E Street MX will also look to hold practice weekends for racers to get a chance to go out and test their vehicles prior to race weekends. This also will now give the hundreds of racers in Northern California a place to race closer to home. With the awesome lay out, close hotels and restaurants E street MX very well may become a destination race for all.

A huge shout out to Jesse and the E Street MX crew. Thank you to Laura Hardesty-Butcher for always making sure we are safe and set to go, the Vorraters who came out and made this a great and very smooth-running event and a big thank you to CORVA for keeping up the fight and supporting California off roading!

<< Land Use, from 30

Fudge was instead chosen as secretary for housing and urban development, a post that has often gone to minorities.

Vilsack has faced lingering bitterness for his role in the 2010 ouster of Shirley Sherrod, a Black woman who was then the USDA's Georgia state director of rural development, after a conservative blogger posted an edited video of her purportedly expressing racist views. When an unedited video of the speech later surfaced verifying her claim that she was telling a story of racial healing, Vilsack offered to re-hire her, but she declined.

Vilsack, a former governor of Iowa, a farm state which leads the nation in corn and hog production, has long ties to Biden going back to an endorsement in Biden's short-lived first presidential campaign in 1987. He became president and chief executive officer of the U.S. Dairy Export Council after serving as Obama's agriculture secretary.

Agriculture Secretary Tom Vilsack Announces Randy Moore as New Forest Service Chief

WASHINGTON, June 28, 2021 – Agriculture Secretary Tom Vilsack today announced that Randy Moore will serve as the 20th Chief of the U.S. Department of Agriculture's (USDA) Forest Service.

"Randy Moore has been a catalyst for change and creativity in carrying out the Forest Service's mission to sustain the health, diversity and productivity of the nation's forests and grasslands to meet the needs of present and future generations," said Secretary Vilsack. "In his role as Regional Forester, Randy has been a conservation leader on the forefront of climate change, most notably leading the Region's response to the dramatic increase in catastrophic wildfires in California over the last decade. His proven track

record of supporting and developing employees and putting communities at the center of the Forest Service's work positions him well to lead the agency into the future at this critical time in our country."

Upon swearing in, Moore will serve as the first African American to hold the role of Chief of the Forest Service.

Current Forest Service Chief Vicki Christiansen will step down from her role on July 26. Chief Christiansen and Regional Forester Moore will continue to collaborate on an intentional leadership transition between now and then as the Forest Service gears up for a tough summer of predicted elevated fire activity across the Western United States.

Background:

Randy Moore has been serving as Regional Forester in the Pacific Southwest Region in California since 2007 where he has responsibility for 18 national forests, covering one-fifth of the state on 20 million acres of land. Additionally, he oversees State and Private Forestry programs in Hawaii and the U.S. affiliated Pacific Islands.

Previously, Moore served as the Regional Forester for the Eastern Region headquartered in Milwaukee, Wisc., for five years.

Moore started his career in conservation in 1978 with USDA's Natural Resources Conservation Service in North Dakota. His Forest Service career began on the Pike and San Isabel National Forests in Colorado and the Comanche and Cimarron National Grasslands in Kansas. He served as Deputy Forest Supervisor on the National Forests of North Carolina and the Mark Twain National Forest in Missouri before serving as Forest Supervisor of the Mark Twain National Forest.

Continues on 37 >>

<< Land Use, from 36

Moore also has national-level experience in Washington, D.C., serving as acting Associate Deputy Chief for the National Forest System and the National Deputy Soils Program Manager.

Moore earned a bachelor's degree in plant and soil science from Southern University in Baton Rouge, Louisiana. He and his wife Antoinette have two sons, a daughter-in-law, and two grandsons.

Blue Ribbon Coalition Announces Appeal of BLM Canyon Rims Closures

Jun 28, 2021

On May 21, 2021, The Moab Field Office of the Bureau of Land Management announced its final Record of Decision for the Canyon Rims Travel Management Area. The Canyon Rims Travel Management Area is a popular area south of Moab in San Juan County. As part of the travel planning process the BLM looked at approximately 273 miles in the area. These 273 miles create a network of 296 routes. The BLM looked at four different alternatives as updates to a plan that was challenged in Court by anti-access wilderness advocates. The BLM selected an alternative that will close 46 miles of roads and trails. The selected alternative will also close 139 out of 296 routes. Closing 46% of the routes in this area is unacceptable and unnecessary. Prior to the 30-day deadline to appeal the decision, Blue Ribbon Coalition appealed the decision and requested a stay of the decision.

Last week we sent our policy director, Ben Burr, to the area to evaluate on the ground the routes that are proposed for closure. Based on what he found, the outdoor recreation community should be alarmed at the BLM's brazen and unnecessary decision to close access to routes that provide public access to spectacular viewpoints, dispersed camping sites, trails with a wide range of technical difficulty, and

RS2477 roads. The BLM's rationale for choosing this closure-heavy alternative is paper thin, and the environmental impacts of recreation in the area are practically non-existent. Illegal route closures, R.S. 2477 closures, a disproportionate impact to dispersed camping, and BLM's unwillingness to follow the recommendations of the interdisciplinary expert team are all reasons that we hope the outdoor recreation community will support us in challenging this decision.

Illegal Route Closures

It is common in Utah for environmental activists to drag deadfall and rocks in front of routes to give the public the impression that the routes are closed. As usage on the routes decreases, those who want to restrict access to public land claim the routes are reclaiming and should therefore be closed. This clearly happened with routes in this area.

In addition to being illegally closed during the planning evaluation process, (it is a misdemeanor in Utah to block a road without permission) this route is recognized by the State of Utah as a R.S. 2477 route. As such, BLM should not be closing this road through the travel management process. Utah state law prescribes the process for closing roads owned by the state and its counties. BLM must recognize "A travel management plan is not intended to provide evidence, bearing on, or address the validity of any R.S. 2477 assertions." Closure of an R.S. 2477 route is an action that provides evidence against the validity of R.S. 2477 assertions. The State of Utah is currently litigating its claims to R.S. 2477 roads, and closures such as this will harm the State's case. It is Blue Ribbon Coalition's position that R.S. 2477 routes should be left open through the travel management process while these claims by the State are decided in federal court.

Continues on 38 >>



<< Land Use, from 37

We have identified at least 12 of the 139 routes that are proposed for closure qualify as R.S. 2477 routes, and they should not be closed. Furthermore, based on the pictures included in this post, the scenic viewpoint accessed by this road has high value for recreation. It is also clear the road still exists and is not reclaiming. There was also no evidence of environmental impact that would justify closure.

Disproportionate Impact to Dispersed Camping

Whether you are car camping out of your Subaru Outback, trying out a new roof-top tent on your overloading rig, committed to the #vanlife, or looking for a place to park your RV, the closure of 139 routes in this travel area is a direct assault on your ability to enjoy dispersed camping. When measured by mileage, the closure of 18% of the mileage in the area is a level of closure we would still be challenging. However, when measured by routes, we are losing almost half of what was available previously. BLM could have

selected an alternative that only closed 90 routes (still too many), but they chose this option. The high number of route closures means most of what is being closed are the short spurs and pull-offs that are the best places for dispersed camping.

We are starting to notice increased pressure to regulate, restrict and close areas to dispersed camping. In another travel area in Utah, anti-access groups challenged a BLM decision because it simply was not restrictive enough of dispersed camping. The dispersed camping community is not nearly as organized to protect their access, and we rarely see them participating in BLM processes to keep our public lands open. We started the Dispersed Camping Access Alliance as a special project to use the knowledge, experience, and resources of Blue Ribbon Coalition to protect dispersed camping, but our success will be directly proportional to the number of overlanders, RV campers, #vanlifers, and car camping enthusiasts join our effort. There are 12 other areas in Utah that are going to go through this process, and with strength in numbers we can prevent a substantial amount of unnecessary closures.



Letter to the Governor

ED STOVIN

Re: Department of Parks, Approval of \$9 Million General Fund One-Time and Trailer Bill Language to Preserve the Carnegie State Vehicular Area Known as “Alameda-Tesla Expansion Area” for Conservation Purposes, Assembly Floor Report of 2021-22 Budget, June 11, 2021, p.89

Dear Governor Newsom:

The Off Road Vehicle Legislative Coalition (ORVLC) is comprised of several statewide or regional organizations of OHV enthusiasts. The ORVLC is in agreement with your May Revise Budget. The [Outdoor Access for All](#) portion of the budget under Natural Resources provides an additional \$256.2 million to expand outdoor access for all Californians. Removing the Alameda-Tesla Expansion Area of the Carnegie State Vehicular Area from the jurisdiction of the Department of State Parks would instead limit opportunities for Californians to experience outdoor recreation of their choice. ORVLC urges you to reject this proposal in the Legislature’s budget.

The \$9 million dollars allocated in the **Legislature’s proposed budget** for the preservation of the Alameda-Tesla Expansion Area of Carnegie State Vehicular Recreation Area (SVRA) in the Department of Parks budget is a misuse of funds when the land in question is under the responsibility of California State Parks. As passed with wide legislative support in 2017, SB 249 already requires this state park to be managed with higher standards than most of the other parks under the management of California State Parks, and degrees higher than the standards held by cities and counties throughout California.

In reality, the \$9 million dollars is a red herring, seeking to distract from the ultimate goal of taking away this state park from the people in California, and hurting children and families, specifically those

from the Central Valley.

This proposal would send the unfortunate message to California State Parks that the legislature has a lack of trust in Parks' proven management, all the while depriving thousands of Californians of safe recreation opportunities.

Legislative History

The Alameda-Tesla Expansion Area has been the subject of legislation in the past:

- SB 249 (Allen) Chapter 459, Statutes of 2017, extended, indefinitely, the OHV Program and made various other changes to the Off-Highway Motor Vehicle Recreation Act.
- SB 1316 (Glazer), 2017-18 Session, would have authorized State Parks to dispose of the Expansion Area of the Carnegie SVRA. SB 1316 died in Assembly Appropriations.
- AB 1086 (Bauer-Kahan), 2019 was vetoed by Governor Newsom on October 11, 2019. The veto message states:

This bill authorizes the Department of Parks and Recreation (Department) to dispose of the Alameda-Tesla Expansion Area of the Carnegie State Vehicular Recreation Area if sold to a local government entity or non-profit entity for the explicit purpose of conserving the land.

Continues on 43 >>



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There is no evidence that the Department has failed to conduct sufficient study of this property or is mismanaging this state resource. The park was purchased for the benefit of all Californians and should remain a state park.

- SB 767 (Glazer), 2019–20 Session, would have authorized State Parks to dispose of the Expansion Area of the Carnegie SVRA. SB 767 was held in Assembly Appropriations Committee.
- AB 2551 (Bauer–Kahan), 2019–20 Session, authorizes State Parks to dispose of the Expansion Area of the Carnegie SVRA. AB 2551 was referred to this Committee but never heard.
- SB 799 (Glazer), 2021–22 Session, is in the Senate inactive file.

Currently, AB 1512 (Bauer–Kahan) has passed out of the Assembly and is waiting assignment to a policy committee in the Senate. This budget allocation appears to be an end–run around the legislative process, the Governor’s direction with his veto, and the May Revise.

California has provided the model for many states by pioneering sustainable management practices for off–highway vehicle recreation. Throughout the past year, Carnegie SVRA along with the rest of the SVRA system has seen a record number of visitors. Powersports dealers have seen increases in sales for off–road vehicles of 300 – 400% from previous years. All this budget proposal will do is take away well managed, safe facilities away from Californians who would use this area to learn how to use their new vehicles.

Off–road recreation is increasing in popularity, and Carnegie SVRA serves both the Bay Area and the Central Valley. The existing park is amazing for motorcyclists, but the expansion area is planned

specifically to offer a completely different off–road experience. A full third of the 3100 acres would be a buffer zone, dedicated to conservation and restoration with no motorized travel. The rest of the area calls for 4 Wheel Drive touring and backcountry camping. For disabled and elderly individuals there is no opportunity at all for disabled drive–in camping in a rural setting in the greater Bay Area.

All told, of the roughly 2,000 acres that would have trails, the footprint would not exceed 10% to 20% of the acreage. There would be no recreation visible from the street. Just plain wrong and we have invested our hearts and souls trying to speak for the average family and the average off–roader who are not wealthy but love their recreation experience.

The proposed allocation of \$9 million dollars disguises the fact that the change in designation violates the existing statute by creating a separate unit inside an existing park that is otherwise prohibited by SB 249. It also deprives the public from weighing in by taking the decision away from the statutorily required vote by the California State Parks and Recreation Commission, and most critically, takes the land away from the very people who paid for the purchase of the land and have supported the ongoing million dollar rehabilitation of the land from still–existing mine tailings without taking any money at all from the general fund.

The reason the off–road vehicle community has not entertained the dollars offered and simply relocated our OHV activities are twofold. First, the dollars are insufficient, and the location of this new park would be where? Certainly nowhere in the greater bay area. No land is to be found in this area. Pushing off–roaders out further negates the promise of an Urban Park.

Continues on 44 >>

<< Letter to the Governor, from 43

And then there is the existing Carnegie SVRA. It is still essentially a motorcycle park for experienced riders. The expansion was never intended to be another “Carnegie.” It will, by virtue of topography, obstacles and SB 249, be a completely different but contiguous park, with meandering trails, remote camping, beginner riding spaces, more family camping. It will be a place where the largest growing segment of OHV’s (UTV’s) can recreate. Families that have multiple kinds of OHV’s can play together. (The only opportunity for them (or 4X4’s) at Carnegie today is a 1/2 acre obstacle course.)

The greater bay area is flush with parks – State, Regional, County and City. If the expansion area could offer something none of these do, exploring a conservatorship would be worthy and admirable. This is not the case. Instead, not one of these parks offers any sort of OHV recreation opportunities. Yet Carnegie SVRA has delivered this opportunity plus the other features and standards of other State Parks. Carnegie SVRA could be a world class OHV Park, a destination.

Because of all of these reasons, the Off-Road Vehicle Legislative Coalition respectfully urges you to reject the Legislature’s budget request and approve the Governor’s May Revise which embraces **“Outdoor Access for All.”**

Please contact our legislative advocate, Kathryn Lynch, at (916) 838-6600 or lynch@lynchlobby.com, with any questions.

Sincerely,

Ed Stovin
Treasurer, ORVLC

CC:

The Honorable Anthony Rendon, Assembly Speaker
The Honorable Marie Waldron, Assembly Republican Leader
The Honorable Toni Atkins, Senate Pro Tempore
The Honorable Scott Wilks, Senate Republican Leader
The Honorable Phil Ting, Chair, Assembly Budget Committee
The Honorable Vince Fong, Vice-Chair, Assembly Budget Committee
The Honorable Nancy Skinner, Chair, Senate Budget and Fiscal Review Committee
The Honorable Jim Nielsen, Vice-Chair, Senate Budget and Fiscal Review Committee
Ms. Shy Forbes, Consultant, Assembly Budget Committee
Ms. Kirstin Kolpitcke, Consultant, Assembly Republican Caucus
Ms. Joanne Roy, Consultant, Senate Budget and Fiscal Review Committee
Ms. Emily Reeb, Consultant, Senate Republican Caucus
Mr. Christian Beltran, Budget Analyst, Department of Finance
Mr. Brian Brown, Legislative Analyst’s Office
Ms. Kathryn Lynch, Legislative Advocate
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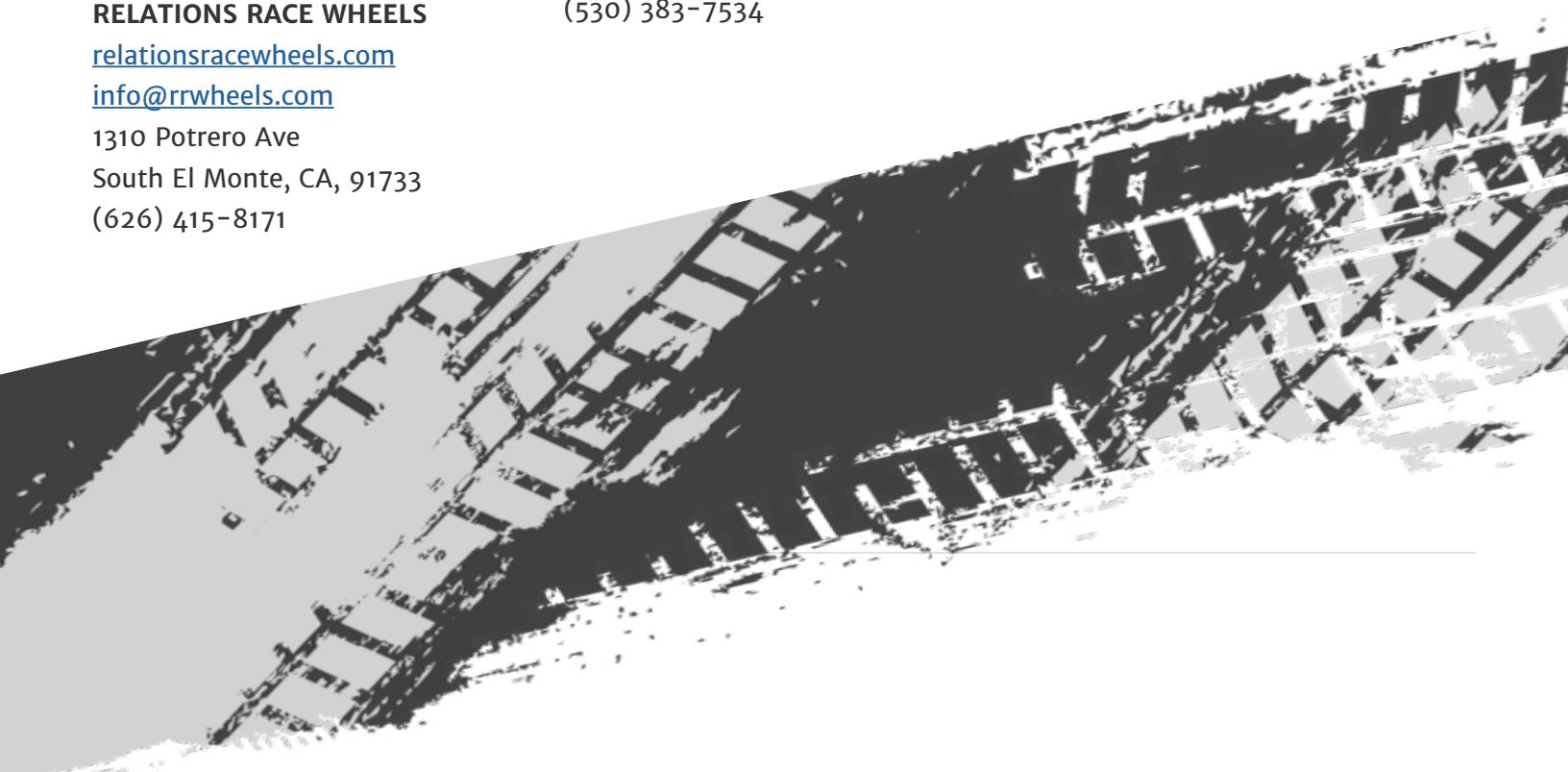
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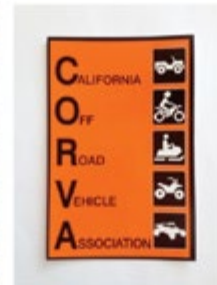
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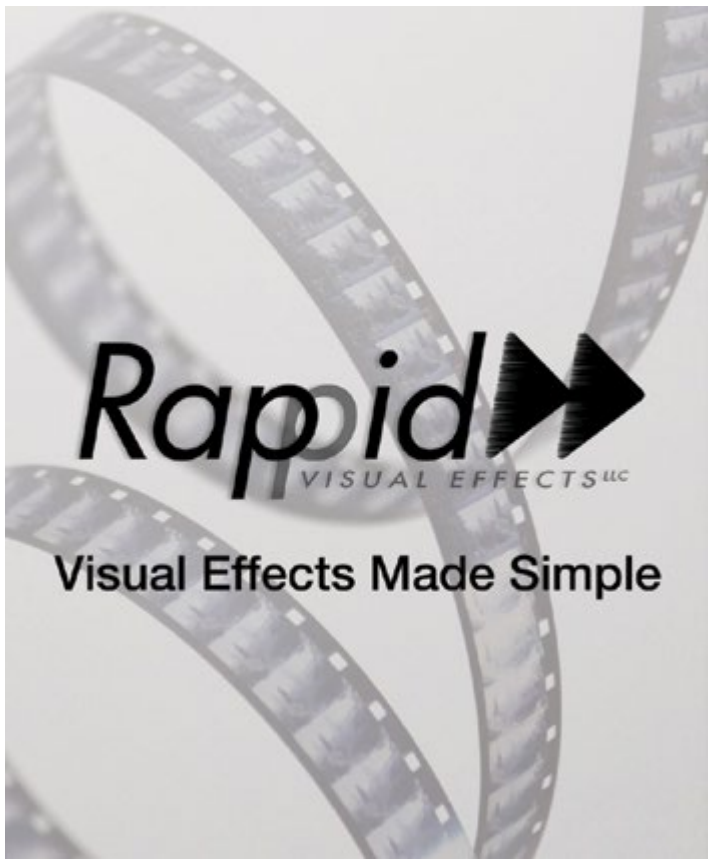
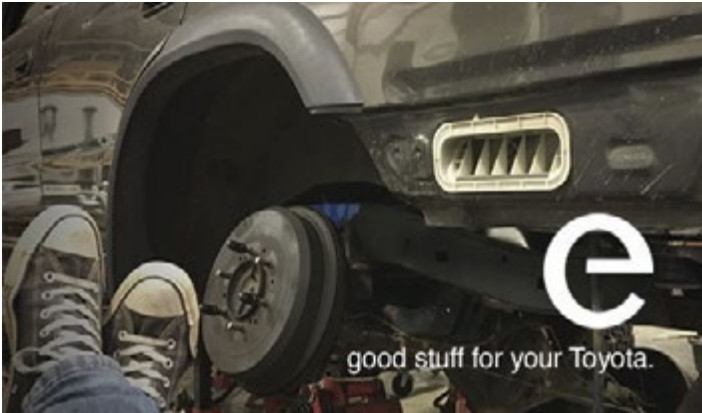
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Winners of the Annual CORVA Awards for 2020

ABA Edward H Waldheim Political Activism Award: Jared Macleod

To have ones name added to this plaque requires exceptional activity in dealing with elected officials and civil servants. This means personal contact as well as effective letter writing. While significant success is not always possible, it is important that some progress toward a goal was achieved. In addition, this persons efforts should always increase the perception of CORVA as a political powerhouse.

George Thomas Memorial Trophy for Off-Roader of the Year: Jon Kinley

This trophy is presented to the one individual whose contributions to the betterment of off-roading during the preceding year are worthy of this very special recognition. The recipient may be any individual who has provided special help to off-roading. The person does not have to be a member of CORVA or any affiliated organization. The nomination should be submitted with an explanation of the individuals accomplishments.

Looney Duners Award for Charity: California Dual Sport Riders

To be eligible for this award, the club must belong to CORVA. The award goes to the club that donates the most time and effort to charity. Money is not a factor.

Los Aventureros Conservation Award: Bakersfield Trailblazers 4x4 Club

This award is presented to the individual club, which during the year, has contributed the most towards conservation.

Northern Club of the Year: Railtown Off-Road

Southern Club of the Year: Eastern Sierra 4 Wheel Drive Club

These awards are given annually to one club in each region, Northern and Southern. Each club shall submit what it deems to be its outstanding project for the year. These projects will be considered by the Board of Directors, which shall award the trophy to that project it deems best bolsters the image of off-roading.

Past President's Award for 2020: Sarah Miggins

Sarah is the Deputy Director of the OHMVR Division of the California Department of Parks and Recreation.

This trophy is sponsored by the Past Presidents of CORVA. Unlike the aforementioned trophies which are voted upon by the CORVA Board of Directors after hearing nominations, this trophy is at the sole discretion of the Past Presidents. The recipient is an individual who has shown great merit and achieved honorable accomplishments on behalf of the off-road community.

Welcome CORVA's new VP of Administration, Mike McGarity

Mike's skills, passion and longtime dedication working in land use will surely be a major asset and great addition to the CORVA Board of Directors team.

Mike has been personally involved with OHV advocacy for over 15 years. He is a long-time member of the Clovis Independent 4 Wheelers Club, and has served as the President of that club for many years where he volunteered hand and hand with the Sierra National Forest as an advocate for volunteers. Mike has written and received OHV grants for over 6 years.

Mike previously served as the Cal4wheel Central District Vice President from 2017-2021 and served as the 2019 Cal4Wheel Win-A-Jeep Chairman and Cal4Wheel Foundation President. During Mike's time at Cal4Wheel he gave all he had for the betterment of OHV recreation in California, to protect OHV access and for the long-term sustainability of our sport.

Mike currently sits on the Board of Directors for Friends of Oceano Dunes and has been deeply immersed in the issues and fight for Oceano Dunes SVRA. Mike's involvement includes his attending of regular meetings, writing letters, fundraising, and meeting with many government and agency officials related to his work with Friends of Oceano Dunes. Mike has brought many valuable contributions to the Friends of Oceano Dunes team, and he has been a major asset in the fight for Oceano Dunes SVRA.

Through Mike's work in the land use arena, Mike has kindled and built many relationships with government officials. Many of these relationships with key players he has built on his own accord outside of his



involvement with other organizations.

Over the years, Mike has built relationships and worked with many of the top dogs of off-road industry businesses and manufacturers in efforts for event fundraising and partnerships on OHV programs.

Prior to Mike's work in OHV advocacy, he served as a board member with the local Rotary Club, Chamber of Commerce and Recreation Commission.

For the past 52 years, CORVA has done much important work in OHV advocacy and land use through the collaboration and contributions of our board of directors members. Mike McGarity is a great addition to the CORVA Team as our new CORVA Vice President Administration.

Welcome aboard

Welcome CORVA'S New Board of Directors' Secretary, Spencer Norton

Spencer is the new CORVA Board of Directors' secretary. He is from Colorado where he grew up on family camping trips that usually ended up off-road in some form. This birthed his love of driving off-road and his ever-growing hunger for new experiences and challenges. He currently wheels a 2011 F150 along with anything else he can get his hands on. When not off-roading or camping he enjoys spending time with friends and working on his project vehicles.

Upon moving to California, he joined Point Mugu 4x4 club and CORVA, where he found a new passion of land use advocacy. He has always been a proponent of Tread Lightly and leaving trails and nature better than he found it. He has recently been reading about and listening to the legislative issues facing Californians and looks forward to working with CORVA and its members to keep our SVRA's open to all.



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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www.elmirage.org

2nd Wednesday

Friends of Jawbone

www.jawbone.org

3rd Wednesday

Board Conference Call

4th Monday

Get in Touch

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

Off-Roaders In Action

Summer 2021

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