



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

Off-Roaders in Action

SUMMER 2022

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What is CORVA?

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

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

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

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

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

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

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

We coordinate with other multiple use organizations such as snowmobiles to horse enthusiasts to protect multiple use rights that we ALL share. Only together can we fight the extremists. We are dedicated to protecting our lands for the people, not from the people. For more information, contact Amy Granat, Managing Director: amy.granat@corva.org or 916-710-1950

President's Report

MIKE MCGARITY

Hope everyone's summer has been full of campfires, riding trails, crawling the rocks, hiking the switch backs, pedaling in the cool wind or hiking to your favorite summit?

July was full of camping and exploring for myself. My wife and I spent a full week camping out on the Oceano Dunes. Beautiful weather and great company with our friends. When it was over 100 degrees each day at home, we were relaxing in 60 degrees. We went for an evening over to the Sycamore Mineral Hot Springs for a very relaxing evening on the side of a mountain near Avila Beach. We also participated in the Friends of Oceano Dunes cleanup. That was a great day and many volunteers came out to help.

While staying on the dunes, I went and visited Rugged Radios and spoke with the owner, Greg Cottrell and Marketing Manager Dustin about them coming on with CORVA as a business sponsor. I'm happy to say they are now our newest Corporate Sponsors! Thank you Rugged Radio! I have to also give Jaden Cottrell a shout out as well for putting me on the spot while I was there. He went live on the Rugged Radio Instagram page and walked over to me asking for me to say a few words about CORVA and what I was doing there? Talk about being put on the spot! It was great, love everyone there at Rugged Radio! I appreciate all their support over the years! Great people!

In-between vacation and trips, I assisted the Sierra National Forest OHV and helped with the chainsaw training. I attended the first aid/ CPR training that Friday because I needed mine renewed, then we had a chainsaw class up above Huntington Lake on Saturday and Sunday. July was a busy month of traveling between the mountains and the coast. To

end the month, Naomi and I spent the weekend in Monterey with our friends for their beer festival.. then it was back to work in August.

One of the many tasks I acquired as President was the formation of three committees. The Virtual Mixed Meeting Committee, Social Media Policy Committee and the Bylaw Revision Committee.

Mixed virtual and in person meeting committee.. CORVA voted and adopted a bylaw proposal which now allows us to meet virtually. The pandemic of 2020 has highlighted the need to expand the ability for CORVA members to participate our meetings. Additionally, advancements in technology now allow our members to engage with one another in a virtual environment. Ultimately, CORVA hopes to utilize this technology to overcome limitations that may impair or prevent full participation from our members. Electronic Meetings will not replace all meetings. This merely provides additional flexibility in the future to better respond to natural disasters, pandemics, as well as expand the engagement of our members through the utilization of technology. This committee will discuss how we can conduct mixed meetings which will allow members to join an in person meeting virtually.

Social Media Policy Committee.. Digital media is fundamentally changing how we communicate with the world, and CORVA encourages us board members to take advantage of this unique opportunity to engage with CORVA colleagues and the public. It's encouraged for all of us to follow the CORVA corporate social media accounts and share posts with our community on a variety of social media platforms. When posting our own original content,



we all should remember that, as a CORVA Volunteer/ Board member, we are expected to hold ourselves and our content to a high standard of etiquette.

Bylaw Revision Committee.. In the months ahead, as we approach our Annual Meeting, I will be on the Bylaw Committee along with other board members. The board, as well as members, can submit bylaw amendments per the current bylaws under Article XVII. There is a process which we will follow. Our bylaws were written 50 years ago. It is time to bring them into line with 2020 issues and correct any discrepancies or omissions current bylaws may contain.

Like the other committees, regular reports of progress will be posted.

I'm looking forward to attending some events coming up. CORVA will have a booth at the Sand Show, Pomona Offroad Expo, Clawson Motorsports Customer Appreciate weekend at China Peak and Fright Night hosted by the Point Mugu 4x4 club. I hope to see all of you out at these events! Take care!

Volunteerism is vitally important! A good example of this is when volunteers used their wisdom, experience, talents and energy to create a new 4x4 obstacle at Frank Raines ORV.

Watch, as we witness the first of many days to complete the task. Men and woman alike, from last year's CORVA Northern Club of the Year, Railtown Offroad, were out in the hot sun working on the project.

<https://youtu.be/GNe8Cks1hKY>

When you hear of a project needing volunteers, STEP UP, join the fun and help to get the job done.



When Federal Agencies Fail the Public

AMY GRANAT, MANAGING DIRECTOR

It is beyond the appropriate time for everyone in federal and state agencies to acknowledge the unassailable fact that motorized vehicles are a necessary component to enjoying public land.

Whether the end goal of a visit is hiking, biking, or snowmobiling is unimportant. What is important is how everyone gets to the trailhead or accesses a trail. The type of vehicle may vary and the end purpose of visiting public land certainly varies from person to person, but everyone needs both a vehicle and a road or trail to enjoy their visit. What all visitors have in common is a need for access and the ability to arrive at their destination.

Knowing this fact is one thing, but what federal and state agencies seem to do so well is disregard this fact when it comes to land use planning. Every travel management plan, whether Forest Service or BLM, focuses solely on the vehicle, or the (supposed) impact of the vehicle, or the purpose of the visit, rather than acknowledge the necessity of vehicular access. Somehow the Forest Service reasons that driving to a trailhead to hike the Pacific Crest Trail is perfectly acceptable but decides that driving to a trailhead to use a dirt bike or snowmobile is unacceptable and harmful to the environment.

This is the source of endless frustration, not only because the agencies are making negative value judgements on our favorite forms of recreation, but because they are incorrect in their assessment. It is ludicrous to believe that one set of tires on the ground is any different from another set of tires on the ground. One set of tires accessing non-motorized opportunities and is deemed preferable, but a diverse set of tires or treads travels in the backcountry and is automatically given a negative assessment.

Federal agencies have failed the public! They have engaged in these value judgements for so long they have started to believe their own hype. The Forest Service would never dream of impacting access to the Pacific Crest Trail but have supported anti-recreation groups requests to stop valuable access to the backcountry for snowmobilers throughout the Sierra Nevada!

Agencies disregarding public trust during land use planning does not stop, however, with snowmobile access. Now the Forest Service is proposing to allow a mile-wide “scenic corridor” around the Pacific Crest Trail, so hikers on the trail will not be confronted by the reality of others enjoying forested lands. Never mind the fact that a portion of the Pacific Crest Trail parallels Interstate 5 in Northern California, or that the Pacific Crest Trail Management Plan specifically discourages the creation of corridors of this type on the trail.

Since it is beyond question that all visitors depend on the Forest Service and Bureau of Land Management to designate roads, trails, and areas for us to enjoy, why aren't these agencies proposing more areas to enjoy off-road recreation, that would more readily meet the needs of the ever-increasing number of motorized recreation enthusiasts? California has seen a considerable rise in motorized recreation during the past 2 years, but there has been no response from the agencies, and no proposals for increased access necessary to meet this growing trend.

During planning processes, agencies do not always consider a broad range of interests during the development of recreation plans. While we can comment on a plan, this does not equate to the ability to help shape a plan, but anti-access

organizations often have that opportunity. With millions of off-roaders, hunters, rockhounds, overlanders and snowmobilers in California, recreation enthusiasts feel left behind. The result of this ill-advised direction is that ever-increasing calls for more Wilderness are the equivalent of elitist policies, indiscriminately closing motorized opportunities.

CORVA confronts bias against motorized recreation from federal agencies at every turn, and at every opportunity that presents itself to the public. CORVA is relentless in our efforts to turn the tide of closure into opportunities to expand motorized access on public land. That is why we are bringing this to your attention because every voice counts in the fight to protect access. Every membership and every donation count in the fight for public access.

Personally, this battle is close to my heart and integral to my enjoyment of public land. Access became more important to me as I temporarily lost the ability to walk. As I have never been one to depend on others, motorized access and off-road recreation became my passion and my community. While friends with the Sierra Club left me in the proverbial parking lot, the off-road community welcomed me with open arms. Now I am walking again, thanks to amazing surgeons, but my passion and continuing need for motorized access remains.

That is why I am serving as Managing Director of CORVA – to help others in my community understand what is going on throughout the state in regards to motorized and mechanized access, to help recreation advocates have a voice, and to make sure land use planning is inclusive, not exclusive.

Southern Regional Fall 2022 Report

VINNIE BARBARINO, DIRECTOR

Well, it's that time again. Show season is upon us. Your CORVA BOD is working hard to get to as many shows this year as possible. We've already been to a show at the Ontario Convention Center for the 4WheelParts Truck and Jeep Fest. Our next scheduled shows will be:

- Nitto Jeep-Bash at Bolsa Chica State Beach on Sept 10, 2022.
- Sand Sport Super Show at the Costa Mesa Fairgrounds on Sept 16-18.
- Off Road Expo at the L.A. County Fairgrounds (Fairplex) on October 11-12.

Be sure to stop by the CORVA booth when you are there to get updated on all the land use issues we are working on throughout the state or to pick up some of the latest CORVA Swag.

Mark your calendars for the Annual Truckhaven Challenge that will be held again in Ocotillo Wells next January 14. The permit to State Parks has been sent in and is being reviewed. That is the Martin Luther King Holiday weekend. It's a 3-day holiday for a lot of people. Mark you calendars early.

I also just found out that one of our Instagram groups (@bajasociety) will be having an event that same weekend at Lazertown near the Means Dry Lake in Johnson Valley to benefit CORVA. If running a Poker Run in the mud hills in Ocotillo Wells isn't your thing or you just want to check out all the cool Baja Bugs in Lazertown, look them up on Instagram. Just the trip to Lazertown will be worth it. Until next time, get out and enjoy some of California's trails/areas. Remember that CORVA is working to keep those trails and areas open for your enjoyment.

Spotlight: Rugged Radios

When Greg Cottrell, Founder and President of Rugged Radios, started this company he set out to revolutionize the offroad communications industry. That dream grew into the communications giant that is Rugged today, manufacturing communications for Work, Race, Play.

COMMUNICATIONS FOR ANY ENVIRONMENT

Whether you're ripping through Baja in your UTV, hitting the single track with your friends on the weekend, or taking flight in your Cessna you need communications you can trust. With nearly 30 years experience in manufacturing high noise environment communications, Rugged Radios boasts a full line of communication products. From industrial job sites to agriculture to fire & safety – we offer Communications For Any Environment.

CONNECT TO ANYTHING

From headsets to intercoms and endless cabling options, we truly Connect To Anything. Rugged has the ability to configure almost any communication

application – an option not available with many manufacturers. Do you have a Motorola, Kenwood, or Icom radio? We can connect to it. If you don't see the cable you're looking for online, give our team a call – we're here to help!

GO FURTHER

With our knowledgeable staff, superior level of service, and broad product line, Rugged Radios is the #1 choice for all your communication needs. We provide World Class Support to all our customers, and our race support staff provides technical assistance that is second to none.

We build our products to be rugged tough, engineered with the finest components, using our own proprietary technology that exceeds other brands. We're passionate about communications and our product line reflects our dedication to helping our customers Go Further®.

Thank You for being part of the Rugged family!



CORVA Land Use Report

FALL 2022

Oceano Dunes SVRA - Status for Summer 2022

NOTICE (July 22, 2022): The Grand Avenue Entrance Station will be temporarily closed to vehicle traffic due to a planned construction project. Beginning Monday, August 1, the vehicle park entrance will be closed to allow the construction and installation of a new park roadway surface which will assist in reducing sand accumulation along Grand Avenue. This track-out project is estimated to last approximately 6-8 weeks.

During this construction period, Pier Avenue will be the only vehicle park entrance with expected extended vehicle wait time.

Park Hours:

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

Camping:

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

Visitation:

- State Parks is limiting the total daily allowed number in each park unit to 1,000 "street legal" vehicles and 1,000 "Green Sticker" OHVs.

- *Please note:* There may be instances where the maximum allowance of vehicles will be met, and no further vehicles will be allowed to enter the beach due to the temporary capacity requirement. Daily visitation information is being posted on our Twitter and Facebook social media accounts.

OHV Rentals:

- OHV rental businesses are open.

Nighttime Riding:

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

Report from the Air Pollution Control District (APCD) Hearing Board Meeting June 17, 2022.

Summary

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

Joint Status Report by State Parks and APCD

At the June 17 meeting of the APCD Hearing Board, State Parks and the APCD issued a joint report on implementation of the Stipulated Order of Abatement.

Reports were also provided by Ronnie Glick of State Parks, Carl Tupper of the APCD and Raleigh Martin of the SAG (Scientific Advisory Group). The Joint Status Report described developments related to the 2021 Annual Plan of Work to implement dust control measures. Implementation was delayed from February until May 2021 due to the court ordered temporary restraining order. All planned dust reduction measures were in place by May 2022.

300 acre Snowy Plover Area to remain Closed Year-Round.

In their report, State Parks indicated they would implement an operational change in the Snowy Plover enclosure, which was unrelated to the dust control program. The 300 acre Snowy Plover Enclosure will remain closed year-round instead of the previous seasonal closure. This has the unfortunate effect of closing another 300 acres to vehicular use and camping, State Parks indicated that this change would result in further dust reduction. Enclosures are the APCD's least preferred method of dust reduction because they are the least effective.

The total area under dust control treatment would be 412 acres, including:

1. 48 acres of foredunes
2. 212 acres of wind fence
3. 282 acres of native vegetation
4. 106 acres of straw that will be replaced with native vegetation

Combined with the 300 acre Plover Enclosure over 700 acres will be closed that were previously open

to vehicular access and camping. This exceeds the original "worst case" reduction of 500 acres needed for dust reduction based on the SAG's modeling.

Possible Reduction in Dust Reduction Target level declined

In our Winter report we indicated that the SAG presented recommendations for modifications to the SOA Target emission level, stating that there was justification for reducing this level from 50% to 40.7%, based on modeling of a 1939 pre-OHV use emission scenario.

In spite of this neither State Parks nor the APCD proposed any changes at this time. In addition, the California Air Resources Board (CARB) recommended no change to the target level 50% reduction in PM 10 emissions. For a change to occur the parties to the SOA would need to petition the Hearing Board to modify the SOA

In their joint status report both State Parks and the APCD acknowledged that although they feel that the 50% target reduction could be met by the December 2023 deadline when the Stipulated Order of Abatement expires, this was based on the assumption that mitigation measures are 100% effective, and that it will take time for the vegetation planting to become fully effective, making it necessary to extend the SOA until a future date. This would require Hearing Board approval.

The next meeting of the Hearing Board is set for October 14, 2022. This meeting will include an Annual Work Plan progress report.

Nonprofit's lawsuit currently being decided by court

The Friends of Oceano Dunes reached an agreement with California State Parks to prevent the closure of Oceano Dunes SVRA and Pier Avenue while their

case against the California Coastal Commission was being decided by the San Luis Obispo County Superior Court.

On March 18, 2021, the Coastal Commission purported to change the permit for Oceano Dunes SVRA to require:

- (a) closure of the SVRA by 2024,
- (b) closure of the Pier Avenue entrance by July 1, 2022,
- (c) a prohibition against crossing Arroyo Grande Creek immediately when even a trickle of water is present, and
- (d) a host of other interim restrictions on SVRA OHV recreation and camping.

The nonprofit had been negotiating with state parks and the commission to “stay” the March 2021 permit conditions during the litigation. In December 2021 the Friends reached an interim agreement with state parks, and the commission agreed not to oppose the interim agreement in court.

State parks agreed to immediately allow camping and OHV recreation at the Oceano Dunes SVRA, and to stop crossing at the creek only if water levels in the creek reached 12 inches. The Friends and state parks also agreed that Pier Avenue would not be closed on July 1, 2022 but would remain open while the court was deciding the case. Other technical requirements were modified to make them less onerous on OHV recreation and camping while the case is being decided.

The Administrative Record

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

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

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

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

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

Summary

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

The OHV Commission will next meet on September

15-16, location TBD.

The Red Rock State Park Draft General Plan is due for release in the Fall of 2022. CORVA is closely following developments related to Red Rock and has submitted comments on the draft General Plan.

Carnegie SVRA Update

General Plan Update under preparation for existing Carnegie SVRA

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

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

This proposed General Plan Update and EIR are

limited to the original 1,575-acre Carnegie SVRA and specifically excludes the Expansion Area.

State Legislative Update

CORVA is tracking 2 important bills this year as they work their way through the State Legislature.

The “Red Sticker” Bill

SB 894 (Jones) Competition Sticker bill: has passed through Transportation and is referred to the Appropriations Committee and will be heard later in July. Hopefully both bills will pass out of this committee, which is a key step.

AB 2152 (Smith) Needles mixed use

This bill would allow the use of green sticker registered vehicles on certain County roads in the Needles area. This bill will also be heard in Appropriations Committee in July.

US Forest Service Fire Restrictions

Fire restrictions are in place on most national Forests – Check the website of each National Forest you plan to visit for details

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CHINA PEAK

CLAWSON CUSTOMER APPRECIATION WEEKEND

SAT-OCT-8TH

CLAWSON MOTORSPORTS
More to Ride!

THE Sawmy Leb BAND

CORVA
CALIFORNIA OFF-ROAD VEHICLE ASSOCIATION
www.corva.org

CVDS
CENTRAL VALLEY ROAD SPORT

FRIENDS OF OCEANO BEACH

SIERRA
CALIFORNIA 4x4 ASSOCIATION
www.sierra4x4.org

CORVA Membership Matters!

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The group is composed of the owners of "Green Sticker" vehicles such as ATV's, motorcycles, 3-wheelers, trail bikes, and dune buggies, as well as "street legal" 4X4 vehicles, dual sport motorcycles, bajas, and desert racers.

CORVA's main purpose is to work with the land managers for responsible off-highway vehicular access and recreation opportunities. Secondly, we educate our membership on the constantly changing rules and regulations and promote clean-up and trail maintenance projects.

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

CORVA proudly provides its members:

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

We have 4 ways to join as a CORVA member.

A. ANNUAL MEMBERSHIP

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

B. SPONSOR MEMBERSHIP

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

C. LIFETIME MEMBERSHIP

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

D. SUSTAINING DONOR

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

Disclaimer

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

PRESENTED BY POINT MUGU 4WD CLUB

FRIGHT NIGHT 2022

OCTOBER 21 & 22

HUNGRY VALLEY SVRA - GORMAN, CA
HONEY VALLEY GROUP CAMPGROUND W/IN OHV PARK

ALL PROCEEDS GO TO LAND USE PROMOTING ACCESS FOR ALL

2 DAY - PRE-REGISTRATION \$75 | DAY OF \$80
LATE REGISTRATION SATURDAY - \$65



SCAN ME



Spotlight: Happy Trails

Have you ever ventured out on your steel horse in the wilderness as the sun is sinking below the horizon towards the west and the full moon starting to rise in the east? You stop in astonishment and look around at all of the beauty that surrounds you and thank God for his amazing creation of Mother Nature.

For me, it's always been the solitude of the desert with the vastness of the wide open spaces that fill my heart with peace and joy. And in that moment all things make sense and the world is a better place to live in. It's in that MOMENT that I want to share with other people. Happy Trails Rental was an expression of that moment and the motivation why we do what we do. We like to think that we are more than just an ATV rental company, renting buggies just for people to get their kicks on. Yes, of course we do rent some of the best machines available but we do it with a

care and notion that usually exceeds our client's expectations.

Hello, my name is Ben Stone, I am the owner/operator of Happy Trails Rental located in Johnson Valley, CA. I started HTR back in 2018 with the strategic partnership of Polaris Adventures as one of their official Outfitters. Polaris Adventures launched their Outfitter program in 2017 just prior to me joining them. It's a unique partnership as Polaris provides us with new Polaris OHV vehicles on an annual basis to ensure my clients have the newest and best equipment to create safe and memorable experiences.

Our fleet of vehicles include the sporty Polaris RZR XP1000 (both in a 2 and 4 seat variant) and the comfortable Polaris General XP4 1000. All of our vehicles include premium features such as a touch



screen Ride Command navigation, Bluetooth stereos, back-up cameras, full roofs/doors and satellite communications with location device providing one click emergency response.

We primarily operate on BLM land with the use of a special use permit to operate as a commercial operator in the Johnson Valley, Stoddard Valley, Ord Mountain and Rattlesnake Canyon OHV areas. The landscape that surrounds our location is vast and unique in nature, providing our clients with unparalleled exposure to the western section of the Mojave Desert. We have everything from beautiful valleys with tall rugged mountains, secluded dry lakebeds, old mining roads, sandy washes and some sand dunes. It's startling how much our landscape changes over the course of our ride experiences as our clients are always blown away by the diversity of the many changes in the terrain they travel.

Our focus is primarily on our self-guided GPS tours that put our clients in the pilot seat and they act

as their own trail guide using the sophisticated GPS system on board each vehicle. We have many different types of curated trail experiences to choose from, everything from an easy first time user trail to more moderate trails to challenge the experienced rider. We also provide private guided tours for larger groups, with one of our most favorite experiences being our private Sunset and Stargazing tours. It's a great way to see the awesome desert sunset with the golden hour light show followed by the deep dark sky with the many stars that shine bright overhead.

Our team only consist of caring and responsible members who make our clients feel at home and safe on their ride. We operate year round, 7 days a week with the exception of the month of September. Visit our website at www.happytrailsrental.com or check out our Instagram page @happytrailsrental or give us a call at (760) 993-5050. If you are ever in our area, look us up and let us greet you like family, we would be honored to host you and your loved ones for that special ride experience.



Spotlight: American Offroad

American Offroad is a family owned business founded in October of 2018. We operate with everyone from brothers to nephews and even grandpa.

We were founded out of near personal tragedy. We almost lost one of our own fighting a fire off the Grapevine on I15. He was found unresponsive after being hit by a dislodged rock from above him. When he recovered, as much as he could, he decided life is too short and it was time to chase a dream.

We are an enthusiastic shop that strives to help make people's dreams come true. Our biggest goal is to bring people's visions to life. We build mild to wild, anything from 33s to 42s. We can put it together to get you through the trail. Since we opened our shop, we have grown from a one lift operation to having 6 lifts in the same building. We are located in Bakersfield, California. People have reached out to us from as far away as Florida about having their jeep built here.

Even though we have only been open for four years, we have been off roaders our entire lives. These days we eat, drink and breathe off road. We absolutely love being outdoors and on the trail. Here at American Offroad we pride ourselves on selling what we know

works. From our extensive off roading experience, we know what products work best and which ones are not up to par. We like to tell our customers we use what we sell. That is why we bought our shop truck, Gold Digger. He was built to show clients how we build our Jeeps using the products we trust.

We believe that without our customers we don't have a business. We like to give back. We put on multiple runs every year. We invite customers, new and old, to come out and wheel with us. While out on the trails, we not only teach people what their vehicles are actually capable of doing, we help drivers to gain confidence they need to attempt new things and tackle some of the more difficult obstacles.

We do what we do because we believe that you have to love what you do and do what you love. This business isn't about making a profit, it is about making a living doing what we truly love.

American Offroad is open Monday thru Friday 8:00 a.m. to 5:00 p.m. Here we are more than happy to answer any questions or provide assistance in any way we can. Feel free to call us anytime, message us on social media or walk right through the door. WE ARE HERE TO HELP!



50th Annual CORVA Northern Jamboree October 21st-23rd, 2022



Frank Raines OHV Park, Patterson, CA

Come take part in the Saturday events or spend the whole weekend. **All Off-Road Vehicles Welcome!**

SATURDAY TIME EVENTS: PUMPKIN CARRY, BARREL LOOP, EGG CARRY, WIGGLE WORM, REMOTE CONTROL VEHICLE COURSE (RC VEHICLES PROVIDED) AND MORE!!

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Effective May 27, the following restrictions will be in effect:

- No open fires, campfires or charcoal fires will be permitted outside of developed recreation sites or designated Campfire Use Sites, even with a valid California Campfire Permit. Lanterns and portable stoves using gas, jellied petroleum or pressurized liquid fuel will be permitted, but only with a valid California Campfire Permit, which can be obtained free-of-charge at the Ready For Wildfire website. Forest visitors must clear all flammable material for five feet in all directions from their camp stove, have a shovel available, and ensure that a responsible person always attends the stove during use.
- Smoking is prohibited, except within an enclosed vehicle, building, or a designated Campfire Use Site, or while stopped in an area at least three feet in diameter that is barren or cleared of all flammable material.
- Internal combustion engines may be operated only on roads or designated trails. This restriction is in effect year-round. Please make sure your engine is tuned, operating properly, and has an approved spark arrester.
- Fireworks – even the “safe and sane” variety – are not permitted at any time or in any location within the Forest.

Target shooting is banned in many areas, as is the use of lead ammunition, so check what restrictions apply in your area

Sequoia and Sierra Forest Plan Revisions

CORVA has been following the proposed Sierra and Sequoia National Forest Plan revisions since 2011.

The two national Forests cover nearly 2.5 million acres and have many highly important opportunities for OHV recreation.

CORVA has submitted comments at each step in the process, most recently in 2019.

The Inyo National Forest Plan revision was originally part of this project, but the revised Inyo Forest Plan was adopted in 2019. The Sierra and Sequoia Plan revisions were placed on hold from 2019–2022 because of the Creek Fire (Sierra NF) and the Sequoia Complex Fires.

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

Wilderness additions

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

Wild and Scenic Rivers

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

The new zones will not affect existing designated roads and trails but will be considered during future Travel Management planning when this occurs at a project level. The main Travel Management project of interest is the Piute Travel Management plan which is already underway. CORVA has been involved in the Piute Plan since inception

Continues, pg.22 >>

CORVA Sponsorship Program

Sponsorship Program Highlights

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

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

Sponsorship Program FAQ

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

1. WHY HAS CORVA DECIDED TO SPONSOR CLUBS?

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

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

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

event coverage for their off-road event.

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

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

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

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



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

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

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

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

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

Other Questions asked:

Does this coverage also include board member liability insurance?

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

Does this cover everyone in my club?

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

Club Requirements:

The club would be required to provide the following:

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

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

Pacific Crest Trail Issues

The revised plans would add a one mile wide corridor for the Pacific Crest Trail. On the Sierra national Forest this would be entirely within existing wilderness. However, 14 miles of the Pacific Crest Trail corridor on the Sequoia will traverse an area that includes a number of road and OHV trail crossings, some of which are designated routes. This change could very well affect ohv use on these trails.

CORVA has maintained standing to file an objection to the Sierra and Sequoia Plan revisions. The deadline for filing objections is August 15, 2022

Biden Administration Provides \$31.1 million to the U.S. Forest Service

In April, the Biden-Harris Administration and the U.S. Department of Agriculture's Forest Service announced \$31.1 million for 15 projects funded through the Collaborative Forest Landscape Restoration Program (CFLRP). The funding aims to reduce the risk of severe wildfires, support local economies, create jobs, and enhance forest and watershed health in eight states with partnership support.

"Programs like this show just how much we can accomplish across a shared landscape when we work together," said Agriculture Secretary Tom Vilsack. "Under President Biden's leadership, the Department of Agriculture is leveraging partnerships and seeking new opportunities to protect our communities, natural resources, and support and create jobs where they are needed most."

These funds became available through funding from the Bipartisan Infrastructure Law and annual appropriations. The selected projects are in Arkansas, California, Colorado, Missouri, New Mexico, Oklahoma, Oregon, and Washington. Collectively,

these landscapes cover 17 million acres – an area larger than the size of West Virginia.

BLM Report

Members of Congress Petition BLM to Reopen Clear Creek Recreation Area

In early April, Representatives Jimmy Panetta (D-CA-20th) and David Valadao (R-CA-21st) sent a joint letter to the Bureau of Land Management (BLM) California State Director, Karen Mouritsen, urging her to take administrative action to reopen the Clear Creek Recreation Area to managed OHV use. Currently, BLM is undertaking an internal review process to consider the latest scientific information and risk assessments from the EPA.

The BLM Clear Creek Website indicates that certain areas of the Clear Creek area Management (CCMA) may be legally entered with a permit.

There are two developed campgrounds in the CCMA, Oak Flat and Jade Mill, both with picnic tables, shade structures, fire rings, and pit toilets.

Please note that you may need multiple permits to access areas within the CCMA. Carefully read each permit description to help you decide which permit(s) you may need. The following permits are available for advanced reservation:

Serpentine Area of Critical Environmental Concern (ACEC) Permit: This free permit allows an individual to access the Serpentine ACEC within the Clear Creek Management Area for the duration of one day. Each person, regardless of age, entering the Serpentine ACEC is required to have a permit in their name and on their person. An individual is allowed a total of five permits per calendar year.

Continues, pg.26 >>



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- Promotion for Business Sponsor through CORVA Instagram & Facebook pages

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

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In addition to benefits common to all Business Sponsor Levels:

- Logo on homepage of website and listing on Business Sponsor page
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- Yearly Business Spotlight Article in the ORIA

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

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

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common for all Business Sponsor Levels:

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

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

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

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common to all Business Levels:

- Business Card size ad in each ORIA



<< Land Use Report, from 22

Clear Creek Vehicle Permit: Vehicles entering the Clear Creek Management Area, including the Condon Peak campground and trailhead, are required to have a Clear Creek Vehicle Permit. The permit is \$5 per vehicle and allows the vehicle to enter the Clear Creek Management Area for seven days from the date of entry. Each vehicle must display the permit on its dash while in the Clear Creek Management Area.

Condon Peak All-Terrain Vehicle (ATV) Permit: Every ATV or Utility Terrain Vehicle (UTV) entering Condon Peak's trail network is required to have a permit. The permit cost is \$10 and allows the ATV/UTV driver, age 16 and older, access to the route network at Condon Peak for seven days from the entry date.

Call the BLM Central Coast Field Office in Marina CA for details – 831-582-2200

BLM Fire Restrictions

CURRENT FIRE RESTRICTIONS

BLM California fire restrictions or temporary public land closures are used to reduce the risk of wildfires and protect the public. Often times these preventative measures focus on human-related activities, such as campfires, off-road driving, equipment use and recreational target shooting, since human-related activities are the number one cause of a wildfires.

Target shooting and other fire restrictions remain in effect for some areas of BLM-managed public lands in California. Find specific restrictions by field office below. Restrictions on target shooting do not prevent hunting with a valid hunting license, as hunting on BLM public lands is managed by the California Department of Fish and Wildlife. Please visit <https://wildlife.ca.gov/hunting> for more information.

No possession or use of fireworks, including “safe and sane” devices, except with special use permit.

BLM Issues – WEMO Lawsuit against BLM

CBD recently filed a lawsuit against the West Mojave Route Network Plan.

Many of you who visit the California Desert are familiar with this plan that would designate over 6500 miles of routes in a planning area of over 3 million acres.

The West Mojave Plan, also known as the WEMO plan has been subject to decades of litigation. The plan developed in 2018-19 followed court ordered modifications to the previous plan, including an amendment of the California Desert Conservation Act that originally limited routes of travel to those present in 1980, so this amendment was critically important.

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

West Mojave Route Network Project*

The Bureau of Land Management released a Record of Decision (ROD) for the West Mojave Route Network Project (WMRNP) that amends the California Desert Conservation Area Plan and approves a travel and transportation route network with nine Travel Management Plans. The route network accesses approximately 3.1 million acres of BLM-managed public lands in the western portion of the Mojave Desert, including parts of San Bernardino, Los Angeles, Riverside, Kern, and Inyo counties.

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

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

The route network project aligns with Secretarial Orders 3347, 3356 and 3366, increasing outdoor recreational opportunities, advancing conservation stewardship and restoring trust as a good neighbor through sound travel management of public lands. The selected alternative is consistent with the omnibus lands act, John D. Dingell Jr. Conservation, Management and Recreation Act of 2019 (PL 116-9).

Wilderness Legislation Update

HR 2546 - Protecting America's Wilderness Act

We expected reintroduction of wilderness legislation that failed to pass the Senate in 2020. As usual the bill was reintroduced into the 117th Congress for 2021-2022. The bill passed the House on a party line vote and was referred to the Senate Energy and Natural Resources Committee, where it has not progressed, despite a determined attempt by environmental groups to have the bill prioritized.

This means the bill will be introduced and considered by the 118th Congress next year.

The U.S. House of Representatives passed a 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 would 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 the bill 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, all the land included in the Los Padres National Forest and an expansion of wilderness areas of 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.

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send you a confirmation email so you will know when your items have shipped.

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



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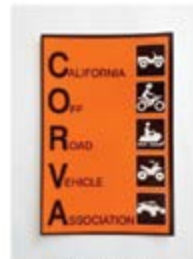
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ORIA Publication Timelines

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

Here are the dates to keep in mind:

- **Winter Publication:** All Submissions due by Dec. 01. ORIA Published to the public: Jan. 01
- **Spring Publication:** All Submissions due by Feb. 01. ORIA Published to the public: Mar. 01
- **Summer Publication:** All Submissions due by May. 01. ORIA Published to the public: June. 01
- **Fall Publication:** All Submissions due by Aug. 01. ORIA Published to the public: Sept. 01

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

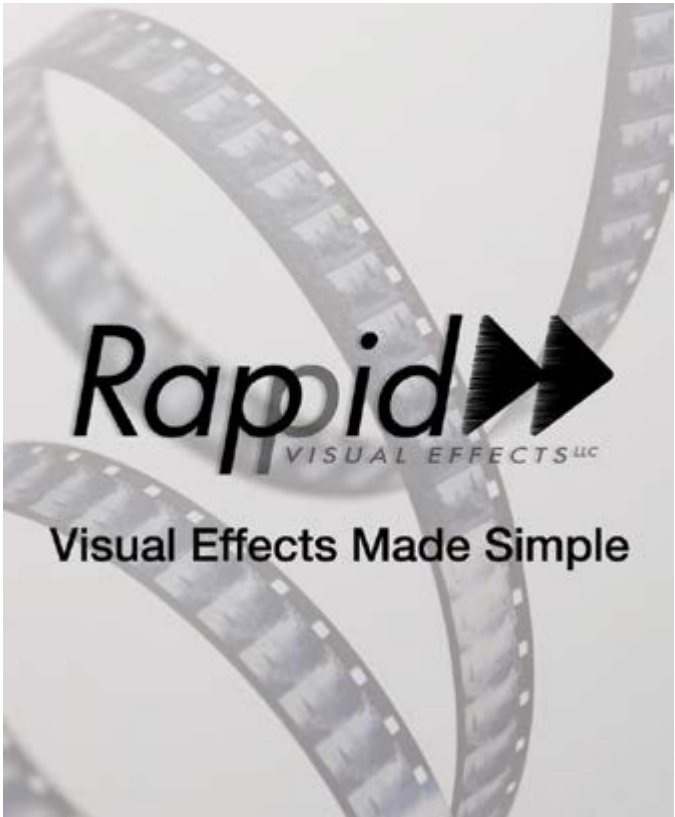


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Eugene Lane	\$40	Eric Rehm	\$15	Jose & Nancy Ramirez	\$10
Eric & Aly Palmer	\$40	John Bonner	\$15	Mark & Rosa Selover	\$10
Greg & Erin Raith	\$40	Jeffrey Coxen	\$15	Robert & Haiyan Shelton	\$10
Greg Raith	\$40	Gray CROUCH	\$15	Rick & Melissa Soto	\$10
Gene Riggs	\$40	Lance DesBaillets	\$15	Jon & Lisa Swedlund	\$10
Mike & Jenny Robison	\$40	Garrett Kautz	\$15	Bonnie Kellogg Tim Cannard	\$10
Tim Shattuck	\$40	Jason & Cheryl Riddle	\$15	Doug & Mary Varner	\$10
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VP ADMINISTRATION — ERIN DYER

VP EDUCATION — TERRY WORK

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bruce.brazil@corva.org

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ASST. N. REGIONAL DIRECTOR — KEVIN BAZAR

N. REGIONAL SECRETARY — PAM HOUSER

Introducing new CORVA Directors

KEVIN BAZAR

Assistant Northern Regional Director.

Kevin comes to the board after years of working with land managers on snowmobile, dirtbike and mountain bike management issues. He knows that without public lands we have no offroading of any consequence. A north Tahoe/Truckee resident of 22 years, Kevin is currently the Land Use Director for the Sierra Snowmobile Foundation. Kevin can be reached via: kevin.bazar@corva.org

Southern Regional Board Positions

SOUTHERN REGIONAL DIRECTOR — VINNIE BARBARINO
vinnie.barbarino@corva.org

ASST. S. REGIONAL DIRECTOR, LEGISLATION — BOB HAM
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ASST. S. REGIONAL DIRECTOR, GRANTS — ED STOVEN
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ASST. S. REGIONAL DIRECTOR, CLUBS — DAVE CUNDY

S. REGIONAL SECRETARY — JIM WOODS
jim.woods@corva.org

Non-Board Positions

MANAGING DIRECTOR — AMY GRANAT
amy.granat@corva.org

OFF ROADERS IN ACTION EDITOR — KEN OYER
FIELD REPRESENTATIVE — TERRY WORK

WEBMASTER AND DATABASE MANAGEMENT — WAYNE BERG AND AMY GRANAT

MITCH CREEGAN

Title

I have had the same copilot for 36 years. We have both enjoyed a lifelong love of the outdoors by any means possible. We have extensive off-road travel in Oregon and California. My travel has been for work, personal travel, and trail riding.

My personal best in 4-wheel travel is 8 hours on packed snow and around 3 hours on ice while towing.

Ye haw.

We are founding members of RailTown Off-Road 4x4 Club in Tracy, CA. I am currently our club president, and she is our club secretary.

After 40 years I recently retired from the contract security industry. The industry is highly regulated. I spent 15 years managing my former employer's compliance with two state agencies. I followed that path owning and managing my own company. As a managing owner, that required compliance with many more state and federal agencies. More and more, agencies and boards are involved in controlling the industry.

The required research in compiling has given me the ability to read entire bills and forward by raising questions to point out and hopefully resolve the conflicts with existing regulations. Researching existing regulations is always fun and enlightening. I enjoy researching other regulations to find odd things that affect off-road access.

I look forward to serving CORVA and the off-road community.

ERIN DYER

VP Administration

Erin Dyer has a long history serving as a devoted land use advocate and CORVA Board member. Erin returns to the CORVA Board to provide her knowledge, expertise, and history of CORVA to the association. At the recent June 2022 CORVA Board of Directors Meeting, Erin was appointed by Mike McGarity to fill an open position and was approved by a majority vote of the Board. She will serve as Vice President Administration, a position that works directly under President Mike McGarity.

Erin served as Executive Secretary to Edward Waldheim during his years as OHMVR Commissioner

for the California State Parks Off-Highway Motor Vehicle Recreation Division. Ed Waldheim was an original OHVMR commissioner, who served two terms, and helped forge a strong partnership with the many agencies and staff he worked with, including Board of Supervisors, local mayors, and state and federal legislators, receiving their utmost respect.

In the late 80's, Erin's duties included preparing Ed's many reports, action item lists for each BLM office, Forest Service District and each State Park location, as well as preparing "The Waldogram" – a weekly digest of hard copy letters to agencies, correspondence to lawmakers (in support or opposition to legislative bills), meeting reports/ notices, and newspaper articles mailed to leaders in the land use advocacy movement, prior to the launch of email. Ed was a staunch advocate and traveled the state to attend all OHV-related meetings. Erin was behind the scenes refining Ed's communications, correspondences, and learning from her mentor about advocacy, both with the land managers and the legislators in State and Federal offices. Ed taught Erin a work-ethic, how to communicate with legislators and people in power at the state and federal level, and integrity to "Always Take The High Road" in difficult situations.

When Ed became CORVA President and at Ed's request, Erin took on the task of Editor/Publisher of the CORVA Newsletter in April 1993 and built it into a 28-page monthly (or sometimes bi-monthly) publication for over the 15 years she served the organization as Editor/Publisher. Erin coined the name "Off-Roaders In Action" (ORIA) for the CORVA newsletter and sought the CORVA Board's approval to change the name as it embodied the tone of the association's magazine-style newsletter. CORVA was "In Action" on all fronts to "Protect Public Lands For the People, Not From the People," and our volunteer members were the heart and soul of that action.

In the late 80's and early 90', Erin served on District 37 AMA Road Riders managing their memberships, and D-37 AMA Dual Sport Board of Directors in the late 80's for membership, newsletter, etc. In the early 90's, Erin served D-37 AMA Dual Sport as a board member, newsletter editor and a club promoter hosting Dual Sport events with husband Jeff. Erin managed the registration for the 400 participants at the LA-B-to-V, 2-day Dual Sport motorcycle event.

Erin later became CORVA State Secretary and would record the quarterly CORVA 6- to 8-hour board meetings held at Ed Waldheim's conference room at his business. Meetings were so large, and participation was so great, that the meetings had to be moved to the warehouse as attendees included representatives from CA4WD, cattle ranchers, San Gabriel Cabin Owners Assoc, horsemen's associations, and clubs of all forms of recreation, etc. In these years, the "Friends" groups were created and there are now approximately 9 "Friends" groups taking action on the local level. CORVA Board members got most of their work done on their own and came to the quarterly meeting to report their accomplishments, provide updates, and hear the status of the lawsuits CORVA was engaged in. There was no micro-managing of volunteers as the same mission and vision for land advocacy was apparent to all serving.

Effectively, the CORVA newsletter "Off-Roaders In Action" built up to become a prominent journal for ALL ACCESS ADVOCATES to share their news, calls for action, latest legislative updates, protest events, OHV Voters Guide, club events, RS2477 road designation education, and Tread Lightly education, etc. Through collaboration with all Board Members, the "Off Roaders In Action" newsletter built to be a network of all land use advocates. Erin reached out to those who were not great "writers" and let them know

she would support them and edit any of their work, if they would submit their thoughts and witness experiences to share with our land-use advocacy network. This became highly successful in promoting ALL access groups, not being exclusionary for CORVA achievements only. CORVA's history and CORVA's years of success, helped coin the term for CORVA as "The Off-Road Political Powerhouse".

After Erin retired from CORVA, Erin put her efforts into her family, working full time in the Aerospace & Defense Industry where she currently leads an A&D manufacturing firm, and earning her degree -- a Bachelor of Science in Business Management. At the same time, Erin used a program created for the military to self-study and "test out" of general education classes -- two per month -- all while, writing a quality program for ISO9001/AS9100 which earned a 100% score on the firm's first 3rd party audit in the aerospace industry.

Erin has experience serving on boards. Erin is currently a member of the National Tooling and Machining Association and serves as a board member of the San Fernando Valley Chapter, as well as serving as Chairwoman of a public-private partnership that was created by Congress to serve small to medium-sized businesses in order to increase the US GDP and make the small businesses competitive globally, while transferring technology from the universities to the small and medium-sized US businesses they serve.

Erin's land use advocacy includes attending Endangered Species Act Congressional Hearings, attending OHV Lobby Day in its infancy and subsequent years, publishing the OHV Voter Guide (organized by our OHV lobbyist), leading the women's team on OHV Lobby Day to meet with legislators, attending the S.7 & S.21 Senator Cranston & Senator Feinstein California Desert Wilderness Congressional hearings, attending California State Legislative OHV

Committee hearings, and OHV protests.

Erin's advocacy experience goes beyond her CORVA work. In recent years, Erin has traveled annually to Washington DC to speak with Congressional members and their staff to promote the Congressionally-approved, manufacturing public-private partnerships that find their way into the Appropriations Committee and new bills that support and enhance the mission. Erin provides her witness testimony to educate Congress members how federal programs are successfully accomplished "on the ground" with great success and little funding.

Additionally, Erin is an accomplished public speaker. She has provided testimony at the Joint Aerospace & Defense Manufacturing Committee hearing at the California State Capitol whereby she was given 20 minutes to present to California legislators. Since COVID, Erin has led an Outreach Committee within one of the manufacturing organizations she serves to keep the legislators and staff apprised of programs and necessary funding, via Zoom meetings. Erin has served as a Guest Speaker at the Los Angeles County Manufacturing Skills Summit hosted by Goodwill Industries, among others.

Erin believes building a network of advocates and supporters from all agencies, law makers, academia, businesses, user groups, and end-users is the key to successful programs, whether for business or personal recreation. Erin invites all CORVA members to step up and ask where you can serve. Erin believes the Board can assist all new volunteers to find you an area whereby your best talents will be utilized to make your volunteer experience enjoyable and rewarding.

PAM HOUSER

Northern Regional Secretary

I want to introduce myself, I'm 67 years old, married to my wonderful husband for 47 years. We raised 3 sons and have 9 grandchildren.

I'm retired now, but I worked for E. & J. Gallo Winery for 38 years. I worked in many departments through the years; such as, Grower Accounting, Purchasing, Distribution Services/Pricing, Marketing, Brandy Compliance and Customer Service in the last 10 years of my service. Each one of these positions I was able to learn the tasks, create reports, take minutes and be a facilitator during meetings, balance and research inventory discrepancies, telephone etiquette and process accurately Customer orders.

While being a working Mom, I also became an Emergency Medical Technician, it took 6 months of training. You learned to be a first responder in the following areas: CPR, airway, splitting, extrication, and symptom diagnosis. Part of the program you had to volunteer 120 hours in the hospital in the emergency department and birthing room.

I was selected to be on the Grand Jury which is responsible for conducting tours of all of the City and County facilities and report on your findings. On my committee we toured the Stanislaus County Sheriff Departments which included the Jail, Juvenile Hall, Courthouse buildings and I was the note taker and typist of our group.

I also worked as the Secretary of the Board of the Regional Protection Fire District of Keyes. They were responsible for not only fire protection but also making all of the decisions that are needed to run the District of Keyes. My duties were to report on all mail items to the Board, create an agenda, take minutes during Board Meetings, and type and distribute.

I belong to an off-road club, the Modesto Ridge

Runners. We are a 100% CORVA membership club. We have a side x side and we love to camp, ride, and assist at the CORVA Jamboree every year by working in the Kids Activities, making raffle baskets and Halloween contest. Our Club organizes the High Desert Rally event every year. I'm the High Desert Rally report coordinator and these duties are: entering the information from the applications into spreadsheets to tabulate hotel rooms, t-shirt order, checkpoint vehicle classes/numbers, people attending banquet, dinner menu and registration/sales room.

My hobbies are gardening, sewing and crafting.

These are a few things I bring to CORVA and I look forward to working with all of you on the Northern CORVA Board and as a Team we will strive to have a successful year.

TERRY WORK

Vice President of Education

Hello and welcome to CORVA, let me introduce myself, my name is Terry Work and I am now your Vice President of Education for CORVA.

As some may know I have been with CORVA a long time working as a volunteer in various positions through the years ranging from Assistant Southern Regional director Clubs, Legislation, to VP of Sales and Marketing, and VP of Administration.

I have had the honor to receive the CORVA Past Presidents award in 1994 (told you I have been around for a while) and again in 2008, the George Thomas Memorial Trophy for Off Roader of the Year 2007. I also am one of the past Presidents of Point Mugu 4x4 Club, I have been an active off roader starting out on dirt bikes then moving on to 4x4's (currently a Toyota Rock Crawler) and Side by Sides. I have worked with past Presidents Mike Bates, Steve Kuehl, Jim Woods and Ed Waldheim. I am one of the

founders of the annual Truckhaven Challenge event (along with Rick Fisher and Geoff Teare), the Family Fun Days Back when it was held in California City, and other events. I have built 3 of the CORVA Sweepstakes vehicles (with the help of our Associate Members), that were seen at various OHV events and the SEMA Show representing CORVA.

Through the years I have attended and spoke at countless OHV meeting both state and local even a Senate hearing or two working to keep our lands open for all. I have spoken out against closure of locations such as Glamis, Truckhaven, Johnson Valley, Oceano Dunes and others.

Now I am your Vice President of Education, following in the footsteps of past VP's Ed Waldheim and Jared MacLeod., (these are some big foot prints to follow but as Ed once told me, make your position in CORVA your own) I will be here on the Board to represent you, and to relay along information about riding (off-road rules and etiquette- the do and don'ts, Safety (this will cover a wide range), SVRA status, training and of course OHV meetings. Basically I will do my best to keep members informed of OHV interests and issues. by using the Off Roaders In Action (ORIA) our CORVA Facebook page, but I am asking you, our members to let me know of issues/meeting you may have heard of, you can email me at: terry.work@corva.org Thanks to all and I look forward to meeting on the trails!



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www.jawbone.org
3rd Wednesday

Get in Touch

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

Off-Roaders In Action

Fall 2022

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Board Conference Call

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

August 22, September 26, October 24, November 28, *December 19, January 23, February 26, March 27.

Meeting agenda and zoom link will be sent out and posted 2-3 weeks prior to each meeting.