

**CORVA**  
CALIFORNIA OFF-ROAD  
VEHICLE ASSOCIATION  
[www.corva.org](http://www.corva.org)

# ***OFF-ROADERS IN ACTION***

## *Fighting For Freedom*

By Amy Granat, CORVA Managing Director

Why do we fight for every road and trail? Why do we hold every OHV area sacred? When we fight for motorized access, we are actually fighting for the freedom to engage in the activities of our choosing. And we have learned the hard way that if and when we give an inch, our adversaries view this show of weakness as permission to go after many more miles of our roads and trails.

Admittedly, it is a tough battle and the faint of heart need not apply. Every time another Travel Management analysis or Landscape Restoration project is announced, I take a deep breath and mentally prepare myself for another go-round in meeting rooms and auditoriums around the state. Facing off against adversaries that are well-funded and come in armed with biological and scientific information from scientists they control is not easy. However, knowing that motorized access can be maintained and managed to be environmentally sustainable, despite what evidence is offered to the contrary, helps immensely. Also, knowing that motorized access communities, from wheelers to bikers and hunters contribute the lion's share of volunteer hours maintaining and improving state and federal land, gives our side the moral high ground. As OHV advocates and enthusiasts, we demand continued and increased motorized access, and we come in armed with knowledge, our wits and our passion, along with the dedication to stand up for the freedom of expression our members appreciate, enjoy and rightly deserve.

Continued on page 12

## *Congressman Paul Cook Visits Johnson Valley Open Riding Area*

In December, Congressman Elect Paul Cook (CD-8) toured Johnson Valley, an area that has been the subject of recent controversy. The following are articles detailing his visit.

By Kim Carpenter ([Kim@fast-aid.org](mailto:Kim@fast-aid.org)):

On December 14th, a select group of off highway vehicle enthusiasts and activists met with Congressman Elect Paul Cook (CD-8). Members of the off-road community, business owners and residents from Cook's district were invited (including CORVA members Helen and Harry Baker, Steve Kuehl and Kim Carpenter). It was an amazing day; the weather could not have been better, the company was great, and everyone got along very well.

We provided the Congressman and his field rep with a tour of some of Johnson Valley's landmarks. At one point, Congressman Cook got into a rock crawler and was taken on Chocolate Thunder. As they completed their run, a race type rock crawler pulled up and he wanted to go again. This time he completed the run much faster and was quite impressed.

Congressman Cook was thrilled to be in the desert meeting the people he represents and listening to their concerns regarding the proposed 29 Palms Marine Base expansion. I want to personally thank everyone who attended. We had a great time and made friendships and memories that will surely help our cause in Sacramento.



CORVA's Harry Baker showing Congressman Cook maps of Johnson Valley and the proposed 29 Palms Marine Base expansion boundaries.

Continued on page 11

***"Dedicated to protecting our lands for the people, not from the people."***

# FAMILY FUN RUN



MARCH 16TH, 2013

## POKER RUN



Prizes from

Prizes from



# CORVA

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### EVENT INFO

- WHERE:** Hungry Valley SVRA- Gorman, Ca  
 Registration at Aliklik Campground, Follow signs from either entrance.  
 Registration 8:30 a.m. to 2:00 p.m. Saturday 3-16-13
- WHEN:** Saturday, March 16th, 2013  
 Rider meeting 9:30 a.m. at Aliklik Campground. Poker Run starts at 10:00 a.m. Cutoff starting course 2:00 p.m. Games at check points on Poker Run Dog Show 4:00 p.m. Dinner 5:30 p.m. Awards, Raffle and Camp Fire following dinner
- WHAT:** CORVA FAMILY FUN- POKER RUN (5 cards per hand)  
 CORVA members: \$20.00 per hand    Non-members \$30.00 per hand  
 Dinner: \$10.00    Dog Show: FREE  
 Raffle & 50/50 Tickets \$1.00
- HOW:** POKER RUN- BEST 5 CARD HAND WINS  
 Games- Highest total points wins  
 1st, 2nd, 3rd, Place Prizes Awarded
- WHY:** FUN FOR THE WHOLE FAMILY!!! SHOW YOUR SUPPORT OF CORVA

Contact  
 Jim Woods  
 805-526-4122

## 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.*

*The main purpose of CORVA is to have fun! We also 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 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. 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."***

## CONTENTS

|   |    |
|---|----|
| President's Report                                | 4  |
| Petition to Save Johnson Valley                   | 4  |
| Legislation Threatens OHV Use                     | 4  |
| Upcoming Events and Shows                         | 5  |
| Land Use Resources and Public Policy Report       | 6  |
| Our Public Lands                                  | 9  |
| Managing Director's Report                        | 10 |
| Donate to CORVA                                   | 10 |
| Congressman Elect Paul Cook Tours Johnson Valley  | 11 |
| BLM Advisory Council to Meet in Barstow, Feb. 9th | 12 |
| Donations and New Members                         | 13 |
| Associate Members                                 | 14 |
| Advertise in the ORIA                             | 15 |
| Membership Application                            | 15 |
| CORVA Calendar                                    | 16 |

## BOARD OF DIRECTORS

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## **PRESIDENT'S MESSAGE**

**By Jim Woods**

### *Time to Engage!*

With the Johnson Valley Record of Decision release, our next move is to engage Congress and President Obama. They need to understand how unnecessary the expansion is, the financial disaster it will create for the residents and off-road industry, the lack of funding for the acquisition of the land, the issue with fencing or securing of the property, the added cost of the training, the loss of quality of life due to noise and water contamination, and for us, the dramatic loss of off-road recreation. Johnson Valley is the largest Open Recreation area in the United States and closing it will result in a 50% loss of open land.

So what do I mean engage? Starting January 15th, a petition was placed on the "We the People" website: <https://petitions.whitehouse.gov/> for President Obama to review the plan and comment on it publicly. In order to achieve this, 25,000 people must respond within 30 days. So now it is up to us to make it happen. CORVA has sent an Email alert to its membership but please forward the request to everyone on your email lists. Bring this issue to your club meetings and outings. We need everyone to participate in this process. Getting 25,000 to respond is a big goal and it is not very often that petitions get enough responses, but if we can get many people to take notice, we may be able to attract national attention to the issue. This is the next step of a long process and we need to do everything we can to help us meet our goal. The link to the petition is included below.

I would also like to remind you of a couple events coming up in the near future. On March 16th our annual CORVA Family Fun Run will be held at the Hungry Valley SRVA in Gorman, CA. This is a fundraiser for CORVA that is close enough for most Southern and Central California members to just come for the day. As with our other CORVA events, there will be a poker run, the famous CORVA Dog Show, a fabulous tri-tip dinner and a great raffle (see the flyer on page 2). So please come join us for a day of off-roading. We also will be having our annual Convention in Visalia in May. This is where we have our elections for our Board of Directors and any new bylaw changes. Due to term limits, this is my final year as your President. Come vote for your choice of CORVA leadership. It is also a great time to meet the entire Board and learn about the issues that face us. Visalia is a nice place with a great "old town" atmosphere, so bring your spouse and make a weekend of it.

Finally, our membership team is asking you to look at your name on the back-cover of the ORIA. If there is "#" in front of your name, WE NEED YOUR E-MAIL ADDRESS. At times like these we need to be able to call out the troops and the best way is through social media. As with the petition there are many issues that are very time sensitive and we need to reach you immediately. Help us save off-road recreation and be engaged. See you in the dirt!



### **PLEASE SIGN THE PETITION TO SAVE JOHNSON VALLEY**

With 1,000 signatures per day, we can achieve our goal by the deadline of February 14th and do our part to save Johnson Valley. Visit the link below to sign and be sure to tell your friends and family to do the same.

<https://petitions.whitehouse.gov/petition/save-johnson-valley-ohv-area-be-fiscally-responsible-stop-29-palms-marine-base-expansion-keep-public/5r0C7Xw4>

### **Legislation Threatens OHV Use (From AMA Action Alert)**

*Take Action! Write your U.S. senators now!*

The U.S. Senate is considering S. 3525, the Sportsmen's Heritage Act of 2012. The American Motorcyclist Association supports many provisions of the bill. However, the AMA is concerned with certain provisions that pose deleterious threats to responsible motorized recreation on private and public lands.

The AMA opposes as written several provisions in the bill, including Sections 201, 204, 207, and 210 of Title II, which would expand the definition of "aquatic habitat", endangering the land on which we all enjoy riding.

If S. 3525 becomes law, as written, anti-access advocates and the administration could usurp congressional authority by administrative fiat concerning the disposition of public lands. This bill has far-reaching implications because the BLM/USFS manages millions of acres of public land nationwide. The AMA needs all its members and all OHV enthusiasts to write their U.S. senators today. Send an email to your senators now and let them know you oppose S. 3525, and to amend Title II.

## [Upcoming Events and Shows](#)

By Terry Work, CORVA VP-Administration

### [King of the Hammers \(KOH\)](#): February 1st-9th, 2013.

The 7th running of the Griffin King of the Hammers Presented by Nitto Tire will be the largest to date with an expanded Vendor show, and additional entertainment. Look for some exciting changes to the race course as well as improved spectator areas. The event will take place during the second week of February and the main event will be held on Friday, February 8, 2013. A \$20 donation is the fee for the event. If you have never been to one, this is your chance to come out and support Johnson Valley.

### [CORVA Family Fun Run](#): March 16th, 2013.

The event will be held at Hungry Valley SVRA in Gorman, CA. See the flyer on page 2 of the ORIA or find more information on Facebook and the CORVA webpage.

### [Ventura County Off-Road Show](#): April 20th-21st, 2013.

Returning for a second year, the Ventura County Off-Road Show looks forward to bringing a bigger and better show in 2013. They are working hard to bring more off-road vendors covering a wider range of outdoor activities. This year, they will continue to have interactive displays and demonstrations from vendors and manufacturers alike.

#### Attendance Information:

**WHEN:** April 20, 9 am – 5 pm; April 21, 10 am – 4 pm

**WHERE:** Ventura County Fairgrounds, 10 West Harbor Blvd., Ventura.

**COST:** \$10 adults; \$30 family day pass; children under 12 admitted free with paying adult. \$2 discount with valid military ID.

**TICKETS:** Available for purchase online and at the box office. (Visit: <http://www.venturacountyoffroadshow.com/> for more information.)



Attendees having a blast at last year's Family Fun Run

### [CORVA Annual Meeting](#): May, 2013.

The meeting is open to all CORVA members and will be located in Visalia, CA. An election will be held for various positions, including CORVA President, and Vice Presidents, among others. It is very important that members and clubs attend so their voices can be heard. This is your chance to speak out and become more involved, so if you or someone you know would like to help keep our lands open, please attend. CORVA Clubs need to send a representative! Watch for the exact date and location in upcoming ORIA's and on Facebook.

Come out and see us at these events! Remember that if you hear about a meeting, event, or run, please let us know! Help us help you!

## [Side Notes](#)

I know that several of our members have passed by a car dealership on Highway 138 in Littlerock, CA called Vehicle Liquidators (you'll know it by the Hot Rods, 4x4s, and Muscle cars). Stop by and say hello to Ralph Felix and his staff, and if you purchase one of his vehicles, just mention that you support CORVA and he will give you a free 1 year membership in CORVA!

Also, watch for an upcoming product review on Back-A-Line, a back belt that is not like the common back support belt. I have been wearing this belt and it offers more support than I have gotten before using other back belts. It is very comfortable (so much so that I forgot I was wearing it), and I could notice a definite difference in my stance after using it. Look for more on this in upcoming ORIA issues, and watch for an offer for CORVA Members!

## **CORVA Land Use Resources and Public Policy Report**

**By Bruce Whitcher**

**CORVA VP of Land Resources and Public Policy**

### **Attorney General's Investigation Exonerates OHV Division, Finds State Parks Hid Funds**

The report of the investigation into State Parks' hiding of \$22M is now public. Although there was supposed to also be \$34M OHV funds, the report finds that OHV funds were handled appropriately and there was no wrongdoing of any kind associated with the OHV Division. State Parks financial managers, on the other hand, systematically failed to report over \$20M to the Department of Finance. Ironically, the news media failed to mention that the OHV Division handled funds appropriately, contrary to previous news reports that alleged mishandling of funds by the Division.

### **REPORT OF INVESTIGATION INTO DISCREPANCIES IN FINANCIAL REPORTS SUBMITTED BY THE CALIFORNIA DEPARTMENT OF PARKS AND RECREATION**

By Thomas M. Patton, Deputy Attorney General

#### **EXECUTIVE SUMMARY**

California's Natural Resources Agency issued a statement on July 20, 2012, advising that preliminary investigation into finances at the Department of Parks and Recreation "has revealed that for at least 12 years the department underreported tens of millions of dollars to the Department of Finance." The statement also advised that, as of the Parks Department's "most recently reported balances," the Department of Finance (DOF) was unaware of \$20,378,000 in the State Parks and Recreation Fund, and \$34,492,000 in the Off-Highway Vehicle (OHV) Fund. It has since been continuously reported that the Parks Department "has been sitting on nearly \$54 million in surplus money for at least 12 years." This report, based on extensive investigation, concludes that the amount of funds intentionally undisclosed is much more limited.

This investigation found no evidence of intentional or systematic failure to disclose OHV fund monies to the DOF, including the \$34 million described as having been under-reported to the DOF at the close of fiscal year 2010-11. Instead, the evidence indicates that the historically erratic and at times significantly disparate OHV fund balances reported to the DOF and State Controller's Office (SCO) are largely attributable to the timing and methodology of reporting a variety of multi-million-dollar events to those two control agencies. Examples of such events include large appropriations and deductions, followed by budget report reimbursements, for land purchases not consummated, multi-million-dollar loans of OHV monies to the general fund, and errant infusions in the 2010-11 and 2011-12 fiscal years of millions in fuel excise tax dollars later corrected and reclaimed by the Legislature. In four of the past nineteen years, such events have evidently resulted in anywhere from \$20.5 to \$35.1 million more OHV dollars being overreported to the DOF when compared to balances reported to the SCO. This investigation has yielded no evidence that any OHV monies were ever intentionally hidden. Instead, as the DOF has noted, these discrete fiscal events have contributed to significant disparities in OHV fund reports dating back to the 1990s.

The systematic non-disclosure to the DOF of millions in State Parks and Recreation Fund (SPRF) monies for the past 15 years is a different story. The disparity in SPRF balances reported to the DOF and SCO, and the resulting amount unreported to the DOF, grew consistently from \$5.5 million in 1996 to a high of \$29.2 million in 2003. The unreported amount then incrementally declined the next four years, from \$29.2 to \$20.2 million, and from 2007 to the present has remained close to \$20 million. Those SPRF monies, and how they came to exist, grow, partially contract, and be kept hidden from the DOF, are the focus of this report.

Based on interviews with 40 current and former state employees, and related documentation, the evidence indicates the disparity in SPRF year-end balance reports began and grew unintentionally during a challenging financial tracking and budgeting period from 1995 to 2003, resulting in far fewer dollars being reported for budget purposes to the DOF. The original cause or causes of the SPRF balance disparities may never be fully understood. Regardless of its origins, the fact that the Department's budgeting manager, with assistance from her peers in accounting, set out in 2001 to study and understand the disparity strongly suggests that non-disclosure of SPRF monies to the DOF was not originally intended. It is clear, however, that by no later than 2003, and perhaps as early as 1999, the failure to accurately report all SPRF monies to the DOF became conscious and deliberate.

### **Recreation Advocates React to Stanislaus NF Court Decision**

Sacramento, CA - The U.S. District Court for the Eastern District of California issued a decision on January 4, 2013, that found a legal flaw in the 2009 motorized travel management decision issued by the Stanislaus National Forest. Judge Kimberly Mueller has set a hearing on February 15 to consider remedies.

Continued on next page

The Court ruled in favor of the Forest Service and recreational intervenors on many claims in the case, including challenges to the range of alternatives and cumulative impacts under the National Environmental Policy Act. However, the Court found lacking the agency's discussion of how it sought to "minimize" specified effects of continuing motorized access as required by agency regulations. While the Court did not make a finding that damage has occurred or is illegally occurring under the challenged decision, the Court concluded "...the Forest Service has not made the required showing that it minimized environmental impacts as required by" its travel management rule.

Paul Turcke, counsel for the recreation group intervenors, states, "We are in the process of reviewing the decision. An appropriate remedy will focus on the manner in which the agency properly conducts any omitted steps in the process, which may but does not necessitate any particular change to the designated network of motorized routes on the Stanislaus Forest. We will continue to advocate for properly managed motorized access at future proceedings before the court and the agency."

John Stewart, Resources Consultant for California Association of 4 Wheel Drive Clubs, states, "The Stanislaus NF engaged in a public process to determine a sustainable system of routes to meet forest needs as required and solicited the public in an open process according to established rules."

The recreation intervenors led by the California Association of 4 Wheel Drive Clubs, including the BlueRibbon Coalition and the AMA District 36 Motorcycle Sports Committee, will continue to advocate for public access to public lands.

A copy of the decision can be viewed at: [http://www.sharetrails.org/uploads/Stanislaus\\_Summary\\_Judgment\\_1.4.13.pdf](http://www.sharetrails.org/uploads/Stanislaus_Summary_Judgment_1.4.13.pdf).

### [Forest Service to Address Travel Management Subpart A](#)

CORVA just learned that Regional Forester Randy Moore has directed Forest Supervisors in California to begin an accelerated schedule to complete Travel Management Subpart A. Many of you will recall that implementation of Subpart B resulted in the closure of over 80% of motorized trails in California's National Forests. Subpart A requires the Forest Service to identify the minimum road system for transportation on National Forests. Many fear this is yet another chapter in the greatest reduction of access to our public lands so this development needs to be watched carefully.

The Forest Service Travel Management Rule, (2005), has three parts:

- Subpart A – Administration of the Forest Transportation System;
- Subpart B – Designation of roads, trails, and areas for motor vehicle use; and
- Subpart C – Use by over-snow vehicles.

Subpart A outlines what analyses and information is necessary in order for forest supervisors and district rangers to adequately determine the right size and composition of roads within their respective areas.

- Travel analysis is intended to assist managers in addressing the unique ecological, economic and social conditions on each administrative unit.
- While the travel analysis report will provide information for future decisions, we recognize the national forest road system must provide needed access for recreation and resource management, as well as support watershed restoration and resource protection to sustain healthy ecosystems and ecological connectivity.

Each administrative unit is required to complete a Travel Analysis Plan by the end of fiscal year (FY) 2015 (September 30, 2015). Beyond FY 2015, no Capital Improvement and Maintenance (CMCM) funds may be expended on National Forest System roads (maintenance levels 1-5) that have not been included in a Travel Analysis Plan.

The following premises will guide the travel analysis process:

- The Watershed Condition Framework informs travel analysis;
- The Director of Watershed, Fish, Wildlife, Air and Rare Plants is the lead for Subpart A in the Washington Office with the Directors of Engineering and Recreation as co-leads. This further demonstrates the integrated approach required throughout this process;
- Each regional office always has an oversight role for activities taking place on national forests.
- The process is dynamic, interdisciplinary, science-based, and integrated with all resource areas and planning staff;
- The analyses include all National Forest System roads (maintenance levels 1-5).

Opportunities for public involvement are an integral part of the travel analysis process, however there is no requirement for public comment as this is not a NEPA process. Travel analysis works in conjunction with other frameworks and processes, the results of which collectively inform and frame future proposed actions subject to the NEPA. Examples of such frameworks include; Watershed Condition Framework; Framework for Sustainable Recreation; and forest-wide planning under the National Forest Management Act and the 2012 Planning Rule. There is no due date for the completion of Subpart A as it is linked to available funding. However, there is a requirement that the Travel Analysis Report be completed by the end of Fiscal Year 2015.

## Johnson Valley Update

### *Critical Amendment Included in 2013 Defense Authorization Act*

CORVA recently received information that a limitation has been placed on funding for the expansion of the Twenty Nine Palms Base into adjacent Johnson Valley. This is now officially part of the Defense Authorization Act of 2013 just passed by Congress and signed by the President. The text of the amendment is virtually identical to the Bartlett Amendment as reported in the October issue of the ORIA. Although the language makes no guarantee that Johnson Valley will remain available for OHV use as in the past, it will certainly give the military additional requirements to consider the impact of base expansion on local communities and recreational users. The text is included here:

#### 2013 Defense Authorization Act

**SEC. 2856. LIMITATION ON AVAILABILITY OF FUNDS PENDING REPORT REGARDING ACQUISITION OF LAND AND DEVELOPMENT OF A TRAINING RANGE FACILITY ADJACENT TO THE MARINE CORPS AIR GROUND COMBAT CENTER TWENTYNINE PALMS, CALIFORNIA.**

**(a) FINDINGS.—Congress makes the following findings:**

- (1) The Marine Corps has studied the feasibility of acquiring land and developing a training range facility to conduct Marine Expeditionary Brigade level live-fire training on or near the West Coast.
- (2) The Bureau of Land Management estimates on national economic impact show \$261,500,000 in commerce at risk.
- (3) Economic impact on the local community is estimated to be \$71,100,000.

**(b) LIMITATION OF FUNDS PENDING REPORT.**

- (1) **IN GENERAL.—**The Secretary of the Navy may not obligate or expend funds for the transfer of land or development of a new training range on land adjacent to the Marine Corps Air Ground Combat Center Twentynine Palms, California, until the Secretary of the Navy has provided the congressional defense committees a report on the Marine Corps' efforts with respect to the proposed training range.
- (2) **ELEMENTS OF REPORT.—**The report required under paragraph (1) shall be submitted not later than 90 days after the date of the enactment of this Act and shall include the following:
  - (A) A description of the actual training requirements for the proposed range and where those training requirements are currently being met to support combat deployments.
  - (B) Identification of the impact on off-road vehicle recreational users of the land, the economic impact on the local economy, the recreation industry, and any other stakeholders.
  - (C) Identification of any concerns discussed with the Bureau of Land Management regarding their assessments of the impact on other users.
  - (D) Identification of the impact on the State of California's 1980 Desert Conservation Plan regarding allocation of the Off Highway Vehicle Recreation Areas.
  - (E) An evaluation of the potential to use the same land without transfer, but under specific permits for use provided by the Bureau of Land Management (as such permits are used at other locations from the Forest Service and Bureau of Land Management).
  - (F) An evaluation of any potential impacts on other Bureau of Land Management lands proximate to Marine Corps Air Ground Combat Center Twentynine Palms or other locations in the geographic region.
- (3) **SECRETARY OF DEFENSE WAIVER.—**In the event of urgent national need, the Secretary of Defense may notify the congressional defense committees and waive the requirement for the report required under paragraph (1).

With a footprint larger than the state of Rhode Island, The Twentynine Palms base is the largest Marine base in the world. With the expansion, the USMC is hoping to gain an additional 167,000 acres. The Johnson Valley OHV area is home to many popular off road events, including 50 years of District 37 motorcycle races and one of the fastest growing motorsport events in the country, King of The Hammers. "This is the last great wilderness experience for motorized recreation in California" said Jeff Knoll Chairman of the CMRC sub-committee on base expansion.

"The Marines study outlines six alternatives that meet the minimum requirements for training. Our plan uses an existing alternative but asks that the USMC use the property under a permit with the BLM rather than the Marines taking outright ownership of the land, this way the public can continue using this area when the Marines are not." said Knoll. CMRC believes utilizing a BLM permit process will meet the requirements of the USMC training, reduce the cost of expansion to US tax payers, continue the stream of \$71Million annually spent by OHV enthusiasts in the communities surrounding Johnson Valley, and keep the majority of the land open for public use.

CMRC is the combined efforts of multiple OHV organizations and subject matter experts to address the needs of motorized recreational enthusiasts throughout the state of California. The group is comprised of the following organizations: Off Road Business Association (ORBA), American Motorcycle Association (AMA), California Off Road Vehicle Association (CORVA), California Association of 4Wheel Drive Clubs, AMA District 37, and AMA District 36.



## **Our Public Lands**

By Dick Pankey, PLAC-North Committee

The establishment and management of our public lands is a complex process. Congress develops the legislation that designates the public lands and provides an outline to the land management agencies, the Bureau of Land Management (BLM) and the US Forest Service (USFS), on how the management of those lands is to be established. The regulations are established by the Federal Code Regulations (CFRs) and are different for the Bureau of Land Management and the US Forest Service. The BLM follows regulations established in CFR43 and the USFS follows regulations in CFR36. Legislation dictates how these regulations are to be established. Land Use Plans for both the BLM and USFS are updated about every 10 years. The BLM Bakersfield District plan is in the final stages and will be implemented soon. The BLM Hollister District which includes Clear Creek is just starting its update. Both the BLM and USFS are required to have public input at all stages of a Land Use Plan. The BLM and USFS are to manage the land for which they are responsible for the benefit of the public and for the protection of all natural resources. The Land Use Plans (LUPs) are how the BLM and USFS establish how our public lands will be managed for protection of all natural resources and for recreation, travel, commercial and other uses. That is where we, the rockhounds, the users and recreationists of public lands come in – We are the Public. We have a right and obligation to express our ideas and our wishes on how the land is to be managed and used.

How can we participate and be involved? We can write letters and e-mails responding to other people's ideas; often those of conservationists/preservationists, people who want to restrict access and use. Or we can be proactive and we can get involved directly in the regulatory process. To do this we need you, the rockhounds and users of our public lands, to get directly involved with each and every BLM and USFS district and/or field office. Many of us and every society lives within 100 miles or less of a BLM or USFS office or we often drive past one. The next time you see an office stop and go in. Ask to speak with the Recreation Officer, Land Use Planner or Geologist. Ask about things you are interested in: collecting, camping, road access/closures, and ask about their Land Use Plan. This is a start to being involved with the regulators.

How can you get involved? It is easy. First check out the BLM and USFS web sites: [www.blm.gov](http://www.blm.gov) or [www.fs.fed.us](http://www.fs.fed.us). These sites give you information about the regulators; about the staff and the location of the District and Field Offices. These sites will have information about the current Land Use Plans, about the area that they manage, and sometimes information about permitted uses and access. And most of all there will be information about pending Land Use Plans and proposed changes. If you see that there are pending changes to their Land Use Plans, it is time to take action and get involved.

Contact the specific office and tell them you want to be put on the contact list for the LUP, and ask for the planning schedule and schedule of meetings. Inform your American Lands Access Association State Representative or any ALAA officer or director, the CFMS Public Lands Advisory Committee, your society and other rockhounds and interested people about the plans for updating the LUP and get them to attend meetings with you. We want to be part of the development of a LUP, not responding to somebody else's ideas. It is easier to have our ideas and wishes incorporated as a plan is developed than to try to have unfavorable wording removed from a finalized "Draft Plan."

The Land Use Plans that are being developed will affect how we will be able to use and have access to these public lands for the next few decades! How do you want your public land managed, by the users or by the preservationists?

The CFMS PLAC-North is holding the "Land Use Planning Seminar", which will shed light on how to effectively participate in the land use planning process that is required for the management of ALL public land on April 27, 2013 at the Stanislaus County Fairgrounds in Turlock, CA. The seminar is hosted by the Mother Lode Mineral Society. See the February CFMS Newsletter for the announcement with the details.

For more information and to reserve your spot at this important seminar or if you have any questions, e-mail me at: [dickpankey@juno.com](mailto:dickpankey@juno.com) (preferred) or phone me at 925-439-7509 no later than April 24th.

# Managing Director's Report

by Amy Granat

## Off-Roading Resolutions

Every January as we start a new year, people reevaluate their lives and write resolutions for the coming year. Generally these resolutions revolve around promises to eat better, exercise more or clean out the garage. Some of us might challenge ourselves with an off-road resolution, and vow to tackle the Rubicon for the first time, or spend more time enjoying the dunes with family and friends. But whatever those resolutions may be, this time of year serves to remind us that we can always do a little better and try a little harder to achieve our goals.

As Managing Director of CORVA, my personal and professional resolutions tend to merge. Members of CORVA have become part of my extended family, and defending your rights and freedoms remains a constant priority. CORVA exists for our members and because of our members, and it behooves us this time of year to make a resolution never to forget that fact.

During the past month numerous land use issues have arisen. As we go to press, a decision was reached on a lawsuit against the Stanislaus National Forest that was partially positive, and partially negative. The remedy phase of this decision is still pending, and until we know what compromises will be reached and approved by the judge, we won't understand exactly how this decision will affect us in the future. But what has become clear is that arguments we have used in the past in court will no longer suffice. We have to think outside the box, outside the traditional indignation that has largely defined our tactics in previous court cases. It just will not suffice anymore.

In CORVA we have been thinking outside the box for some time. From the beginning, the Comments Project led the way for enthusiasts to become knowledgeable advocates, arguing for and protecting their favorite areas, roads and trails. Next, we defined the criteria that the BLM is now using in all their California Field Offices to analyze criteria used to determine new OHV opportunities. CORVA already helped with one new area that is scheduled to open shortly; we will have an exciting announcement coming soon.

The next new push has to concern the political arena; for too long we have believed that only others, like lobbyists, can make a difference in Sacramento or Washington DC. But members of the concerned public can make a huge difference as well. Look at how local residents in the Johnson Valley area have remained committed to their goals, and have engaged their local elected officials. They are changing minds and influencing politicians by staying true to their mission to save Johnson Valley. That is just one example of what can be done. Be adventurous and find new examples, new successes we can applaud.

Whatever your resolutions this year, know that CORVA is here to help you achieve your off-road goals. We need your help as well. We need a bit of your time and a bit of your dedication to make sure we have the best members on our Board of Directors and the best volunteers at our events. Every dollar brought in at a fundraiser helps us achieve your goals, but to make these events successful, we need you to attend and contribute. The world is run by those who show up; we resolve to show up at meetings around the state, working to solve issues critical to protect your right to ride, and we need you to resolve to join us, help us, and come to our events. Simple!

### **CORVA NEEDS YOUR HELP!**

Here are the main projects that CORVA is involved with at this time. Please cut this form out and mail with your donation to:

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By Betty Munson, President of the Johnson Valley Improvement Association:

A little time has passed since Congressman Paul Cook toured the Johnson Valley Open Riding Area. As a resident of the community of Johnson Valley, I cannot ever finish thanking the people who participated, who showed him what Johnson Valley is really all about, and made it plain what losing public access would mean.

I was at the Community Center with our vice president Joanna Wright, as part of the group met there in the morning. Not everyone in this world is a map reader, but Harry Baker is the master at orienting you to the locations and the boundaries of the various Base expansion alternatives. Paul Cook asked plenty of questions, and the maps traveled on the day's tour with him.

As you know, no matter how much you look at a map, when you are actually on the ground you can be surprised that the territory is different from what you anticipated. And Johnson Valley is like that; it is so vast, the views are so sweeping, the unmapped trails go everywhere, the historic mine sites are never quite what you expected... and it can surprise a congressman and Marines who have only looked at maps before.

And it has surprised them in the past to find there are people who actually live just across the highway. It's a tiny old homestead community for sure, but many of us came here first for the recreation, then were lucky enough to be able to stay.



CORVA Member (and Past CORVA President)  
Steve Kuehl and Congressman Cook

Our unending gratitude goes to the organized OHV community. Without the hundreds and thousands of voices they raised, and the hours and hours of research, travel and meetings they went to, we would have been powerless against a Marine takeover of Johnson Valley. The noise and vibration the Base neighbors live with now, we feared was going to be our fate to live with, times ten. Our beloved desert front yard we were certain was going to be transformed into a war zone.



Cong. Cook on Choc Thunder with Greg Rogers

A day like the day Kim Carpenter and friends organized gives us hope it won't happen. The conversations I have had since, with people who were on the tour, who tell me the reactions of the Congressman, and some folks they encountered from the Marine Base, gives us hope.

The very fact that Paul Cook is on the House Armed Services Committee gives us hope. There is a voice on the committee from someone who had actually been here, done this. He is only one voice, but he now has seen the people and the problems personally. Judgement calls and committee reports will not have to be based only on the highly misleading and confusing declarations in the USMC Environmental Impact Statement. At least we hope.

Whatever the outcome of all this, the people in Johnson Valley will never forget your help.

### *Quotes About Johnson Valley*

Kim Carpenter, Rescue 3:

"As I read it, it finally hit me, saving Johnson Valley is much more than preserving our most cherished riding spot, its life for the residents of Johnson Valley. Thank you Betty for bringing the issue full circle."

Helen Baker, CORVA Assistant Director - Legislation:

"We in the OHV community are fighting the Marine Base Expansion to save our recreation, but the people who live in Johnson Valley are fighting to save their front yard. WOW. Together, let's save Johnson Valley, for now and forever."

Kristen Carter, On The Rocks 4WDC and KOH Racer:

"As many of us prep for what is sure to be an EPIC King of the Hammers week in Johnson Valley, let's not forget the battle still going on to save our access to that land. Let's also never forget that while most of us call it a vacation, these people call it home."

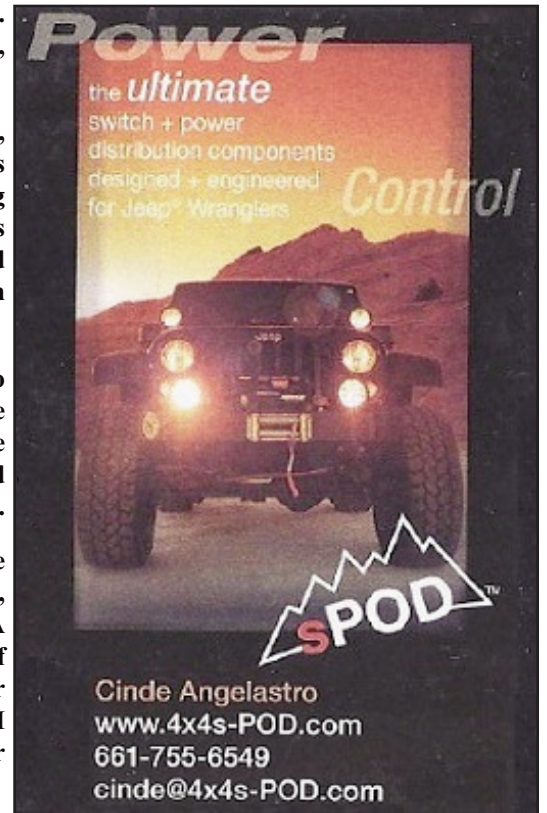
## [BLM Desert Advisory Council to Meet in Barstow](#)

The next field trip and meeting of the Bureau of Land Management's (BLM) California Desert Advisory Council (DAC) will be held Feb. 8 and 9 in Barstow. The council will participate in a field tour of nearby BLM-managed public lands on Friday, Feb. 8 from 8 a.m. to 4:30 p.m., and meet in formal session on Saturday, Feb. 9 from 8 a.m. to 4:30 p.m. at the Hampton Inn & Suites, 2710 Lenwood Rd., Barstow, CA 92311.

Field trip details will be posted on the DAC web page, <http://www.blm.gov/ca/st/en/info/rac/dac.html>, when finalized. Agenda topics for the Saturday meeting will include a focus on renewable energy, including the proposed Desert Renewable Energy Conservation Plan, as well as updates by council members, the BLM California Desert District manager, five field office managers, and council subgroups. Final agenda items will be posted on the DAC web page listed above.

All DAC meetings are open to the public. The public will be invited to comment at the beginning of the meeting Saturday morning, during the presentations at the discretion of the DAC chair, and at the end of the meeting. While the meeting is scheduled to conclude at 4:30 p.m., it could wrap up earlier should the council conclude its presentations and discussions.

Written comments may be filed in advance of the meeting and should be addressed to the Desert Advisory Council, c/o Bureau of Land Management, External Affairs, 22835 Calle San Juan de Los Lagos, Moreno Valley, CA 92553. Written comments also are accepted at the time of the meeting and, if copies are provided to the recorder, will be incorporated into the minutes. For more information regarding the DAC meeting, contact David Briery, BLM California Desert District External Affairs at (951) 697-5220 or [dbriery@blm.gov](mailto:dbriery@blm.gov).



Continued from Page 1

### [Fighting for Freedom](#)

We learn from past battles and experiences to stubbornly pursue the truth, to push aside emotion to get to the facts behind allegations against OHV. Often times there are no facts, only pseudo-scientific hearsay accounts that hold no place either as land management tools or bargaining chips during negotiations. I have attended meetings at which hundreds of photos were presented showing ruts and sedimentation on forested lands to try and delegitimize off-road use on public land. But these photos had been enlarged and altered to reflect this so-called damage on OHV trails, and were taken years before improvements had been made to the area. It fell on us, the motorized advocates, to bring home the truth behind this presentation, and remind the agency that these photos had no documentation or validation to proof. Only then were we able to get them dismissed as evidence. This is just one example of many; one time of standing up to those voices that want to invalidate our lives and livelihoods.

There's sage advice that when engaging in a war, you should "choose your battles carefully", normally wise advice that could apply to most situations. But when it comes to motorized access and OHV roads, trails and areas, this advice has hurt us more than it has helped us. We have seen no evidence that avoiding a fight for as little as one mile or one trail is advantageous; in fact the lack of willingness to engage has at times been misinterpreted by some agency personnel that our community just does not care, that we won't go to the same extent of our adversaries to fight for our rights. Then at last we come out and begin to flex our muscles, and the response is anger and shock that the once uncomplaining motorized community is now publicly voicing its disapproval for proposed road closures. This is to be expected and welcomed, as it proves we are making our mark and standing up for our community.

The motorized community has always been known as the "nice guys"; the hard workers agencies turn to time after time for help. We can still be the nice guys, but expand our repertoire and be recognized as a group that demands our freedom to recreate. We still have to prove our willingness to fight for every mile of road and trail. Our passion can truly take us far; we can accomplish what heretofore has been considered impossible, but we have to be willing to work hard. Armed with knowledge, a modicum of courage, and a large amount of stubborn dedication and patience, we can achieve what was considered beyond our reach. We are here for all of you, our members, to stand next to you as we fight for our freedom.

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# CORVA CALENDAR

**February:**

2/1-9            7th Annual King of the Hammers event in Johnson Valley.

**March:**

3/16            CORVA Family Fun Run at Hungry Valley SVRA in Gorman, CA (see flyer on page 2 for details).

**April:**

4/20-21        Ventura County Off-Road Show at Ventura County Fairgrounds in Ventura, CA.

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