

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

OFF-ROADERS IN ACTION

Marine Corps Takeover

By John Hack

The civilian populace surrounding Marine Corp Base Camp Pendleton was recently subjected to the worst single training event the Marine Corp will perpetrate against civilians and on-base military and dependants, the dreaded mine clearing line charge (MICLIC). The MICLIC consists of a 350 foot line with 5 lbs. of the highly explosive C-4 attached at each foot. This brings the total amount of explosives to 1750 lbs. It was designed to generate such a tremendous blast wave that any mines in the area would explode. Unfortunately, the blast wave was not confined to the base.

On August 2nd and 3rd, the Marines detonated MICLICs at range 600 and range 408. The marines have posted a video on YouTube of the detonation of a MICLIC at range 600 (<http://www.youtube.com/watch?v=vmXRk5ME8qk>). In the video the civilian housing is clearly visible below. Range 600 is only 2 ½ miles from the base boundary. Area 408 is only 5 ½ miles from the boundary of the base and had an even more devastating effect on the civilian populace. It is backed by mountains which serve to amplify and project the blast into the civilians below. The last time the Marines detonated MICLICs I received an email from a friend which said “my God I thought my windows would break from the blast they bent so much”. This friend is 10 miles away from the blast zone. Why would base command rather subject civilians and Marines (especially Marines with PTSD) to this horrible treatment instead of conducting MICLIC training on the remote bases under their command?

Continued on page 11

Azusa Canyon Obstacle Course Opening Day

By Kevin Blumer

July 14, 2012 was a landmark date for trail users everywhere. Conceived in 2001 by Mike Bishop, the rockcrawling obstacle course at the Azusa Canyon OHV area officially opened.

The details of how many hoops Bishop had to jump through would fill volumes. Suffice it to say that building the course was the easy part. Getting permits and funding consumed the lion’s share of the effort.



One final hurdle was routing a drainage channel through the course so that the natural flow would not be disturbed. After a lot of brainstorming and a final stroke of inspiration, Bishop integrated the channel into the course, laying a concrete culvert into the drainage channel and then stacking boulders on top of and around it to create yet another obstacle.

At the opening ceremonies, it was apparent just how many agencies worked together to create the final product. Speakers from the California Trail Users Coalition, CORVA, the Forest Service, the California State Assembly, the City of Azusa, and Los Angeles County Parks & Recreation Department addressed the body of OHV enthusiasts crowding the 100-foot sunshade.

Continued on page 12

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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.

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 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."

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PRESIDENT'S MESSAGE

By Jim Woods

A Look at the Brighter Side of Off Roading

The Final Environmental Impact Statement for Johnson Valley and the Marine Base expansion was finally released in August. There is an audit going on for the 54 million dollars found in the California State Parks Budget scandal. Ruth Coleman resigned from her position as Deputy Director of California State Parks. Don't forget we have the Desert Renewal Energy Conservation Plan; the WEMO, the new AB1595 UTV restriction and regulation law, and so on and so forth. Blah blah blah! Enough already! You get the picture. Don't get me wrong, I want everyone to read all about these important issues in our Land Use Report, but sometimes with all the negative news we constantly receive, it just plain WEARS ME OUT!

So I want us all to focus on bigger and better things: our CORVA Events. With the summer coming to an end and the deserts cooling off, camping season is getting closer and a great way to get ready is to attend one of our Jamborees. Our Southern Jamboree will be held on October 20th in the Johnson Valley OHV Area on Means Dry Lake and our Northern Jamboree will be held on October 26th, 27th & 28th at Frank Raines OHV County Park in Patterson, CA. These events are major fundraisers that help CORVA do what it does: PROTECT OUR RIGHTS TO RECREATE on PUBLIC LAND. So with that in mind here I offer the following:



Children and adults dress up for the Northern Jamboree's costume contest, a very popular event

The Top 10 Reasons to Come to the CORVA Jamborees

- #10: Huge Saturday Night Raffle with donations from our Associate members and a Costume Party in the North (The most fun you will have as a grown-up at Halloween!)
- #9: Fabulous Tri Tip Dinner in Johnson Valley and equally good cooking at Frank Raines. This means no dishes or cleanup for MOM to do, another great bonus!
- #8: No Yard Work. Your Lawn and Garden will wait. You can finish that project next week.
- #7: Fun Family Events with games and routes for all! Plus on Friday night there will be Movie Night in Johnson Valley and (this-ain't-your-Grandma's) Bingo at Frank Raines.
- #6: The FAMOUS CORVA DOG SHOW. Who else has a dog show?! Bring your furry friends along.
- #5: You can bring all your dirt toys, get DIRTY and not get in trouble! Parents and Kids both like that.
- #4: Enjoy the BEAUTY of Johnson Valley and the Frank Raines Park in Patterson. Wonderful OHV use on public land.
- #3: Give the BLM something to do! No reservations are needed and it's much cheaper than a day at Disneyland.
- #2: Get the kids away from the TV, video games, and Facebook and come outside as a family.
- #1 Meet your CORVA Board, talk around the campfire with old and new friends and feel good about knowing all the money raised will be used to keep public access to our land! And have lots of fun!

Now you have all the reasons you need to attend these events. It is still early enough to request the time off of work. Save up for the gas, start getting your equipment ready for the season, gather firewood and get ready to come. Our events are held on Saturday and in the North there will be a board meeting and election on Sunday. In Johnson Valley there will be club rides and plenty of free time to explore over 180,000 acres of open recreation land.

I look forward to seeing you around the campfire. Please come!

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Proudly Presents the:
2012

Southern October 20th Jamboree

**JOHNSON VALLEY OHV AREA
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This is a family event ...so bring the kids!

Join the CORVA to help protect access to public lands!

Open to ALL off-road vehicles! (spark arrester required)

SATURDAY

Rider / Driver Meeting 9:30am

Poker Run 10am to 3pm

Prepared Dinner 5:00pm to 6:30pm

Award Ceremony and

Raffle Prize Drawing 7pm

PRICES

Saturday Poker Fun Run \$20
each vehicle (includes one poker hand)
\$25 non-members

Kids (12 and under) on ATV/MC \$10

Extra Poker Hands \$5

Extra Poker Hands (non-members) \$10

BBQ Dinner \$10

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OR

VISIT US ON THE WEB

www.CORVA.org

OR

E-MAIL

Clayton.Miller@CORVA.org

DOG SHOW STARTS AT 4PM

DIRECTIONS

From Interstate 15: Exit Bear Valley Rd, head East to Hwy 18, turn right, veer left to Hwy 247, continue to Boone Rd, turn left

From Interstate 10: Exit Hwy 62, head North to Hwy 247, turn left, continue to Boone Rd, turn right

CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

[Department of State Parks Hit by Scandal Over “Hidden Funds”, Director Ruth Coleman Resigns](#)

In the last issue of the ORIA we reported the reduced funding approved by the legislature for OHV grants. We are very grateful for the signing message from Governor Brown that saved the OHV Division from a cut of \$21M that would have crippled the program. Breaking news within days announced the resignation of Ruth Coleman, longstanding Director of State Parks, following allegations of irregularities in her handling of State Parks funds. As might be expected, legislative leadership announced that upon its return to session there will be hearings and a full investigation. In the interim the Department of Finance conducted an audit of all special funds and concluded that “hidden funds” were only identified in the Department of Parks. Among the funds identified is \$34M from the OHV Trust Fund. Apparently the OHV Division was unaware of this fund balance. To date the Division has not been implicated in any of the allegations of budget impropriety. We can only hope that the \$34M will be preserved for use for its intended purpose which is use for the enhancement of OHV Recreation. Fortunately the Governor has left that funding intact, but it is unclear what plans the legislature might have for it.

[Republicans Call for Bureaucrats Involved in Parks Funding Scandal to Testify Under Oath](#)

Sacramento -- Yesterday, Senate Republican Leader Bob Huff, Assembly Republican Leader Connie Conway and the Vice Chairs of the Senate and Assembly Budget Committees, Senator Bill Emmerson and Assemblyman Jim Nielsen issued a letter to Assembly Speaker John Perez, Senate President pro Tem Darrell Steinberg and the Chairs of the Senate and Assembly Budget Committees, requesting that the Directors of the Departments of Parks and Recreation, Finance, and Personnel Administration, as well as the California Attorney General and State Controller (or their designated senior representatives) testify before the budget committees of our respective legislative houses. The purpose of their testimony will be to fully determine the scope of the financial irregularities recently uncovered involving these departments, and our appropriate corrective actions.

In addition, the letter requests the appearance and sworn testimony of several additional officials who have direct knowledge of the events in question, in an effort to recreate a consistent chain of events to determine how these irregularities occurred.

Read the letter at: http://cssrc.us//UserFiles/File/120807_ParksandRecLTR.pdf

[Legislation Designating Clear Creek National Recreation Area Announced](#)

Legislation introduced by Congressman Sam Farr would designate a popular OHV site in central California as a National Recreation Area. This bill could help resolve the ongoing conflict between access interests and the BLM regarding the future of motorized and human powered recreation at the BLM's Clear Creek Management Area.

In 2008, the BLM issued a blanket closure of 70,000 acres to all users, even hikers, citing concerns about a public health risk due to naturally occurring asbestos. There has never been a documented case of injury despite decades of inhalation of the soils in question by humans in every conceivable activity. The BLM has been considering a highly restrictive management plan based on the alleged health concerns. California State Parks Off-Highway Motor Vehicle Recreation Commission, San Benito County, IERF scientists, OHV groups and at least one conservation group have questioned the science and BLM's analysis.

In October of that year, the San Benito County Board of Supervisors petitioned Congress to consider designating the unit as a National Recreation Area and reinstating responsible motorized and non-motorized use there.

The bill would allow recreational access to resume under the 2005 travel plan generated through formal agency study and public input. The bill would also designate an adjacent portion of qualifying land with full protection as Wilderness. The bill would require a new management plan for the area to be developed within 2 years.

[BLM Decision on Creek Management Area Delayed](#)

The retirement of Bob Abby as California BLM State Director and his replacement with Jim McKenna delayed the BLM's record of decision on the CCMA Environmental Impact Statement. CORVA has met with BLM officials to discuss the possibility of continued OHV use in the CCMA, but to date the information has not been encouraging. During recent discussions BLM indicated the decision would not be out until later this summer. Reasons for the delay were not given. The BLM indicated an interest in identifying alternative OHV areas, however past discussions have not been fruitful. CORVA will continue to work with BLM to underscore that there is no viable alternative to OHV use at Clear Creek.

Continued on next page

[Johnson Valley Update](#)

Marine Corps Final Environmental Impact Statement Released, Preferred Alternative Would Close 120,00 Acres

Alternative 6 was selected in the DEIS as the preferred alternative and slightly modified in the Final EIS: it is the optimal alternative for the Marine Corps considering operational and environmental impact factors together. Developed in response to public comments, it was designed to preserve public access to important off-road recreation areas during periods when MEB training did not require use of those lands. The Preferred Alternative would allow for reopening to public recreation use approximately 40,000 acres of the acquisition area for ten months a year. The land would fall under management of the Marine Corps under this proposed plan.

The US Marine Corps has posted the final EIS on its website at:

<http://www.marines.mil/unit/29palms/las/Pages/default.aspx>

A Q&A document with highlights of major changes in the final EIS is posted at:

http://www.marines.mil/unit/29palms/LAS/Documents/V7_FEIS_FAOS_120725.pdf

Public comments are due by August 27.

Congress is expected to enact the 2013 Defense Authorization Act that will include a provision requiring the Marines to undertake a study on additional alternatives to share the land with the OHV community. The House has included the provision in its version of the bill, and Sen. Dianne Feinstein intends to sponsor the provision when the Senate takes up its version of the bill, thereby guaranteeing it will be in the final law. Although the Marines have put forth their EIS, Congress must ultimately enact legislation authorizing any transfer of land from the BLM to the Marines.

[El Dorado National Forest Road Closure Update: Judge's Final Order](#)

In settling a lawsuit filed in 2009 regarding the Eldorado National Forest's Travel Management decision, Judge Karlton issued his final order on July 31, 2012. In May 2011, Judge Karlton had upheld the majority of the Forest's 2008 Travel Management decision, although the Court did find that the Forest had erred in designating 42 roads or trails crossing meadows. This final Order identifies the remedies and corrective actions that the Forest Service is directed to follow:

- The final court order prohibits or limits travel through meadows until a new environmental decision on these specific routes is made allowing public wheeled motorized travel.
- The final court order changes the route closures from closing the entire route to just those portions of the routes that intersect with the meadows. See Table B in the final court order.
- The final court order narrowly defines what is being reviewed in the supplemental environmental analysis. These areas are being analyzed for the effect of the routes on the hydrological function of the meadow. Does this route hinder the movement of water in the meadow? Habitat, species effect, etc. is not part of the order.
- The Forest Service will revise its Motor Vehicle Use Map (MVUM) to incorporate these changes.
- Until the MVUM is finalized and available for public distribution an interim Forest Order will be issued.
- All other portions of the 2008 Public Wheeled Motorized Travel Management Decision remain in effect. The Travel Management decision:
 - o Allows highway legal and non-highway legal motor vehicle use by the public on 1,002 miles of ML-2 native surfaced roads (this total includes the addition of 17 miles of unauthorized roads to the NFTS).
 - o Allows motorcycle, ATV, and high clearance vehicle use on 210 miles of trails (includes the addition of 6 miles of unauthorized trails to the NFTS).
 - o In addition, there are 635 miles of surfaced roads suitable for passenger cars that are not a part of this decision.

[Desert Renewable Energy Plan Development Continues](#)

See the DRECP website for details at www.DRECP.org.

We have featured articles on the DRECP in past issues of the ORIA. Maps of Development Focus Areas for solar and wind power generation were made public at this meeting. One of the development scenarios shows encroachment into OHV areas established under the California Desert Conservation Act. CORVA strongly opposes any incursion by energy development into OHV areas.

Senate Bill No. 2X increases California's renewable energy portfolio standard to 33 percent of all retail electricity sales by 2020 and Executive Order # S-14-08 mandated the development of the DRECP, a major component of California's renewable energy planning efforts. The DRECP, when completed, is expected to further these objectives and provide binding, long-term endangered species permit assurances while facilitating the review and approval of renewable energy projects in the Mojave and Colorado deserts in California.

Continued on next page

To oversee the implementation of the DRECP, a Renewable Energy Action Team (REAT) was formed consisting of the California Energy Commission, California Department of Fish and Game, Bureau of Land Management, and the U.S. Fish and Wildlife Service. Others joining the team include the California Public Utilities Commission, California Independent System Operator, National Parks Service, U.S. Environmental Protection Agency, and the Department of Defense.

Update!

The July DRECP stakeholder meeting presented new information with alternatives that include newly created Special Recreation Management Areas (SRMA's) and Conservation Areas as well as Development Focus Areas. SRMA's and Conservation areas would both allow motorized use to be determined according to "rule sets" that establish the appropriate use for each area. We were informed that the "rule sets" will not be available to the public until the Draft Environmental Impact Statement is released. All existing OHV Open Areas are to be preserved.

Scoping comments were due August 8, 2012. We would like to thank Randy Banis and Dave Beaumont for representing CORVA at the stakeholder meetings and submitting comments on this important plan.

[Forest Service Announces Change in Regulations Making it Easier to Obliterate Roads and Trails](#)

The U.S. Forest Service (USFS) is accepting public comment on a proposed change in regulations that would allow certain activities, including road obliteration. Following a recent decision by the Eastern California Court (Forestkeeper v. Tidwell), all actions on National Forests, including those done under categorical exclusions, would be subject to public notice, comment and appeal.

The proposed rule would allow the agency to bypass normal environmental review for projects that remove, replace or modify water control structures and remove debris and sediment after natural or human-caused events including floods, hurricanes and tornadoes. The rule would also exempt road decommissioning efforts such, as stabilizing slopes, restoring vegetation, blocking the entrance to the road, installing waterbars and removing culverts. However, the proposal would also exempt major ground disturbing activities such as completely eliminating the road bed by restoring natural contours and slopes.

Please see this link to details of the proposed action:

<https://www.federalregister.gov/articles/2012/06/13/2012-14284/national-environmental-policy-act-categorical-exclusions-for-soil-and-water-restoration-activities>.

DATES: Comments must be received in writing on or before August 13, 2012

ADDRESSES: Submit comments online at <http://www.regulations.gov>. Submit written comments by addressing them to Restoration CE Comments, P.O. Box 4208, Logan, UT 84323, or by facsimile to (801) 397-1605. Please identify your written comments by including "Categorical Exclusions" on the cover sheet or the first page. Electronic comments are preferred. For comments sent via U.S. Postal Service, please do not submit duplicate electronic or facsimile comments. Please confine comments to the proposed rule on Categorical Exclusion for Restoration Activities.

[CORVA Southern Regional Board Meeting - San Gabriel Canyon OHV Area](#)

By Clayton Miller, CORVA Southern Regional Director

On behalf of CORVA, thank you to everyone who attended the Southern Regional Board meeting on Saturday, July 14th. The meeting followed a fun day of off-road related activities surrounding the California Trail Users Coalition (CTUC) celebration of the grand opening of the San Gabriel Canyon OHV Obstacle Course. The completion and official opening of the obstacle course represents a big win for the OHV community following several years of work by many dedicated individuals (see Azusa Canyon Obstacle Course Opening Day on page 12 for more details).

During the Southern Board meeting, CORVA members discussed some of the important land use issues that will significantly impact off-roaders and access to public lands. These included the latest with the proposed Marine Base expansion in Johnson Valley, the update process to the West Mojave Plan, California State Parks funding, the development of the Desert Renewable Energy Conservation Plan (DRECP) and others.

Official business during the meeting included the election of the Southern Board officers. Four board members were re-elected (Clayton Miller, Southern Regional Director, Ed Stovin, Assistant Director for Grants, Wayne Ford, Assistant Director for Clubs, Vinnie Barbarino, Regional Secretary), and now serving as Assistant Director for Legislation is Helen Baker. Congratulations to Helen and everyone else, and thanks for volunteering your time to serve on the board and help protect access to California's public lands.

The Southern Board meets quarterly, and all CORVA members are welcome to participate. Please feel free to contact any of the Southern Board representatives for information about upcoming events and meetings and check the ORIA for additional details.

Managing Director's Report

by Amy Granat

CORVA Presents a Change to the Off-Road Paradigm

A quick tour of forums around the internet populated by off-road recreation enthusiasts will yield person after person railing about the injustices perpetrated against the motorized access community. Whether it is outrage concerning the audacity of the recently passed AB1595, a bill manufacturers of UTV's secretly conspired to pass in the California State Legislature or the sudden appearance of \$33.5 million in the OHV Trust Fund that has made politicians and reporters alike question the need for that money to stay where it can benefit off-road access, it is clear people are angry.

AB1595: The good, the bad, and the very, very ugly.... Who is at fault when a group of manufacturers of UTV's or Side-by-Sides, conspire together to keep knowledge of a quantum change in laws pertaining to usage of UTV's from the general public? The manufacturers themselves, and the groups that speak for the manufacturers. While the public was 'taken for a ride' by the industry, the only recourse we have is to let the manufacturers know that this behavior is not acceptable. Don't blame the organizations who had no knowledge, don't blame the dealers who dislike this bill just as much as the average enthusiast, but take the message to those that mistrusted us and made laws that are misguided and unnecessary.

Suddenly money has surfaced in the OHV Trust Fund seemingly out-of-nowhere, held with other funds by the former Director of State Parks, Ruth Coleman. Ms Coleman was never a friend to the OHV Community, she stymied our attempts more than once to get parity in treatment and opportunity for State Vehicular Recreation Areas. She ignored us and demeaned us in front of the legislature and actively endorsed attempts to take money from our programs all-the-while hiding millions in funds 'under the table'. The best we can do is demand an independent audit, as requested by Assemblymember Beth Gaines. CORVA has already made this request, which at the time of writing seems will happen. However it is equally important to remember that the OHV Division had nothing to do with deception as it has no control over any of these funds. As an off-road community we are just as much pawns in this soap opera as everyone else. We were duped and misled, as was every citizen in California.

Who can blame our fellow off road enthusiasts responsible for the outrage that pours out from their keyboards and can be read in post after post online? The manner in which we are treated is a direct reflection of the importance our community plays in the political arena. Or the lack of importance and influence, as events the past few months have clearly exhibited. Especially when we fragment into subsections of truck racers or motorcycle racers, those who use ATV's to hunt or to recreate, 4X4 enthusiasts who access streams rather than trails, we lessen the very influence that we need to survive in this partisan political climate.

This is exactly what we aim to change with CORVA, a state-wide organization that represents everyone who values, uses or enjoys off-road access, and allows all of us to see beyond ourselves and recognize the commonalities that bind us to each other, rather than allow our differences to tear us apart. Working together we are strong and can become a political force to be reckoned with, but apart we became the political fodder that is a byproduct of in consequence. Put another way, we have already tried working separately, dividing ourselves into segment after segment of users, and seen our opportunities continue to erode unabated.

Albert Einstein defined insanity as: "doing the same thing over and over again and expecting different results", so we cannot expect an improvement in our cause if we continue to act in the same old manner, using the same tired strategies. CORVA represents a change in the off-road paradigm, and an opportunity to come together to save our sports and save our access. To support CORVA now is to be smart and proactive, as we work together to make the changes we desperately need to survive.

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Educational News

by Ed Waldheim - VP Education

Public Involvement

Public involvement is such a simple term yet it has become so elusive to all of us. How many times have you heard “I don’t have the time,” “I have a full time job,” “It does not affect me,” and “I don’t know what to do,” etc.?

We have all heard about this. CORVA provides article after article on issues dealing with land use and legislative actions for anyone who cares and can take time to contribute his or her two cents worth to the affected agency. Now more than ever in my 35 years involved in Land Use Issues I feel that we are being hit from every possible angle, losing our rights to recreate on public lands. Why are we letting this happen?

As the saying goes, “The squeaky wheel gets the grease”. Are we not squeaky enough? Are we as a community so laid back that the 1.3 million green sticker riders and the millions with street legal vehicles who go off road remain quiet and uninvolved in the public process? What are we all doing?

One thing that has changed us all, and not always for the better, is the extensive presence of instant communication. Agencies put out notices in the federal register, send out a few e-mails, and roll over the public process with not as much as a whimper from the public. Agencies fulfill the intent of the law. They claim to send out notices, when in fact you almost have to be a magician to figure out the “when and where” on any actions by the agencies.

Take the San Bernardino National Forest for example. Since 2008 the Forest has been subject to the Water Shed Plan, of which some of us learned one week into the 30 day public comment. This Forest has been meeting with our user group for over 6 years on a quarterly basis, yet they never saw fit to bring up the Water Shed Plan, which is decommissioning routes. We had developed our route designation, and have official newspaper maps with all our routes on them, yet now they say these routes are not totally correct. An official map, not correct?

Those few in attendance have now made this situation the “Squeaky Wheel”, and now many are making comments. The bottom line you must make up your mind about what area you are really interested in and become totally involved in whatever its governing agency does. Just as I mentioned with the “Adopt the Legislator” program, it goes hand in hand with participating in the public process. You have to be there! We need all of you to help in any areas you recreate, as they all are under attack. It is hard to believe, but in some way they all are. Unless you want to lose part of your favorite area, please get involved and educate yourself on the issues.

Get Involved in What You Care About!

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:

CORVA
1500 W. El Camino Ave. #352
Sacramento, CA 95833-1945

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Address _____

City _____

State / Zip _____

I AM DONATING TO:

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Lawsuit against Forest Service	\$ _____
Reopening of Clear Creek Area	\$ _____
Funding the CA Desert Legal Bills	\$ _____
Funding work at: _____	\$ _____
Other Area: _____	\$ _____
General Fund (non specific)	\$ _____

TOTAL \$ _____

Please make checks payable to CORVA

Donations are not deductible as charitable contributions

CORVA Member News

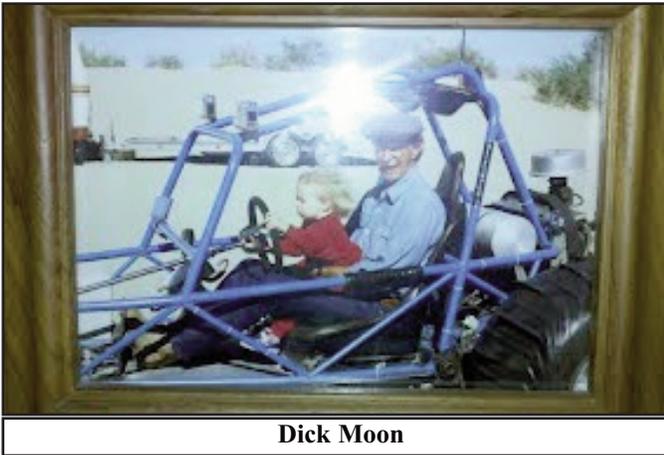
By Terry Work, CORVA VP - Administration

It is with great sadness that I report the passing of two great supporters of OHV recreation, and two of the best men you could ever want to know.

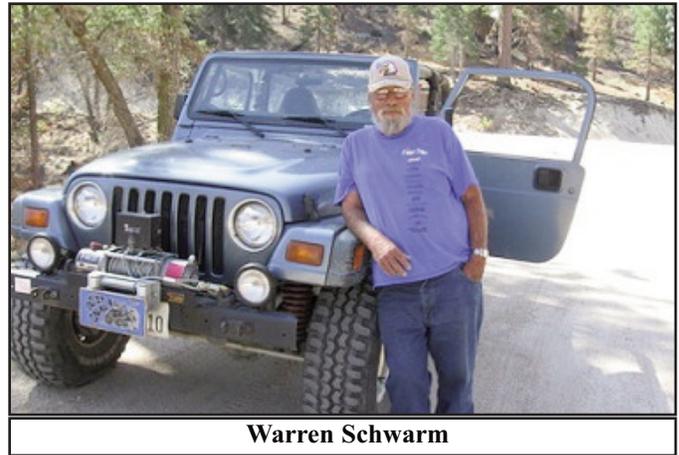
The first is Dick Moon, who passed on July 24th, and was a former Southern regional Board member of CORVA, heading up our off-road shows. He was a long time member of the Jeepin Jeepers, was frequently seen driving his orange Flat Fender or his Cherokee through Truckhaven.

Also in our hearts is Warren Schwarm, who passed on August 4th. He was one of the founders of the Point Mugu 4x4 Club and its famous Fright Night and was a great supporter of his family, OHV, and CORVA. Warren volunteered at many events sporting his Point Mugu shirt and hat, and was always willing to lend a hand. He worked hard on trail projects such as Lockwood Valley and Yellow Jacket, and even in his seventies was out there digging holes, clearing trails or working on signage for trails that were maintained by Point Mugu 4x4 or the Axle Snappers. Warren was a great man with a heart as big as the outdoors, and we will surely be telling Warren stories at campouts for years to come.

Rest in peace Dick and Warren. We know that you will be "wheelin'" together.



Dick Moon



Warren Schwarm

As a follow up to last month's report, I have been in contact with the BLM (Johnson & Stoddard valleys), and if you do see something suspicious, please let them or the local police know. Also remember to lock you toys at night, as there have been reports of stolen bikes, ATVs, and items within open vehicles.

Remember to get a fire permit (it is required) when camping in BLM areas to avoid possible tickets and fines. You can obtain one at the BLM website: <http://www.blm.gov/ca/st/en/info/iac/campfirepermits.html> or from a local Fire Department in the area in which you are camping.

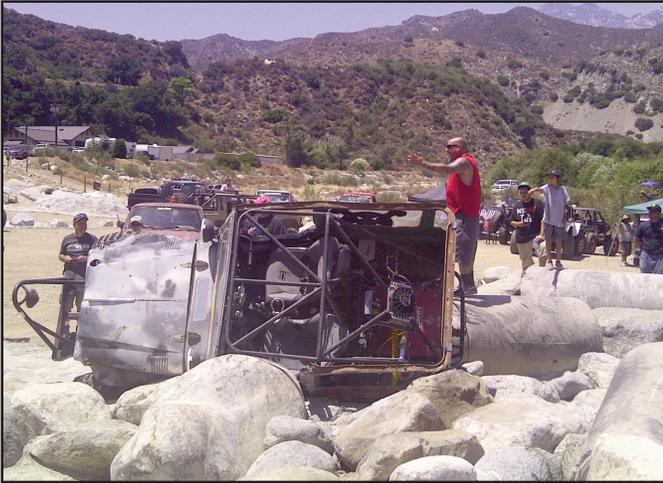
Continued from Page 1

Marine Corp Takeover

Construction of a brand new \$500,000,000 (half a billion dollar) hospital on base is well under way. This will be the second large hospital on the base and will have less beds than the existing hospital, despite the tremendous cost. The new hospital was constructed on 10.1 acres of environmentally sensitive gnat catcher habitat against the wishes of environmentalists. The primary issue with this hospital is it is being constructed adjacent to Interstate 5, one of the busiest freeways in California. Prevailing westerly winds will blow the pollution from the millions of passing vehicles directly onto the new hospital.

On a darker note, the Marines still want to take command of the Johnson Valley Off- Road Vehicle Area despite the decision by a prestigious panel of experts that the Marines did not need the area to train. This area is enjoyed by millions of visitors and serves as a livelihood for area residents. The Marines want to add it to the 1000 sq. mile base they already have. Alternatively, the Marines could train at the Barry Goldwater training area in its 2.5 million acres or share Fort Irwin with the Army. Fort Irwin, the Army's premier training area, is north of the Marine base. It is smaller than the existing Marine base but the Army does not seem to need more area to train. So much for Defense Sectary Panetta's idea that the Marines be stationed on ships for rapid deployment. The Marines new plan is to share the area with off road enthusiasts. However, they'll grind it up with tanks and then give it back.

Azusa Canyon Obstacle Course Opening Day



When it was Bishop's turn to speak, he didn't have to dwell on the logistics of getting the course built. The previous speakers had already done so. Instead, he had a chance to talk about his family, quipping that he and his wife were "down to 51 minutes of marriage counseling a week." Mike then picked out several key people in the crowd and told them they were all going for rides on the course.



The ribbon was cut, and the trailriding began. First, the dignitaries were treated to rides with professional drivers, and then the course was opened up to anyone who dared brave the rocks.

What makes the Azusa Canyon Obstacle Course a landmark for trail users everywhere? It shows that new trail and OHV opportunities can still be created. The term that kept coming to light was "partnership". As trail enthusiasts, we need to work in partnership with land managers and government agencies. We also need to show local communities how OHV use can financially benefit them. New opportunities can be created, and existing opportunities can be preserved. If you are searching for a paradigm of success, look no further than the Azusa Canyon Obstacle Course.



What Does An Off-Roader Look Like?

By Amy Granat, CORVA Managing Director

As an off-road advocate, I am often in the position of introducing myself to politicians and aides as I walk the halls of the Capitol. And invariably, I am greeted with the same statement: “But you don’t look like an off-roader.” After smiling in response, my question in return is always the same: “What does an off-roader look like?” By the number of confused looks I have received, it is a question not easily answered.

What do off-roaders look like? We are young and we are old. Some of us have been off-roading for 40 or 50 years, while others are newly discovering the joys of heading off highway. We are white, we are black, and every color in between. We are male and female, rich and poor, college educated or street smart. Some of us enjoy recreating on forest trails; others regale in the joys of a desert landscape. If there is any commonality among us it is a strong tendency towards self-reliance and the need to seek time away from an urban landscape. Being with friends and family away from it all gives us the strength we need to face the world, all the while eagerly awaiting our next opportunity to hunt, fish, rock-crawl, or ride the dunes.

In short, we mirror the very society in which we live. Yet invariably, members of the public have preconceived notions about who we are, and mistakenly define us by the recreation we chose rather than who we are as people. We take pride in our environmentalism and conservationism, yet are rarely credited for the noble actions we take to save the very landscapes we enjoy. Our generosity of spirit as off-roaders is coupled with a tremendous willingness to work hard keep access to the areas we treasure. In short, we are an amazing group of people whose contributions to our environment are misjudged and ignored. When it comes to politics, this narrowness of thought justifies a discrimination against off-roaders that rears its ugly head in the California State Legislature over and over again. And before we limit ourselves to criticism against those that populate the legislature, remember that this same narrow-mindedness is exhibited in land-use plans promulgated by federal agencies as well.

As advocates, we should never complain about a situation without presenting a viable option for change, and in this case the answer is very simple. Our power lies in our vote and our ability to influence others to vote. Politicians are only beholden to those that help elect them to office, so as a community we need to help elect moderates to the California State Legislature. Whether we set out minds to crossing the Rubicon or influencing an election, the methodology remains the same – set your eyes on the prize and do whatever needs to be done to achieve the goal. CORVA is identifying candidates in elections where more moderates candidates can be elected in traditionally democratic areas. California has demonstrated a recent propensity for electing Democrats, and while we may not be able to change the trend, we can influence the vote by teaching moderate candidates about the benefits of off-road recreation and ensuring their support off off-road issues. In those areas that are predominantly conservative, we still have to show our support for these candidates who have supported us year after year. But this year let’s try something new: educate and support candidates who are outside our proverbial box.



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All J Products Is All Right !

By: Wayne Ford, CORVA Clubs

As a land use organization in the State of California, CORVA deals with a WIDE variety of eco zones and weather conditions. After attending the All J Products open house in early July 2012, I realized that all work environments are not created equal. I work in the industrial machine of Chatsworth California, which does not compare to the pine tree studded workplace that All J Products employees enjoy.

To say the least, it was a pleasure to be invited by Quinn and Heather Thomas from All J Products, and it was good to meet everyone from Bear Valley 4x4, of which Quinn is the President. All J products opened its doors on this day for an open house to showcase the shop, which has three bays and will do any service from maintenance to a full suspension. I asked how long, from end to end does it take to do a fully linked suspension, and my tour guide Jimmy said, "well if we aren't interrupted, [and] we have a lot of interruptions, one week". Good shops are always busy, so be sure to schedule your next service or lift with All J Products in advance. Jimmy went on to show me how they fabricate their own bumpers, and after going over the process, and what materials go into each bumper, I would not hesitate to buy a set.



If All J Products is not working on a Jeep, they are thinking about the next one, and raising money for it. Quinn and Heather's daughter Miranda was raising money to build her first Jeep. She intends to build a 1977 CJ-7, which was a shell when we saw it. The shell of a Jeep was prepared with a donation box on top, and it was good to see that it was full by the end of the day! We hope to feature Miranda's new CJ in a future newsletter when she finishes it.

Larry from All J Products brought out his PA system, so I didn't have to lug mine, saving my back. He has a pro setup, and ran a good mix of music for the day. Attendees were treated to a free barbecue lunch cooked in "Mopar" Norm Layton's newly minted barbecue pit, made from the back half of a Jeep Wrangler. The grill moved up and down using a steering wheel, tiny drive shafts, and U-joints. Norm did a great job with help from his nephews Cody and Matt.

With the help of Harry and Helen Baker, Linda Wucherphennig, and Terry and Faith Work, CORVA held a good raffle with donations from All J Products, and raised money for CORVA's Land Use fund. Quinn set a goal to get 15 new members to sign up for CORVA. We received 13 new members, and 22 ninety day members. CORVA would like to thank everyone at All J Products, and everyone that helped setup and break down, including Larry, Jimmy, Kenny, Zach, Norm, Dan and all of the friends that showed up to make this event a success!



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Sacrificing the Desert For What?

By Brad Mitzelfelt, San Bernardino County Board of Supervisors

Solar energy development in California is largely driven by state mandates that now have utilities increasing their use of expensive renewable energy. It is a dubious legacy of a state government that cannot maintain its highways or keep felons in prison but can arrogantly assign itself the responsibility of curing “climate change” by destroying its citizens' economy.

The tools to fast-track this renewable energy development include preferential regulatory treatment by federal and state agencies along with government “stimulus” incentives, tax breaks and loan-guarantee subsidies. The costs of all of this will be fully realized when the electric bills come due in the near future. That indicates that this is hardly being driven by economics, but rather by politics. And the politics of saving the planet derive from the same movement that ostensibly tries to protect the environment from the impacts of development. However, this new, well-connected renewable energy development sector – in the form of unionized large-scale solar energy generation projects on California's federal desert lands – has elbowed its way ahead of all other types of development, including mining, which actually produces things people need.

This is one of several attempts to grab more desert away from average Californians. The U.S. Marine Corps is proposing to take over a majority of the Johnson Valley Off-Highway Vehicle recreation area to add to its sprawling Twentynine Palms training base. Eight-hundred-thousand people a year visit Johnson Valley – as many as 40,000 in a single weekend.

As a former Marine who served in a desert war, I certainly want the Marines to have the land they need to realistically train. But I also believe that if they don't have enough room on their current base, they could simply apply for BLM permits for periodic training exercises on the nearby lands as is done in other parts of the country with no problems.

At the same time, Senator Dianne Feinstein is proposing a second so-called “Desert Protection Act” that would take 1.6 million additional acres of BLM land out of potential development, including mining exploration, by designating two new “National Monuments”, one adjacent to the Mojave National Preserve (which was created by the 1994 Act, taking 1.5 million acres out of BLM multiple use in addition to 800,000 acres out of private ownership), and one adjacent to the Joshua Tree National Park.

These proposals sound harmless, but what most people don't realize is that just about every square inch of the desert is spoken for, either for military use, national parks, wilderness and special conservation areas, Indian reservations, or other types of land management. Half of the lands under BLM management, the supposed “multiple use” agency, are protected under wilderness or special conservation area restrictions.

Projects that would disturb or destroy habitat, say, of the desert tortoise, must make up for that loss by purchasing private habitat at ratios of usually at least three acres for every one acre disturbed. At that rate, even in San Bernardino, the nation's largest county, just three solar projects on federal land will require an unacceptable amount of private land acquisition – 22,000 acres, or roughly 34 square miles. And that land will come off of the county's tax rolls. We will literally run out of mitigation land after a handful of projects.

The federal Energy Policy Act of 2005 requires that 10,000 megawatts of renewable energy be generated on public lands in the west. To meet California's mandate of having 33 percent of its energy come from “renewable” sources, it requires more than 20,000 megawatts of production and they are looking mainly to public lands. If we approved that much solar, the result would be a regulatory lockdown on the rest of the desert by the federal Fish and Wildlife Service and the state Department of Fish and Game. And we still wouldn't be making a dent in the problem these projects purport to solve. California has the ninth largest economy in the world (and falling) but we generate less than 1.5 percent of the world's so-called greenhouse gases. If we slash emissions by half, we've reduced global emissions by a scant three-quarters of a percentage point.

I do support accommodating our fair share of renewable energy as part of a portfolio of economic land uses. More than \$5 billion is currently being spent in San Bernardino County on projects and there is some economic benefit there. That benefit would increase if we were to direct those projects to private lands, where they can have more positive economic benefits and less environmental impact.

For projects on public land, we must stop the unsustainable private-land acquisition requirements in favor of scientifically supportable efforts to effectively recover species on existing federal land. Head-starting (raising juvenile tortoises until their shells can withstand predator attacks), which is successfully used by the military, should be allowed for other types of land management. Aggressive predator control to protect tortoises from ravens and coyotes would also be more effective than simply putting land off limits. They have been doing that for 20 years and the tortoise is still going extinct.

These public lands have long supported a range of beneficial uses. Let's not destroy the desert, or our ability to use and enjoy it, in the name of saving the planet. All we will get in return is a world and a way of life less worth saving.

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BIG CORVA WELCOME New Associate Members!

By Linda Wucherpfennig, CORVA VP Sales & Marketing

We would like to extend a CORVA welcome to our newest Business Affiliate Members!

Atvquadswap.com

www.atvquadswap.com is a business website providing classifieds for ATV & Quad swaps nationwide since 2008. Preserving trails and ATV safety are a top priority for the website and is the primary reason for its joining CORVA. Please check them out and be sure to share with your family and friends.

Storm Construction, Inc (See page 18 for contact information)

Storm Construction performs commercial general contracting work in five western states. The proprietors, Chris & Arlene Storm have been involved for several years organizing off-road club events and are very involved in the SBNF Adopt-A-Trail program with Arlene also a part of its Leadership Team. They are current CORVA Life Members and signed up as a CORVA Business Affiliate because they support our political and educational involvement in Public Land Access advocacy. Chris & Arlene are very active on the trails and their OHV stable includes a Polaris Ranger, a '93 YJ Crawler, an '89 fairly stock YJ, an '09 JK Rubicon and they just recently sold their Raptor and Warrior Quads. You may run into them on many trails, from the Rubicon, Fordyce, & Dusey trails up north to the Panamints, Death Valley, Johnson Valley, into the San Bernardino National Forest, and all the way south to Anza Borrego. Please share their business contact information with your family & friends.

All J Products (See page 18 for contact information)

All J Products is a family owned business with over 40 years of combined experience in four-wheeling. Its specialty is quality trail proven accessories for your Jeep as well as regular maintenance, installations, and other mechanical work. The proprietors, Quinn & Heather Thomas, along with their staff, are avid OHV Motorized Recreationists and frequent the local San Bernardino National Forest trails and the many OHV opportunities in Johnson Valley. They are members of the local Bear Valley 4x4 Club and participate in the local Adopt-A-Trail program in the Forest. All J Products joined CORVA to support us in our advocacy to keep Public Lands Open for All. Please stop by and say howdy the next time you are out enjoying the trails in Big Bear.

If you are interested in becoming a CORVA Associate or advertising in our Off Roaders In Action please contact Vice President - Sales & Marketing Linda Wucherpfennig at: linda.wucherpfennig@corva.org or (800) 42-CORVA (ext. 501).

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10/20 Southern Jamboree at Johnson Valley OHV Area (see ad on page 5)

10/26-28 Northern Jamboree at Frank Raines OHV Park Patterson, CA (see ad on page 15)

FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE WWW.CORVA.ORG

