



Off-Roaders in Action

2015, volume 2

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

MANAGING DIRECTOR'S REPORT

Amy Granat, CORVA Managing Director

CORVA has a long history of standing up for everyone who wants to enjoy the outdoors regardless of physical ability.

Many people enjoy off-road vehicles into their older years when walking long distances becomes difficult or after physical changes have made it impossible to venture into the California back-country without an off-road vehicle. Whether using a side-by-side, 4WD, M/C or buggy, CORVA believes everyone has a right

to the great outdoors. To that end, CORVA and 5 partners filed a lawsuit against the Plumas National Forest this Spring alleging inconsistencies that closed thousands of miles of roads and trails to all vehicle users, including the disabled. In the letter (facing page), our Managing Director, Amy Granat, writes a letter addressed to surrounding community leaders asking them to support the expansion of the Carnegie State Vehicular Recreation Area (SVRA) that will offer great opportunities for those of all physical abilities.

MESSAGE FROM THE PRESIDENT

Diana Mead, CORVA President

CORVA's annual meeting is behind us. I wish I could tell you that I have been celebrating my new office.

While I do feel humbled by the confidence you have shown by endorsing my candidacy, Monday night CORVA's northern board hit the ground running at the Livermore City Council meeting. We did not leave that meeting in a celebratory mood.

Why would a city council decide to weigh in on a draft EIR for the expansion of Carnegie State Vehicular Recreation Area (SVRA)? Even more than that, why would they go beyond commenting on the draft EIR and vote to oppose the expansion? The details will be presented elsewhere in this ORIA or on our website. They are not unique or unusual.

Our adversaries will go to incredible lengths to close our trails and limit our recreation. We know this. We understand this. We may even accept this. What we cannot do is allow them to proceed unchallenged. Nor can we at CORVA forget who we represent. The stakeholders for Carnegie's expansion, would love some entity to make this better for them and there are some in the leadership team that believe they can. These stakeholders need much more from us. They need us to empower and educate. They need us to stand with them. Give a woman a fish, she will feed her children today. Teach the family to fish, they will all eat tomorrow. (Come on team, you didn't really expect me to do this the same old way did you?)

Form letters have had some impact, but like a virus, our adversaries have learned to circumvent them. Paying dues in return for magic results has also ceased to work. There will never be enough money. What there will be are dedicated, passionate people who care enough to learn how to fight. Further, to adapt to a changing community and an ever shifting adversary.

I am proud to lead the very best choice for California's motorized off highway recreation community.



Ladies and Gentlemen,

Recently much debate has ensued over the planned expansion of the park known as Carnegie State Vehicular Recreation Area (SVRA), owned and operated by the State of California. This park, along with 7 other regional parks of the same nature distributed throughout California, are tasked with providing opportunities for multiple forms of recreation including motorized and non-motorized roads, trails and areas. While more than 262 parks owned and operated by the State of California provide non-motorized access on roads, trails and areas, only 8 state parks known as SVRA's provide opportunities for motorized enthusiasts to enjoy their favored form of recreation. Since federal investigation has determined more than 7 million California residents self-classify as off-highway vehicle enthusiasts, the small footprint these parks inhabit represent a paucity of opportunity for off-road recreation in the state. To that end, the state purchased land some years ago for an expansion of Carnegie SVRA with dedicated monies set aside for that purpose from the state directed Off Highway Vehicle Trust Fund.

What has been little discussed among the swirling rhetoric that has played out in council and committee rooms along with numerous articles in the press, are the opportunities that are being presented to the public in the planning documents for the expansion of Carnegie SVRA specifically as pertains to the disabled, elderly and differently-abled in our population. The expansion proposed for Carnegie SVRA will allow people within the disabled spectrum the opportunity for a backcountry experience they can enjoy with ease of access not offered or allowed in any of the parks or recreation areas within your respective districts, city or county. Along with the opportunity for disabled access to backcountry travel that will be encouraged in the expansion area of Carnegie SVRA will be opportunities for camping in a primitive setting, wildlife viewing and the enjoyment of interpretive archeological areas, all easily available for people with differing physical capabilities.

Some of the parks and areas within your respective districts, city or county tout archeological site access for the physically-abled with a sprinkling of wheelchair accessible trails, but none of these can be classified as backcountry camping experiences as will be offered in Carnegie SVRA. Equally, some of your parks offer trails with archeological value, but these are only available by special consideration that must be prearranged with park staff, necessitating considerable effort by the disabled. It is admirable that disabled individuals can ask for special access and be granted if the opportunity allows but that does not provide equal enjoyment or solo experience for the disabled, as will be offered with the expansion of Carnegie SVRA.

Long ago laws were changed to acknowledge that 'separate but equal' experiences are insufficient for disabled individuals. While it is conceivable that the parks and recreation areas under your respective jurisdictions comply with the minimum of applicable law in regards to the disabled, not one of them can offer this community anything close to the experience of self-sufficiency or ease of access that will be available in the expansion area of Carnegie SVRA.

Having attended some of the public meetings held by Alameda County, the Livermore City Council and spoken with personnel from East Bay Regional Parks, I have been dismayed at the mistruths, inaccuracies and exaggerations perpetuated by opponents of the expansion. While other parks within the purview of the California Department of Parks and Recreation proceed with planning efforts with little if any input from surrounding communities, the expansion of Carnegie SVRA has received considerable attention from your respective agencies and city council, even as it is acknowledged that none of these entities have jurisdiction over the park which is owned and operated by the State of California. These meetings and others held by surrounding communities have failed to assess the opportunities the expansion will offer for the disabled, elderly and differently-abled. Other than the planners for the State of California, all have ignored the opportunities of the disabled. As a disabled individual myself, I find this unacceptable and a bit perplexing. And although I am not a resident of your districts, city or county, your parks and recreation areas are open to outside residents as they are advertised on your websites as welcoming all visitors. In addition, though neither Alameda County, the City of Livermore, Livermore Parks and Recreation District nor East Bay Regional Parks District have jurisdiction over Carnegie SVRA or land belonging to the State of California Department of Parks and Recreation, all have chosen to delve deeply and pass judgment over the proposed expansion, so it is only fitting that a disabled individual that lives elsewhere pass judgment over the opportunities offered by your respective districts, city and county.

As a disabled individual I am looking forward to enjoying a backcountry experience in my 4WD vehicle in the expansion area of Carnegie SVRA. I can think of no other chance to participate in a solo jaunt in the backcountry without being a burden to family and friends. To a disabled individual this is worth more than can be easily imagined by those who do not walk in my proverbial shoes. I am not wheelchair dependent; however my walking ability is extremely limited and I cannot stress the value the proposed expansion of Carnegie SVRA has to my personal enjoyment of the backcountry.

Therefore I am asking that all objections, judgment, or efforts that have intent to stop the expansion of Carnegie SVRA cease, as these efforts will severely harm the opportunities the expansion offers to the disabled, elderly and differently-abled. To do otherwise is to discount the importance of opportunities to the disabled. The City of Livermore, Livermore Parks and Recreation District and East Bay Regional Parks District do not currently offer anything similar to the proposal for Carnegie SVRA and have forwarded no public plans to offer anything similar to the disabled as to what is being planned for the expansion of Carnegie SVRA. Therefore I sincerely request that both the city and districts support the proposed expansion of Carnegie SVRA on behalf of the opportunities and experiences it will offer all citizens of California without exception or notice of physical ability.

Sincerely,
Amy Granat

CORVA LAND USE REPORT JUNE-JULY 2015

by Bruce Whitcher, VP Land Resources and Public Policy

Many highly significant planning projects that will affect our access to public lands are now underway. It seems as if just when one issue is resolved many others appear.

CORVA stays abreast of all active issues within the state of California and tries to make certain that your voice is heard.

- Breaking news is the Obama administration's proposed new rule that extends the reach of the EPA to regulate wetlands.
- Obama vows to designate more National Monuments before end of term
- Several highly significant federal land use bills have been re introduced into Congress. We've reported on these bills in past issues of the ORIA.
 - Desert Protection and Recreation Act , S 1441, (Feinstein)
 - Clear Creek National Recreation Area and Conservation Act, HR 1838 (Farr)
 - Central Coast Heritage Protection Act, (Lois Capps)
- Major land use plans include:
 - West Mojave Plan draft Supplemental Environmental Impact Statement (SEIS)
 - Forest Plan Revisions for Sequoia, Sierra, and Inyo National Forests
- State OHV Division plans:
 - Carnegie SVRA General Plan
 - Ocotillo Wells General Plan Update (completed)

Obama's EPA set to issue Clean Water Rule, expanding federal reach over U.S. waters

The Obama administration will soon formally unveil new clean-water regulations aimed at giving the federal government greater authority to curb pollution in lakes, rivers, wetlands, and groundwater, The *New York Times* reports. The rule, known as Waters of the U.S., isn't a surprise: The Environmental Protection Agency proposed it a year ago, and has spent months holding public meetings, reading public comments, and finalizing the language.

"Water is the lifeblood of healthy people and healthy economies," EPA chief Gina McCarthy wrote in an April blog post. "We have a duty to protect it. That's why EPA and the U.S. Army Corps of Engineers are finalizing a Clean Water Rule later this spring to protect critical streams and wetlands that are currently vulnerable to pollution and destruction."

The federal government had broad authority to regulate the nation's waters under the 1972 Clean Water Act, but Supreme Court rulings in 2001 and 2006 created confusion over smaller waterways. The new rule would cover about 60 percent of U.S. waters, *The Times* reports. Farm and some business groups oppose the rule, and Republicans are trying to stop it through legislation — the House has already passed a bill blocking the rule, and Senate Republicans are working on their own measures. *Peter Weber*

Congressional Lands Bills

A description of any one of these bills and plans could occupy an entire ORIA, but we'll attempt to summarize each one.

Desert Protection and Recreation Act, S 1441, (Feinstein)

This bill is very similar to the bill introduced in 2012, but includes amendments that are favorable for OHV interests, including designation of Dumont Dunes as an OHV area, study of important routes of travel for designation within the proposed Mojave Trails National Monument, and study of expansion of the Spangler "open" area to include the "C routes". The bill maintains existing recreation uses, including hunting, vehicular travel on existing open roads and trails, camping, horseback riding, rock collecting, etc. **This bill would not close any existing designated routes.**

This bill would designate the current OHV "open areas", the first time federal legislation would give permanent status to these areas. This is an important breakthrough.

Off-Highway Vehicle Recreation Areas

- Designates five existing, administratively designated off-highway vehicle areas in San Bernardino County, covering approximately 314,000 acres, as permanent off-highway vehicle recreation areas. The BLM would be given discretion whether to require a new site specific management plan or simply modify its existing desert-wide management plan.
- Requires the Secretary to conduct a study to determine what, if any, lands adjacent to these recreation areas would be suitable for inclusion and authorizes the Department to do so.

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BE PREPARED AND PAY IT FORWARD

by Diana Mead and Betsy Fessler (life member and contributing editor for Sands Sports Magazine)

President's weekend 2015 found two buggies and a motorcycle contingent camped just off Trona Road, north of Randsburg. The vacation had been wonderful by all the usual measurements, including great running, perfect weather, no breakdowns, and campfire embellishments.

Saturday found us visiting some of the area's most popular sites. We stopped at the very impressive Trona Pinnacles, which were formed under water almost 100,000 years ago when the site was actually part of an inland sea.

Hunger pangs drove us to Randsburg for lunch. We ate burgers at the famous White House Saloon. We also enjoyed a little shopping and tire kicking with the hundreds of other visitors with off-road vehicles who were doing the same.

We then stopped at the X-15 Memorial. It commemorates a test flight pilot that was killed at the site in 1967 when his X-15 plane disintegrated just minutes after take-off. The memorial, erected there in 2004, is the result of an Eagle Scout project.

On Saturday the buggies both come back on gas fumes. We vowed not to allow that to happen again. Even though we carried reserve fuel, our need to crest one more hill overrode our responsible natures. Come on, you know you've been there!

The run planned for Sunday was anticipated to be as fun as the day before. It would take us round trip 130 plus miles to the Jawbone area with stops and geocaches along the way. We planned to spend some dollars at the Jawbone store to refuel.

These two buggies run often together. We know each other's strengths, or at least we thought we did. AND we have learned that being on time is difficult for us to manage. We had a leisurely stroll through Burro Schmidt's Tunnel on our trip back to camp. Gazing at a low hanging sun, it was clear that the end of our return trip would be near darkness. Not too stressful, as we were well dressed, had water left to drink, and had three headlights total between two cars. Not undoable at all. We gathered up, fuel tanks nearly full, and headed for camp.

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WHEN DIRT BIKING WAS YOUNG

By Roberta Woods

*The First in a Series
about the early years of
off-road motorcycling
in California.*

If you ask any elder dirt bike rider, you will hear stories about all the different race tracks available back in the sixties and seventies. CORVA Life Member and Southern Legislative Board Member, Bob Ham reports that in the late 1960's, dirt bikes were inexpensive but often broke.

Riders would piece together various parts from a broken street bike and make it into a dirt bike. They would then go out to the nearest dirt field to give it a go. As imported bikes like AJS, BSA, Bultaco, CZ, Husqvarna, Montesa, Ossa, Rickman- Matise, Sachs and Zundapp spread across the country, eventually they were overtaken by the newer Japanese brands like Bridgestone (who later decided to remain a tire manufacturer), Hodaka, Honda, Kawasaki, Suzuki and Yamaha.

There were many dirt-bike race tracks across California. Some familiar names include: Ascot, Baymare, Bob Bailey's Cycle Park, Corona Raceway, De Anza Raceway, Indian Dunes, Elsinore, Holiday Hills, Hopetown, Riverside Raceway and Saddleback Park. Eventually with the input and advice from stakeholder organizations like CORVA,



Image courtesy of Conejo Through the Lens, Thousand Oaks Library.

MOTOCROSS RACING //
ALBERTSON MOVIE RACE TRACK //
1967 //



Photo by Ed Lawrence

the Legislature decided to regulate and license the off-road bikes. This was the beginning of the Green Sticker program. The money from the license and registrations was to aide law enforcement and to help in providing adequate opportunities for off-road riding outside city limits on public land. With increased litigation proceedings due to accidents and injuries across the State at the hundreds of off-road tracks, many private tracks were forced to close. Eventually only a few remain and today motocross racing is limited in most areas across the California.

Information about the hundreds of tracks is available online at various places. A brief Google search will bring up at least a hundred different tracks. The Albertson Movie Ranch was one of the finest "Movie Ranch" facilities in Southern California. As reported by Mike from Thousand Oaks, "Easy access for Stars and Crew alike, the Ranch had excellent

visual and protected sound for TV and Motion Picture production - not to mention the weather was generally clear with a slight breeze."

Most of the outside "establishing / wilderness" shots on Gunsmoke from 1963 to 1975 (The "Festus" years) were filmed between Lakeview Canyon Ave (south) to Smokey Ridge Ave (north) to Oxley Place (west) to Falling Star (at the power lines, east).

Even up until the early 1980's, you could film decent "Western" outdoor shots at the Kanan Road location. As mentioned by Los Angeles Times writer Mary Pols in an 1995 article about photographer Ed Lawrence, Albertson Ranch had; "up to 5 movie sets on the vast ranch". The Kanan Road location was the most used of the 5 sets.

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Mojave Trails National Monument

- Establishes a national monument managed by the Bureau of Land Management (BLM) protecting 941,000 acres of federal land between Joshua Tree National Park and the Mojave Preserve along historic Route 66 in San Bernardino County.

Sand to Snow National Monument

- Establishes a national monument covering approximately 134,000 acres of federal land between Joshua Tree National Park and the San Bernardino National Forest in San Bernardino and Riverside counties.

Wilderness

- Designates approximately 250,000 acres in five BLM Wilderness Study Areas near Fort Irwin as wilderness as well as portions of Death Valley National Park (90,000 acres) and the San Bernardino National Forest (4,300 acres).
- **Releases approximately 126,000 acres in the Cady and Soda Mountains that were designated wilderness study areas in the 1994 California Desert Protection Act, thereby allowing vehicular access to these areas.**

Vinagre Wash Special Management Area

- This area would include a network of designated OHV routes that cannot be closed. Designates a “special management area” covering a total of 76,000 acres in eastern Imperial County in order to conserve, protect and enhance plant and wildlife management as well as nationally significant ecological, recreational, archeological, and cultural resources. The area also contains approximately 49,000 acres of potential wilderness and approximately 12,000 acres of former private land donated to the federal government for conservation.

National Park System Additions

- Adds approximately 74,000 acres of land to the National Park System, including:
 - Death Valley:** Approximately 41,000 acres, including a narrow strip of land between the southern boundary of the park (31,000 acres known as the “Bowling Alley”) and Ft. Irwin that was designated a wilderness study area by the Desert Protection Act and a former mining area (6,400 acres known as the “Crater Area”) in the north that is entirely surrounded by park wilderness.
 - Mojave Preserve:** Almost 30,000 acres on the northeastern corner of the park known as Castle Mountain, which was left out of the

Desert Protection Act due to mining which has now ceased.

Joshua Tree: Approximately 2,900 acres in multiple small parcels of BLM land on the northern boundary of the park that have been identified for disposal.

Clear Creek National Recreation Area and Conservation Act, HR 1838 (Farr)

This bill is essentially the same bill introduced last year. It would:

- Establish an interim management plan for the area as the 2005 Clear Creek Travel Management Plan.
- After no more than 2 years, create a long term management plan
- Designate the Joaquin Rocks Wilderness Area – 21,000 acres
- Designate 5 new wild and scenic rivers
- Release, as a wilderness study area, the San Benito Mountain WSA

Central Coast Heritage Protection Act

This bill is essentially the same bill introduced by the Congresswoman Lois Capps in 2014.

The bill would not close any existing roads, trails, or areas open to motorized vehicles.

Wilderness: Designate 245,665 acres of wilderness in the Los Padres National Forest and the Carrizo Plain National Monument with four new wilderness areas and the expansion of nine existing wilderness areas.

Scenic Areas: The bill designates two new scenic areas totaling 34,512 acres in the Black Mountain area and Condor Ridge above the Gaviota Coast and Santa Barbara. These lands would be protected from extractive uses, but available for non-motorized recreation.

Wild and Scenic Rivers: The bill seeks to preserve the special character and free-flowing condition of 158.5 miles of rivers and creeks in the Los Padres National Forest: Indian Creek, Mono Creek, Matilija Creek, Sespe Creek, Sisquoc Tributaries, Piru Creek.

Condor National Recreation Trail: Designate a hiking trail corridor for approximately 400 miles along the spine of the coastal range from Los Angeles County to the northernmost point of the Los Padres National Forest in Monterey County.

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USFS Forest Plan Revisions – CORVA is monitoring developments closely

Forest Service makes progress on plan revisions for the Inyo, Sequoia and Sierra National Forests

VALLEJO, California, May 4, 2015 – The U.S. Forest Service's Pacific Southwest Region continues to make progress revising the land and resource management plans for the Inyo, Sequoia and Sierra National Forests.

The Forest Service is revising the plans under the 2012 planning rule, which also tasks the agency with evaluating lands that may be suitable for inclusion in the National Wilderness Preservation System, and addressing potential Wild and Scenic River (WSR) designations during plan revisions.

In order to complete the plan revisions the Forest Service is developing an environmental impact statement (EIS), and had planned to release a draft EIS this spring. That document is not complete yet but the agency has finished the inventory and evaluation portions of its Wilderness study.

"We plan to release the DEIS for public comment later this fall," said Randy Moore, Pacific Southwest Regional Forester. "In the meantime, the forests are engaging in local-level outreach on a variety of topics. Regionally, we will continue to share information on our website. Stay tuned as we continue to make progress.

More information about the Wilderness inventory and evaluation can be found on-line: <http://www.fs.usda.gov/detail/r5/landmanagement/planning/?cid=STELPRD3803608>

BLM Land Use Plans - "WEMO" West Mojave Plan

This is the most significant land use plan for traditional recreational uses of the desert. The BLM's West Mojave Plan has been the subject of protracted litigation for decades. Following a court ordered supplemental environmental plan, the BLM released this important document for public comment. The comment period ended June 4, and we anticipate release of the Final Environmental Impact Statement by the Fall of 2015.

The Draft West Mojave Route Network Project (WMRNP) and Supplemental Environmental Impact Statement (SEIS) describe and analyze alternatives for the planning and management of a transportation and

travel network and livestock grazing on public lands and resources within the West Mojave Planning Area.

Within this area, the BLM administers approximately 3.1 million acres of public lands. Through this Resource Management Plan (RMP) Amendment, the BLM is amending the 1980 CDCA Plan to address specific issues raised in a federal court partial remand of the 2006 WEMO Plan.

The Plan Amendment will consider new data and policies, emerging issues, and changing circumstances that have occurred since the 2006 WEMO Plan Record of Decision was signed. Many aspects of the 2006 WEMO Plan, developed as a habitat conservation plan to address sensitive species management, have been kept in place.

Planning issues identified for this WMRNP RMP Plan Amendment focus on transportation access for the public, commercial users, residents, associated recreational use, access impacts on sensitive resources, and livestock grazing management within the WEMO Planning Area.

The WMRNP also includes planning for a travel network, designating specific routes of travel in the WEMO Planning Area.

The Draft EIS considers four alternatives. These alternatives include both Plan Amendments and implementation actions.

Alternative 1 is a continuation of current management (No Action Alternative). Under this alternative, the BLM would continue to manage the use of and access to public lands and resources, including livestock grazing, under the existing 2006 WEMO Plan.

Alternative 2 emphasizes protection of physical, biological, and heritage resources, while providing for the smallest transportation and travel network focused on through-access, and the most limited acreage and forage allocation dedicated to livestock grazing.

Alternative 3 is the BLM's Preferred Alternative, and provides for the most extensive transportation and travel network focused on enhanced recreational and touring opportunities and a balanced livestock grazing program with modest acreage and forage allocation reductions.

Alternative 4 limits changes to the 2006 WEMO Plan to respond to community-identified enhancements and Court issues, with the least amount of changes to the transportation and travel network and limited reductions to the acreages and forage allocations dedicated to livestock grazing.

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41st Annual Modesto Ridge Runners High Desert Rally

August 7th-9th, 2015

This year's entry fee is \$280 for 2 people, with 2 nights room (double occupancy Fri. & Sat.) at the El Capitan Motel and Casino in Hawthorne, NV, two dinner tickets for the Awards Banquet Saturday night, two rally T-shirts and two Event Pins.

All rally vehicles must have Seat Belts for every person riding in the vehicle, a Fire Extinguisher and a Shovel (G.I. folding type is permitted). All green sticker vehicles must be equipped with a Forest Service approved spark arrester. This is a **NONREFUNDABLE** entry fee for all rally vehicles. The Forest Service will be checking all vehicles prior to the run.

There is secured parking in the lot behind the Motel. **TOW UNITS, TRAILERS and SUPPORT VEHICLES MUST PARK IN THE BACK LOT NO EXCEPTIONS. RALLY VEHICLES WILL BE THE ONLY VEHICLES PERMITTED IN THE MOTEL PARKING LOT FOR THE NIGHT.**

Reservations are on a first-come, first-serve basis, so please make your reservation early.

Friday August 7th:

Vehicle check-in at the Motel parking lot 12:00 p.m. to 5:00 p.m. Re-open 7:00 p.m. to 9:00 p.m.

Saturday August 8th:

5:00 a.m. - 6:00 a.m. Vehicle check-in at the Motel parking lot

7:00 a.m. MANDATORY Drivers Meeting in the parking lot behind the Motel

7:30 a.m. Sheriff Escort to the staging area

8:00 a.m. First Car out on the Rally

6:30 p.m. Cocktails, lies, and stories

8:00 p.m. DINNER, AWARDS, RAFFLES AND 50-50 DRAWING

Sunday, August 9th:

Elks Breakfast, if you desire, and then you are on your own. **HAVE FUN AND BE SAFE!!!**

For questions, or registration, call: **Mike Bradley (209) 380-0834** or **Doug Houser (209) 499-9629**.

Or mail to: Modesto Ridge Runners
PO Box 577911
Modesto, CA 95357



CORVA MERCHANDISE

CORVA accepts donations for all merchandise listed below.

Although your donation is not tax deductible, they are one way CORVA raises funds to continue to fight for Off-Road recreation access. When you promote CORVA by wearing a shirt or hat, displaying stickers, etc. you are helping spread the word to your fellow off-roaders. Show them you support CORVA – Order Today!

Just fill in the items you want, mail the form with your check and we will get your order processed quickly. Once we have received your order, we will send you a confirmation email so you will know when your items have shipped. All orders, other than stickers, are sent via US Priority Mail.

T-Shirts are available in sizes Small, Medium, Large, XL, XXL and XXXL. Please indicate desired size in the space provided.



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- Gift Membership \$30.00
(Incl. 2 stickers and monthly newsletter. We'll send an acknowledgement along with your gift.)

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Questions? Send your email request to: CORVA.store@corva.org (you can scan and upload your order via email too). And if you have a special request or rush order, just let us know.



« Dirt Biking, continued from page 7

The Kanan location had a “longer TV life” as an outside set than the Janss Movie Ranch (TV life for Janss M.R. was from 1956 to 1968) also, the Kanan Movie Ranch had a flat, Oak Tree lined “valley” (now known as Island Forest Place) that was a fantastic, natural outdoor “set” to film on.

By the early 1980’s, Science Fiction films were dominating the movie theaters while early 1980 Western Films included Heaven’s Gate, Urban Cowboy and Kenny Rogers as The Gambler. Times had changed for Southern California “Western” sets. Most of them had closed for filming and were developed as housing communities. But just watch a Gunsmoke from 1963 through 1970 and you will see the Kanan Road location if you look for that mountain range!

Exactly why motocross racing was allowed on the ranch is not to be found. But since racing was popular at the time and tracks were everywhere dirt could be found, a company club could also explain the racing. The attached photo from a motocross race at Albertson Ranch movie set about 1967, photographed by Herb Noseworthy, shows the finish line of a race. As old-timer Ed Arnold wrote, “I might be in this photo. We went to the races all the time here. My cousin raced for the Viewfinder’s the team from Technicolor”. Thank you Viewfinders for unforgettable times!



Special acknowledgement to Conejo Through the Lens and the Library of Thousand Oaks.





« Be Prepared, continued from 5

About 12 miles into the 25 mile trek home, we came upon three people in the middle of the trail. A man was kneeling over a boy sprawled face down. Another was pacing with his telephone to his ear. All were in full motorcycle gear, two bikes parked, the other on its side where it had crashed. The men acknowledged us, and said they had just ridden up to find one of their teenage sons, whom they'd been following, had crashed hard and was unconscious.

Without hesitation, the occupants of our buggies swung into action. Although his certification isn't current, my husband was an EMT. He began to assess the boy's condition for the father to relay to emergency services. In the other buggy, our two geocachers noted our current GPS coordinates for help locating us.

Although there were very rough patches on the trail, this was not one of them. In fact, aside from a few stones, it was a smooth track. It wasn't apparent what or how the accident had happened. The other rider explained that they were the end of a large group, trying to get back to camp before dark and had been traveling pretty fast...just like we were. Amazingly, the dad had cell phone service and was on the phone with 911.

Very quickly thereafter, other riders from their motorcycle group began to arrive back on the scene. As the off road safety procedure goes, each rider waited periodically for the rider behind them to catch up. When he did not show, the rider turned around and back tracked. Within 10 minutes the entire group re-gathered at the crash site. All quickly saw and were very concerned for the motionless boy.

By now it was apparent that the 911 dispatcher was putting the Dad off. He was pleading for a helicopter. We later learned it is protocol to ignore these requests until there is a medical person on site confirming the need.

First, 911 decided that an ambulance would be dispatched to discern the need. Frustrated, we all knew that this was not going to work. The trail to Highway 95 ahead of us was off-road vehicle passable only. Darkness was coming quickly, making it even more unlikely that an emergency vehicle could make the trip.

Our buggy group again put our operations experience and objectivity to work. Many of the riders had no headlights. Those with no headlights were readied and directed to the highway, both to get to the highway before it got too dark, and to wait at the trailhead intersection with the highway to meet the futile ambulance with our GPS coordinates.

Continued on page 17 »

State of California OHV Division Plans

Carnegie SVRA General Plan Update

Carnegie SVRA is mainly a destination for intermediate and advanced off-highway motorcycles from multiple age groups. Known for steep hillsides and challenging terrain, the SVRA attracts families and single riders who want to ride for a few hours, camp and ride for several days, or compete in or watch hillclimbs or other special events.

Various facilities that support recreation opportunities are located within the approximately 4,675-acre SVRA: 1,575 acres in the original SVRA and 3,100 acres in the expansion area. Existing facilities include multiple restrooms, day-use sites for picnicking and staging, and recreational facilities that include off-highway vehicle (OHV) trails, a motocross track, all-terrain vehicle (ATV)/motocross track, 70cc children's track, 110cc beginner track, 4x4 challenge area, hillclimb special-event area, campsites, and park concessions.

The General Plan is a guidance document intended for use over many years, and it outlines goals and guidelines that apply to the entire Carnegie SVRA.

The goals and guidelines address existing issues and provide ongoing management guidance that can be implemented to achieve the SVRA's long-term vision, which is to provide an effectively managed and convenient place for friends, families, and groups to enjoy the outdoor recreational setting through OHV activity and other compatible recreational uses.

In addition to the long-range planning provided through the General Plan, the project includes multiple improvements to park facilities related to access, education, recreation opportunities, and operations.

Proposed improvements include new entrance gates; a gathering area and interpretive facility at the Tesla Coal Mine Site; more recreational opportunities (i.e., multiuse OHV routes, four-wheel-drive technical course and trail/road system); new gathering areas; parking; a training site that could include office space, parking, or camping; additional maintenance space; a ranger station; a new interpretive facility; communication or technology support facilities; and a helicopter landing site.

Ocotillo Wells SVRA General Plan

SUMMARY OF DRAFT

PREFERRED ALTERNATIVE/PROPOSED ACTION

The Draft Preferred Alternative/Proposed Action describes a proposed management approach for Ocotillo Wells SVRA. The Draft Preferred Alternative/Action includes the following components, which are discussed individually in subsequent pages.

OHV RECREATION

The Draft Preferred Alternative/Proposed Action identifies three OHV recreation zones. Zone 1 allows distributed OHV recreation and would allow concentrated OHV recreation. Zone 2 and Zone 3 both allow trails-only OHV recreation; however, Zone 2 would allow concentrated OHV recreation and Zone 3 would not. Primary concentrated OHV recreation areas are also identified to show locations where concentrated OHV recreation is identified as part of the Draft Preferred Alternative/Proposed Action. Specialty and training tracks for OHV recreation are allowed in Zones 1 and 2.

CAMPING

Different parts of Ocotillo Wells SVRA are designated as one of three types of zones that identify whether and how primitive camping would be allowed as part of the Draft Preferred Alternative/Proposed Action. Zone 1 allows primitive camping; Zone 2 allows primitive camping in limited areas (limited camping); and Zone 3 does not allow camping.

Focused development areas also show the locations of developed camping areas and semi-developed camping areas. These are areas where development of facilities could occur in focused areas identified as part of the Draft Preferred Alternative/Proposed Action. Basic facilities (including vault toilets, interpretive and regulatory signage, and other basic facilities) may be developed throughout Ocotillo Wells SVRA.

VISITOR-SERVICES AND OPERATIONS AREAS

Visitor-services and operations facilities areas would allow the development of interpretation and education, and maintenance and operations facilities in focused areas.

OTHER FACILITIES

The locations of welcome areas and way stations are identified as part of the Draft Preferred Alternative/Proposed Action.

CONCESSIONS AND SPECIAL EVENTS

Concessions and special events are independent components of the Draft Preferred Alternative/Proposed Action. Concessions show the zones where mobile and temporary concessions are allowed and areas where permanent concessions can be developed. Special events show zones where OHV events are allowed and locations for special event staging areas.

RESOURCE MANAGEMENT

Resource management will occur throughout Ocotillo Wells SVRA to promote a sustained natural environment and protect cultural resources. Unique or high-quality habitats and areas with potentially higher sensitivity have been identified within a Resource Overlay Zone. Not all areas within this zone are necessarily in need of greater protection; however, additional resource protection may need to be incorporated. Areas outside the zone, such as mesquite dunes, may also be identified for protective measures.

« Be Prepared, continued from 15

As the motorcycles headed out, the injured young man regained consciousness, sort of. His screams and half comprehensible words finally got the attention of the 911 dispatcher, who asked again for the coordinates and possibilities for a helicopter landing spot. The kid then went limp again.

The dad was insistent and persistent with dispatch. Amazingly, his phone held a charge and retained full service for over 45 minutes. He finally convinced her to send aerial help.

The crash site could not have been better situated for an air rescue. We were on a large elevated plateau, making it an easy landing site for a helicopter. We all fired up our vehicles, turned on our headlights making an "X", indicating the best place for the copter to land. It seemed like forever. After over 45 minutes of Dad pleading, we finally heard the familiar sound of helicopter blades. We were relieved to finally receive the professional help this boy so desperately needed.

Things happened quickly thereafter. Gear was cut off, evaluations were made, pain medications were administered, and our rider was stabilized and loaded onto a board for transporting. The injured boy was secured inside, and the helicopter lifted off.

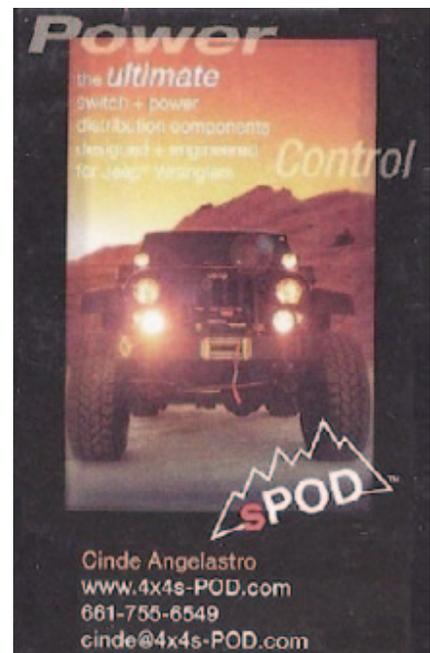
It was still important for us to keep our heads straight, and get everyone back to camp through the desert's darkness together, and safely. We still had 15 miles to go. Though these riders were strangers, we did just that.

One buggy led, and the other buggy headed up the back of the pack of visibly shaken and tired riders. We split up at the highway. Everyone did get back to their camps safely, despite being a little cold, a little hungry, and still very stunned by what had just occurred.

Thankfully we remembered to share cell phone numbers with the group. And thankfully, I can report that their rider is okay. Though he suffered head trauma and spent a few weeks in the hospital, it is all he suffered partially because he was in full riding gear.

In the end, those riders didn't ask for help. They didn't have to. We were needed. Without hesitation, we leaped into action. Each of us had skills that helped in a deeply stressful situation. Together, we worked toward keeping an injured rider calm and stable, while others of us helped keep the rest of the group calm. Still others helped work to get emergency personnel to the site.

At the campfire that night, our buggy group reflected on a few important lessons. Exercise safety always. Practice human kindness. Pay it forward. You never know when these lessons will come screaming up from behind to repay you.



IT'S ALWAYS THE RIGHT TIME TO THINK ABOUT FIRE SAFETY

by Kim Carpenter, CORVA VP Education and Lori Carey

Late September traditionally brings the Santa Ana winds and the official start to the Southern California wildfire season. 2014 turned out to be a devastating year for California. We saw at least 1,000 more wildfires than we do in a typical year, and the state exhausted its \$209M wildfire budget just three months into its fiscal year and was been forced to tap into reserves.

According to CAL FIRE, approximately 95% of all wildfires in California are caused by people, and only a very small percentage was determined to have been set intentionally. As we enter our fourth year of extreme drought it is more important than ever to review fire safety precautions for off roading and camping so we can do our part to help prevent wildfires.

- Always check on current fire restrictions before heading out. Most agencies will have them posted on their website. Regulations and restrictions change with the weather and the seasons and it is your responsibility to know them.
- Respect trail closures; trails may be closed to allow an area to recover from a fire or because there is a large amount of dry vegetation that poses a high fire risk.
- Stay on designated trails and avoid riding or parking in tall vegetation at all times. A vehicle's exhaust system gets extremely hot and can ignite dry brush within seconds.
- Periodically check underneath your vehicle for any tumbleweeds or other vegetation that may have blown onto the road and got caught in the undercarriage.
- Use approved spark arrestors on OHV vehicles and make sure to clean out and maintain them on a regular basis.
- Carry a fire extinguisher and a shovel and make sure you can easily get at them if needed. Inspect your extinguisher on a regular basis to make sure the pressure is at the recommended level (the needle on the gauge should be in the green zone) and inspect the cylinder for any damage. If the extinguisher has low pressure or has been damaged, it should be replaced immediately.

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- If you tow your rig to the trail, make sure the chain isn't dragging and causing sparks. Use an appropriate hitch ball and safety chains.
- If you damage the undercarriage of your rig on the trail and a metal part such as an exhaust pipe is hanging down, secure it before continuing to drive. All it takes is one spark from metal hitting rock to start a fire.
- If you smoke, carry a fire-proof container for your butts and be aware that the Forest Service frequently puts a ban on smoking outside of vehicles.
- Leave the fireworks at home.
- If current restrictions allow campfires in the backcountry, make sure the area is clear of any vegetation and build the fire downwind at a safe distance from your tent. Never leave a fire unattended. Watch for sparks and embers that escape the fire ring and extinguish them immediately. Don't build a fire larger than necessary.
- When putting a campfire out, drown it with water. Stir the coals with your shovel to make sure everything gets wet, and then add more water if needed. Throw some dirt on it to completely smother the fire and make sure it is completely out before leaving.
- A written Campfire Permit is required on any federally controlled lands including those under the jurisdiction of the U.S. Forest Service, National Park Service and Bureau of Land Management. The Permit covers use of campfires, barbecue grills and portable stoves. You can obtain one at any CAL FIRE, US Forest Service or BLM office or you can get one online at <http://www.fs.usda.gov/detailfull/lpnf/home/?cid=stelprdb5193333>. The California Campfire permit is valid until the end of year in which it was issued.



Lori Carey is a Southern California photographer and journalist specializing in the off road lifestyle. When she's not out on the trail or shooting for clients, she volunteers her time helping to organize West Coast events and oversee business operations for 4 Wheel To Heal (www.4w2h.org), a 501c3 organization that aims to boost the morale of wounded military service members by taking them out wheeling and camping. Find her at loricarey.com



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OFF-ROADERS IN ACTION

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www.jawbone.org
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4th Monday

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1/23/16

Family Fun Run
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WHAT IS CORVA?

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

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

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

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

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

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

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

We coordinate with other multiple use organizations such as snowmobiles to horse enthusiasts to protect multiple use rights that we both share. Only together can we fight the extremists.

We are dedicated to protecting our lands for the people, not from the people.

For more information, contact Amy Granat, Managing Director:
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