

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

Protecting Our Forests Takes Time

By Amy Granat, CORVA Managing Director

The Eldorado National Forest is preparing to close 42 trails to motorized travel in response to a court order due to an ongoing lawsuit. For the present, Judge Karlton has ordered those trails remain closed even if seasonal closures are lifted before his final orders. When he does release his final ruling, we will know if the trails will be closed at the trail-head, or at the point where the trail meets the meadow or creek, allowing travel up to that point. The Center for Sierra Nevada Conservation (CNSC), the plaintiffs in this case, have asked the judge to do a 'hard' closure using boulders to block all travel, but the Forest Service is asking for more of an administrative closure using signs and temporary barriers. Each side has submitted maps to the judge with their preferred closure method, and are now awaiting the judge's instructions.

The court case this closure order stems from started back in 2008/2009, in response to an appeal of the Eldorado National Forest Travel Management Record of Decision that was filed by CSNC and the Center for Biological Diversity. When that appeal was denied by the Forest Service, those entities decided to take their case to court and filed a lawsuit. Most of the allegations in that lawsuit were denied, so we thought we were in pretty good shape in regards to OHV travel. However, the plaintiffs prevailed on one of their points concerning travel through meadows, and insufficient analysis of such. This is the point at which the case took an ugly turn. The Forest Service did indeed conduct a supplemental analysis for those trails that cross meadows, but the plaintiffs objected again, and the judge later agreed this analysis was also insufficient and preliminarily ruled the trails must be closed while undergoing yet another, more complete, analysis by the Forest Service called a Supplemental Environmental Impact Statement, which is a public process that will take public comments every step of the way.

The judge's ruling formed the basis for the current preparation for closure. We were taken by surprise with this closure because the information of the possible closure had been out for a few months, but the larger OHV

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Family Fun Run, Another Success!

By Wayne Ford, CORVA Clubs



Los Angeles is a hub for all Southern California Off-roaders, yet there are only a few state vehicle recreational areas within a stone's throw from LA. Hungry Valley SVRA, commonly known as "Gorman", is probably the largest of the day use OHV parks. It is comprised of 19,000 acres and 130 miles of trails ranging from 3000 to 6000 ft elevation. It boasts a Motocross track, ATV tracks and off-road obstacle courses. It is therefore quite fitting, that this is the site that we have chosen for our Family Fun Run for the past three years. The gamble, the March weather, but this is not much of a factor for most of us.

The event unofficially started Friday night at the campfire, where we had a great dinner and meet and greet. With a cord of wood and enough crown molding scrap, we produced a fire that could be seen from space! This was a great opportunity to meet members, and to meet members attending their first CORVA event.

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

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Let's face it, we plan and save for our retirement and for our children to attend college, but we don't typically plan or save for a catastrophic medical event that can result in expensive financial burdens. Whether it is a severe injury from an auto accident or a heart attack, bad things happen, and of course the need for an ambulance in such events cannot be planned. Emergency air ambulance services are extremely valuable to your community and save lives each and every day. Patients who have been transported by air ambulance because of critical illness or injuries sometimes are surprised by the charges when the bill arrives. Insurance typically only covers part of the cost. Rest assured, the charges are both reasonable and necessary to support this vital lifesaving service in your community. However, now you have access to the most comprehensive national air medical membership plan of its kind to protect your financial security and help minimize costs. Our affordable air ambulance membership plan can mean financial protection from these unanticipated costs.

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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

WHAT IS CORVA UP TO NOW?

I must report briefly that the Save the Hammers and Johnson Valley campaign by the California Motorized Recreation Council (CMRC) is in progress. CMRC has hired the Livingston Lobby Group to work in Washington to educate Congress about Johnson Valley Marine Base Expansion. CMRC is focusing attention on Johnson Valley as a national issue and has begun its educational campaign. The delayed Final Environmental Impact Statement (FEIS) is due late this month and we will soon know how to continue our opposition. One important approach in opposition has been a proposal suggesting that the Marines should apply for a land-use permit the same as the OHV and other public groups do to use the land. Just imagine - the Marines would encounter the same restrictions as the rest of us do. Although this is highly unlikely, CMRC and CORVA are hopeful that some common sense solutions will be discussed. We will keep you posted.

What is CORVA up to now? I get asked this question all the time. Unfortunately, it seems like there are never enough involved members to help represent us and fight all the battles. Many folks just pay their membership and pass on the responsibility to the rest of the volunteers. While it is important to have paid memberships, general member apathy hurts us all. By the way, did you call or make any appointments with your local politicians on National Lobby Day? I did and found out my local Senator knew nothing about the military invasion of Johnson Valley, not to mention all of the other off-road access issues plaguing our state.

Whose fault is it that my own representatives don't know about the OHV issues? Mine. If even the President of CORVA hasn't taken the time to properly and consistently educate his own local, state or federal representatives, it should not be surprising that few others have either. Why wasn't I more in touch with my California Senator or legislator? For the past six years, during Lobby Day in Sacramento, I have visited his office, but haven't once gone to his local office. Now that I am confessing, I'll bet many members can join me too.

Your involvement is so important. We here at CORVA attend meetings, send letters and emails, and make phone calls, but our representatives in Sacramento listen best to those who vote for them. CORVA can provide them with tons of information and give them all the facts but we don't live in their district, you do! They listen to you. You need to let them know you are counting on them to support your request to maintain off-road access. Your opinion counts with them. The more we all call and get to know them and hold them accountable, the more likely they will be to support us. Re-dedicate yourself to getting to know your representatives locally, in Sacramento and in Washington. It is crucial to our success.

If you ever wanted to know exactly how CORVA helps to keep off-road access available, the best way to find out is to get involved. Please attend our Annual Meeting in Visalia May 19th. We have three open positions on the Board of Directors and we will all help you learn what the office entails. During our annual meeting, we will vote on bylaw changes, conduct general business and have a general discussion on issues facing our access to our public lands. Invest your time now so your grandkids will have a future that will include the off-road vehicle experience on California public land. It would be a shame to lose this great opportunity due to apathy. So please make your reservations for our Annual Meeting and stay the night. Visalia has a great Old Town area with wonderful restaurants and fun stores.

In closing, I would like to thank all of you that have recently joined or renewed your memberships. Thank you for your trust. If you have not renewed and are still getting this newsletter please renew today. Don't miss a month of the association newsletter, the Off-Roaders in Action (ORIA). Remember, without your supporting membership, we cannot survive.



The Friends of El Mirage Presents A SPRING cleanup

At El Mirage Cooperative Management Area

Saturday, May 5, 2012

Come share in a day of work, play, and fun!

Saturday - Work Projects

- Registration begins at 7:30 a.m. sharp at the Visitor Center located on Mt. View Road.
- Work projects begin at 8:00 a.m. sharp.
- Free BBQ lunch at 12:30 p.m. at Visitor Center
- Raffle drawings and 50/50 drawing at 1:00 p.m.

Pre-Registered Volunteers Receive:

- Full breakfast (\$3.00 donation)
- Free BBQ lunch
- Free raffle ticket
- Free goody bag

Friends of El Mirage, 75 Colusa Rd, El Mirage, CA 92301
Information: 760-388-4411

REGISTRATION FORM

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email/Phone: _____ No. in Party: _____

Affiliation: _____

YES, send me information on becoming a Friends Member

Directions from San Bernardino
Highway 15 North to Highway 395 North
Highway 395 to Rancho Rd. in Adelanto
Turn LEFT on Rancho Rd.
At stop sign turn RIGHT on Koala Rd.
Koala Rd makes sharp curve to left which is El Mirage Rd.
El Mirage Rd. to Mountain View Rd.
Turn RIGHT on Mountain View Rd. - El Mirage Rec. Area

Directions from Los Angeles
Highway 5 North to Highway 14 to Pearblossom exit
Highway 138 East to Victorville
Highway 138 to Highway 18 to Victorville
Turn LEFT on Sheep Creek Rd.
Turn RIGHT on El Mirage Rd.
Turn LEFT on Mountain View Rd. - El Mirage Rec. Area

Participants include members of:
Southern California Timing Association - Wind Wizards Land Sailing Club - El Mirage Chamber of Commerce - California Off Road Vehicle Assoc. - American Motorcyclist Assoc. District 37 - Inland Empire Film Commission

CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

[Desert Renewable Energy Plan Development Continues](#)

CORVA recently held a conference call with its representatives to the DRECP Randy Banis and Dave Beaumont in order to receive an update on this important plan. We have featured articles on the DRECP in past issues of the ORIA.

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.

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. The DRECP will release a Draft and Final joint state and federal Environmental Impact Report/Environmental Impact Statement in July 2012.

From the beginning, renewable energy development interests have looked at desert OHV areas as possible sites for development. At one point, a large part of El Mirage was included for proposed development. The OHV community is extremely fortunate to have capable representatives who have stakeholder status at these meetings. OHV areas do not have protected status and could be taken for energy development unless vigorously defended. CORVA will remain engaged in the process.

[Hearing Held on Increased Public Participation in Federal Land Management Decision-Making Process](#)

WASHINGTON, D.C. - The House Subcommittee on National Parks, Forests and Public Lands held an oversight field hearing in Elko, Nevada entitled, "Explosion of Federal Regulations Threatening Jobs and Economic Survival in the West." At the hearing, Subcommittee Chairman Rob Bishop (UT-01) and Representative Mark Amodei (NV-02) heard testimonies from the U.S. Forest Service, local officials and impacted citizens about county interaction with federal land management agencies over land-use regulations and state water rights.

"Over the last few decades, we have experienced a fundamental shift in resource development and forest management that has resulted in decreased access to our public lands and threats to our water rights. The federal government's cooperation with local, state, and tribal governments concerning these important issues has quickly deteriorated. In the West, as exemplified in my home state of Nevada, access to our public lands is critical to job creation and our economic viability. I hope our concerns regarding Nevada water law and federal collaboration in travel management don't fall on deaf ears so that we can once again manage the lands for the benefit of all," said Rep. Amodei (NV-02).

Under the 2005 Travel Management Rule, the U.S. Forest Service (USFS) is required to develop travel management plans for designating a system of roads, trails and areas for motor vehicle use within the National Forests and Grasslands. In implementing the rule, the USFS is required to collaborate with federal, state, county and other local government entities as well as tribal governments in the route and area designation process. However, according to Mr. Howard Hutchinson, Executive Director of the Coalition of Arizona/New Mexico Counties, "repeated attempts to secure local government participation and meaningful input into the NFMA, NEPA, ESA and other planning processes have been met with extreme resistance by federal agencies." Mr. Hutchinson cited several examples where the federal government ignored local opinion in favor of restricting access on public lands.

Implementation of the proposed travel management plans will severely hurt economies throughout the West. According to Elko County Commissioner Charlie Myers' testimony, "Seventy-five percent of the lands used for outdoor recreation in Elko County are managed by the Federal Government (7.5 million ac.). The total economic impact of outdoor recreation to Elko County is almost \$165 million." Mr. Myers discussed the lack of scientific evidence supporting the need for limiting access to Forest Service lands. "NEPA requires that an action such as prohibition of motorized vehicle use must be based on the best available commercial scientific data. Elko County has asked the Forest Service on four different occasions for the scientific data used for the ROD determination and the last request for this data was through the Freedom of Information Act. We have yet to receive any data."

Continued on next page

[OHV Grants Cycle](#)

CORVA would like to remind everyone of the 2012 OHV grants cycle that provides most of the funding for OHV recreation. Final applications are due May 7th, with results posted June 4th. Information about the grant proposals may be found at www.ohv.parks.ca.gov under the “grants” tab.

[Johnson Valley Marine Corps Base Decision Delayed, Due April 27](#)

The schedule for preparation of the Final Environmental Impact Statement (FEIS) has been extended. The FEIS is studying alternatives for the Marine Corps to acquire sufficient range and airspace to meet training requirements for sustained, combined-arms, live-fire and maneuver Marine Expeditionary Brigade Training. More time is being taken to complete the related studies and documentation on Off Highway Vehicle Recreation, noise, protected species, and other natural resources and to respond to public comments on the Draft EIS than was originally scheduled. Taking this extra time ensures that the Marine Corps can complete a thorough analysis with the best available information of the potential environmental impacts associated with the six alternatives under study.

The new schedule shows a Final EIS being made available for public review around April 27, 2012 and projects that the Department of the Navy’s Record of Decision (ROD) will now be released in July 2012.

[Los Padres Wilderness Bill Update](#)

H.R.4109 Los Padres Conservation and Recreation Act of 2012

HR 4109 would designate over 50,000 acres of new wilderness in the Los Padres National Forest in Santa Barbara and Ventura counties as well as three Wild and Scenic Rivers (WSR) and one Scenic Area. The bill would designate the Ballinger and Mt. Pinos OHV areas and expand Ballinger, as well as open four existing OHV routes to the public that are presently. In addition, it will allow a study of construction of 3 new routes but allocates no funds for this purpose.

The bill provides wilderness protection to large areas of Los Padres NF and adds some provisions for OHV recreation, primarily by reopening some closed routes and expanding Ballinger westward.

The effect of congressional designation of the Ballinger and Mt Pinos OHV areas is unclear, as routes would be limited to those on the Motor Vehicle Use Map, subject to seasonal closures or closure due to environmental issues. The effect of WSR designation on adjacent areas is also unclear, but the bill states that this should not adversely affect adjacent OHV use.

[Court Order Prohibits Motorized Vehicle Travel on 42 Popular OHV Routes](#)

Forty-two off-highway-vehicle routes that cross meadows in the Eldorado National Forest may be closed to motor vehicle travel this recreation season while the Forest Service completes an environmental analysis, announced Eldorado National Forest Supervisor Kathy Hardy.

The potential travel prohibitions are the result of a February 2012 court order by U.S. District Court Judge Lawrence Karlton. The order said the Forest Service failed to comply with the National Forest Management Act in 2008 when it designated “open for public motor vehicle use” portions of 42 routes that cross meadows. Judge Karlton ordered the Forest Service to “set aside” the decision that designated these segments as open and to reconsider the decision.

A final court order with further direction to the Forest Service is pending. In the interim, Karlton ordered the 42 routes remain closed to motorized public use. The final order will identify specifically where travel will be prohibited until a new environmental decision is made. “I know that prohibiting travel on these routes will be a big disappointment to forest visitors, but we have to be responsive to the order.” said Hardy. “I have a team of people lined up to complete a supplemental environmental impact statement as quickly as possible.”

The SEIS is scheduled to begin in April or May 2012 and to be completed by April 2013. Hardy says many popular high county routes may be affected by the closure. Some of these routes include: Barrett Lake Jeep Trail, Squaw Ridge Four Wheel Drive Trail, Clover Valley/ Deer Valley Trail, Strawberry Four Wheel Drive Trail, Carson Emigrant Trail, Allen’s Camp Motorcycle Trail, and the Bucks Pasture Motorcycle Trail. The Rubicon 4wd Trail is not affected by this court order.

Maps and a complete list of the routes affected by the court order will be posted on the Eldorado National Forest website at: <http://www.fs.usda.gov/eldorado>. These maps will be modified to reflect the final court order once it is received. A free-of-charge motor vehicle use map that shows the routes that are open to wheeled motor vehicle use will be available at all Eldorado National Forest offices in June 2012 reflecting the final order.

“I intend to close the routes where it makes sense to do so if the final order prohibits travel on routes that cross meadows,” said Hardy. “A route may be closed near a meadow or some distance away depending on how difficult it is to turn a vehicle around.” Some routes will also be closed indirectly because they branch off closed routes and will not be accessible.

Continued on next page

[Clear Creek Management Area Decision Due Late April-May 2012](#)

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.

[Opinions mixed on new U.S. Forest Service planning rule](#)

By ROB CHANEY of the Missoulian

The U.S. Forest Service's recently released planning rule could turn the agency into a more efficient decisionmaker or create a department of perpetual planning, depending on to whom you listen.

"We are ready to start a new era of planning that takes less time, costs less money and provides stronger protections for our lands and water," Forest Service Chief Tom Tidwell said in an email announcing the final version of the rule. "This new rule will bring 21st century thinking to a process that is sorely needed to protect and preserve our 193 million acres of amazing forests and grasslands."

Critics have been equally expansive. Andy Stahl of the Forest Service Employees for Environmental Ethics predicted the process "would die of its own weight."

"Anyone who thinks this rule will make forest plans quicker to develop is naive," Stahl said. "It requires more process than its predecessor. To somehow think it's going to be quicker and able to anticipate the future better — we're lousy at being able to anticipate the future. The Forest Service has become a planning agency, while the only thing it does is fight fires, which now consumes half its budget. And the irony is the one thing the forest planning rules don't address is fire management."

Forest Service Region 1 spokesman Brandan Schulze said the new rule would require more public collaboration on how recreation or protection decisions are made in a future Lolo forest plan. That is not to say ski areas or habitat sanctuaries would get preference at the rule-making level, but that the priorities would get set in a different way.

"Some of those designations may change based on what happened since the last time the plan was done (in 1982)," Schulze said. "The rule would guide how a new collaborative process would go forward. It's much more working up front to building the plan, as opposed to building the plan and getting the public involved after or toward the middle."

The new rule also requires national forests to protect watersheds and water supplies on national forests; balance multiple uses including recreation, timber-cutting, wildlife management and range use; get more people involved in outdoor recreation; and document the use of "best available science" in decisionmaking.

The rule also changes the way people fight the Forest Service. In the past, opponents of forest projects appealed a supervisor's decision through an internal review, and then took the case to court if the outcome wasn't satisfactory.

The new objection format requires more up-front participation by people or groups interested in a project. Those participants have the opportunity to object to a project in its planning stage and argue for changes. But those outside the process have much smaller openings to challenge a Forest Service decision, either internally or in court.

The rule has won commendations from many environmental and conservation groups, including the Association of Fish and Wildlife Agencies, Defenders of Wildlife, Theodore Roosevelt Conservation Partnership, The Wilderness Society and the Sierra Club. It has also garnered a thumbs down from the Center for Biological Diversity, whose public lands campaign director Taylor McKinnon said it made species protection voluntary instead of necessary.

"The Forest Service today completed what it's been trying to do for 12 years, which is to weaken wildlife protections and public accountability on our national forests," McKinnon said in a statement. "These forests, owned by the American people, are vitally important habitat for hundreds of species now vulnerable to climate change — yet the Forest Service is weakening, rather than strengthening, the safety net that keeps them alive."

Retired Forest Service Chief Dale Bosworth, a Missoula resident, said the rule was a much-needed advancement from its 1982 predecessor.

"Back in the 1980s, the Forest Service was sawing 12 billion board-feet of timber," Bosworth said. "Today what the Forest Service is doing is focused on restoration. The rule needs to reflect the things the service is doing today."

"There's no question that the processes we've had in place have gotten so burdensome, it's very difficult doing work on the ground," Bosworth added. "A lot of money gets spent on planning. Spending seven or eight years to develop a 15-year forest plan doesn't make sense. I'm sure there's people on all sides who say this isn't exactly what they want, but we need to move on."

Managing Director's Report

by Amy Granat

CORVA Demonstrates the **Power of Orange**

OHV recreation, motorized access and traditional sporting activities have rarely been under attack with as much intensity and vehemence by those insistent on crafting a world modeled after their own image of perfection. People with little to no knowledge of the joys of off-roading, hunting or hounding feel no hesitation to speak poorly of the above in a clearly discriminatory manner, criticizing what they don't understand instead of exploring the ways others enjoy spending time with their friends and family.

What can we do?

We can band together to combat the ignorance and fear that is shown when people choose to engage in discriminatory practices. For years, organizations have represented with the rock-hounder, the motorcyclist or the hunter separately, emphasizing all the ways they differ from one another, without a thought to the similarities they share with others who enjoy the great American outdoors. CORVA thinks differently, we recognize that all traditional sportsmen, rural residents, off-roaders and rock-hounders share an appreciation for individuality, family and friends, as well as the need to get out there and enjoy nature. CORVA brings everyone together to fight ignorance and discrimination; that is the **Power of Orange**.

By the time this edition of the ORIA is received, CORVA will have fought for individual freedoms by appearing at the Save the Trails Rally in Bakersfield, negotiating with the Eldorado National Forest to ensure the 42 trails slated for closure are reopened, and testified in the Capitol against SB1221, the bill to ban hounding, or hunting with dogs, in California. That is just a small sample of what CORVA does on a regular basis. Our board members travel far and wide representing traditional American freedoms.

CORVA Coalitions – bringing together everyone who values ‘the pursuit of off-road happiness’

Pass this on to your friends and neighbors; we can only continue doing what we do with your help and donations. And we need our memberships to grow as Every CORVA member adds to the **Power of Orange**.



Annual CORVA Meeting

Our Annual Meeting will take place on Saturday, May 19th in Visalia. We will be holding our meeting from 9am to 3pm at the Lamp Litter Inn located at 3300 West Mineral King, Visalia. Discounted rooms are available by calling 800-662-6692. Mention CORVA when placing your reservations. (deadline 5-5) Registration will begin at 9am and the meeting will start at 11am. Representatives of clubs are encouraged to submit their club rosters before the meeting.

Elections will be held for the following offices; Vice President - Administration, Vice President - Sales and Marketing, and Treasurer. Any Supporting Member of CORVA in good standing may run for any office. All candidates will be nominated from the floor at the beginning of the election process during the Annual Meeting. For more info please contact Jim Colln at: 800-42-CORVA ext 509 or send an email to: jim.colln@corva.org.

One item on the agenda will be our presenting of the CORVA annual awards. So mark the date, make your plans to attend and hear what your organization is doing.

What You Need to Know About OHV Grants

by Ed Stovin, Assistant Southern Director - Grants



This year's California OHV grant cycle is upon us and CORVA has reviewed and commented on dozens of grants. A quick review of what this means is in order. The State OHV Division of State Parks has an annual budget. This comes from green/red sticker registrations and a small percentage of the gasoline tax. A little more than half of the budget goes to the division office and the eight State OHV Parks under its control. The rest is given out in the form of grants. Who can get grants? Most go to agencies that have off-road opportunities on their land, like the BLM and National Forest Service. County Sheriff's pick up their share while a few cities also receive grant money. Non-profits are now also eligible for grants and some do wonderful work for OHV with grant money. So government agencies, nonprofits and Native American tribes are eligible. How much are we talking about? The amount varies each year, but can run from \$20 to \$40 million. There are four categories grants fall into; operation and maintenance (50%), law enforcement (20%), restoration (25%) and safety and education (5%).

These grants are important to those who love OHV recreation, as without them many agencies would drastically cut back on OHV opportunity, since they would not have the budget to maintain it. The public is allowed to look at the grants and comment on them before the State begins to process them, as public comments are factored into how well the grants are funded. While most grant requests are honest and welcomed, a few contain parts that just don't add up. These are the parts we are looking for when we comment, to weed out the bogus parts. One sheriff department asked for \$15,000 for 15 helmets (yes, \$1,000 a piece), while another agency asked for \$150 per helmet. A quick check online revealed that the best helmets on the market, Shoei and Arai, can be had for less than \$500 each.

One large city police department asked for \$450 hours of overtime pay for a sergeant and this city has zero OHV opportunity. Grants are to support OHV opportunity, so in line with their no opportunity, they received comments recommending no grant.

Several Sheriffs mentioned that they patrol in State OHV parks. They might not know that grant money is not to be used in state OHV parks. That would be the agency (State Parks) giving money to itself. That brought out the red flag and was commented on.

Several Cities are asking for money for motocross tracks on city property. One of these cities leases the track to an operator who is an independent business. This is a problem in at least three ways. First, the city doesn't run the track. Secondly, the track charges a fee to ride there (a fee comparable to other tracks in the region). And finally, the track does not require or check for green/red stickers at the gate. I know about the last one from personal experience. A few non profits were found asking for mileage reimbursements at the business rate of 55 cents per mile instead of the non-profit rate of 14 cents per mile.

A sheriff was found asking for \$13,660 for a KTM motorcycle that retails for \$9,500.

Several cities are asking for Law Enforcement money when there is no OHV opportunity whatsoever in the city. One BLM grant requests \$398,000 to build a fence across 3.7 miles of desert. This grant makes me want to get into the fence building business. Either that or they are building the "Great Wall of the Desert".

Many grants are completely above ground and are used for important work like to repair trails, maintain restrooms and trail heads, support search and rescue operations, enforce the law in legal OHV areas, put up signs on legal trails, and even fund a smart phone app for a legal riding area. CORVA believes in the grant process and hopes the State will continue to fund grants that support OHV in California.



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Continued from page 1

Cont' Protecting Our Forests

Community, as well as El Dorado County, were not informed by any of the parties involved. The ramifications of closing 42 trails for up to 2 years while the Eldorado National Forest conducts a public process and produces a Supplemental Environmental Impact Statement are considerable, and should have been broadcast so either the county or other organizations could have participated in some manner.

There is a chance that Judge Karlton will allow the trails to remain open during this analysis, we hope that will be the case, but the Forest Service believes the judge will order some kind of closure based on his order to keep these 42 trails closed even while the rest of the forest opens to travel as seasonal closures are lifted.

CORVA heard about the preparation for closure when the Eldorado called us looking for help in preparing the OHV community for this devastating possibility. To say I was upset, flabbergasted and angry is an understatement. To be kept in the dark about this turn of events is unacceptable, and we are taking steps now to make sure this never happens again. We are also working to ensure the closures exist for the least amount of time possible. Working with the OHV community, CORVA will teach Comments Projects workshops to help enthusiasts work their way through the environmental documents that will be released to public comment. We have already taught almost 300 off-road advocates around the state with great effect, the CORVA Comments Project has helped off-road access, and is the ONLY educational program dedicated to teaching off-road enthusiasts how to keep motorized access to public lands.

The Eldorado is my 'home' forest, so CORVA immediately called a meeting with the Forest Service and brought representatives from the Rubicon Trail Foundation, the Trail Boss from Friends of the Rubicon, a representative from El Dorado County, and a delegate representing all the clubs that have adopt-a-trail agreements with the forest. No other organizations attended. CORVA was able to receive the following assurances from the forest:

1. All adopt-a-trail agreements will remain in place, and clubs with those agreements will be allowed to continue maintenance on those trails, and have access to those trails for assessment.
2. Any mitigation work deemed necessary by the forest pursuant to the analysis will be shared with us to determine how this mitigation work will be accomplished. Many times, extremists try to claim that the forest cannot perform the necessary mitigation work in order to allow OHV travel due to the expense. In this case, we will be able to ask clubs and other organizations to step forward with materials and manpower, and present these plans, with our comments, to guarantee the work will be undertaken.
3. Any monitoring that will take place will include a representative from the OHV community - preferably, I would like to do this myself, as I know the individuals well who are on the other side, trying to close these trails. At least if I am present there will be less likelihood of outrageous claims.
4. An understanding that this will NEVER happen again, that meetings will occur on a regular basis to share information.

I was asked to meet with El Dorado County, to work with on a process called 'coordination' that has been adopted by many Northern California counties. El Dorado County had formed a committee, working with very capable and determined local residents, but had not passed any resolution calling for integration of Forest Service plans with the counties' plans. CORVA has been asked to help, and will contribute in any way possible with the county to solidify its plans.

At the same time, on behalf of CORVA, I informally questioned the county, and asked them to consider filing a 'stay' with the court, and let the judge know that the ramification of a closure decision had not been sufficiently analyzed. The proposed closures will affect the county and the citizens, with very serious economic consequences, and from an environmental manner, the affect of having more people crammed onto fewer trails has also not been reviewed. But it is too far along in the legal process for this to happen.

CORVA has the experience and knowledge to work with everyone from here on out, to form coalitions of enthusiasts, local residents, equestrians, hunters and miners, and anyone who wants to combat these closures and make sure this doesn't happen again. This is what CORVA does - form coalitions to work for motorized access. In particular, we formed a coalition of groups around the state during this past year to combat onerous affects of a proposal the State Water Board was proposing to enact, that would have directly and detrimentally affected all motorized access enthusiasts. We will continue to work hard with all our coalition members, through education and outreach to make sure that everyone understands both the process and where they fit in each one. Not everyone is poised to take an active role, and in that case we ask that you please donate to CORVA so we can take on these hard battles in your stead.

Either way, CORVA is here for the long term land use battles.

Continued from page 1

[Cont' Family Fun Run](#)

Bright and early Saturday morning, registration opened for the poker run, and sales of raffle and tickets, as well as CORVA apparel began. Due to the great turnout, we sold out of dinner tickets and poker hands, and nearly ran out of raffle tickets too. CORVA would like to thank the registration volunteers Steve, Michelle and Katie Hewitt, Tracy Alison, John Nave, Darren & Charlene Kelsey, Jim & Connie Colln, and John Nave.

The sold out poker run was a great success, containing 24 miles of trail and five checkpoints, including four with games. At the first checkpoint, John, Robin, and Steve had the Valve Drop game. OMC Off-Road sponsored checkpoint three, where the Eaton family (Aaron, Tracy, Chris and Lexi), set up a blackjack table in true poker run spirit. Checkpoint four, run by Avi, featured the bean bag toss. Finally, at checkpoint five, Motocross Giant sponsored the ladder toss, run by Jeff & Crystal Rice, Rob Roon, Ryan May, Krissy Carr, and Desi Resnick.

During the day, the obstacle course went to good use. Team GenRight took the lead on an assault led by Tony and Dave Watts. There was a new obstacle section and mud pit added last year, making this course a great place to train or test new suspension.



At the camp, our Managing Director Amy Granat gave all CORVA members a seminar on the current issues facing off-roaders. Amy spoke about our legal rights to off-road areas, and asserted that this is a right, not a privilege. Amy is well versed in the current off-road issues, and if ever you have a question, Amy and the board of directors would love to hear from you. Please send your comments to corvabod@corva.org.

Later that day was the dog show and Michelle and Katie Hewitt always do a great job putting together the categories and prizes. They assembled a panel of judges from camp and judged the dogs on a variety of categories. We would like to thank all of the judges and each of the 15 participants, of which five were winners. (My apologies for not having the names, as the sheets with all the winners from the dog show and poker run blew away in the wind.)



As you may assume by now, the wind picked up, which increased our cooking time for the tri-tip in the smoker. In the meantime, we entertained ourselves with Harry Potter and 80's trivia, and gave away Easter baskets and other items. Regardless of the delay, the meal was delicious. If you have never been to a CORVA event and had our tri-tip, you are really missing out on a great treat.



After finishing dinner, we started the raffle by announcing the winners of the poker run and the game winners from each check point. We then heard a few words from CORVA President Jim Woods and Managing Director Amy Granat. In addition, Harry & Helen Baker joined us as guest speakers to promote www.savethehammers.org and speak about some issues involving Johnson Valley.

In closing, I would like to thank everyone who attended this event and made it such a success. Also, a special thank you is extended to our sponsors who donated and supported CORVA. Thanks all.



[ACORA / Axial Racing – 1st Annual - Rocks Off - 2012](#)

By: Wayne Ford, CORVA Clubs

Azusa CA – Off of the 210 at Azusa Blvd, drive north about 15 miles through San Gabriel Canyon, to the Azusa Canyon OHV area. Commonly known as Azusa Canyon, this OHV area has 150 acres, and is renowned and wheeled for its MUD! This weekend, it was also the site of the first annual “Rocks Off” event sponsored by the Azusa Canyon Off-road Association (ACORA) and Axial RC Racing. The event was held at a new obstacle course spearheaded by Mike Bishop, President of ACORA. It is around 2 acres of pipe rocks, and other obstacles held together by cement slurry. This course is ideal for many events, including club events, CORVA Events, and WE Rock events.

Axial RC Racing’s Randal started everyone off with a practice session, setting up three courses in and out of obstacles, cement blocks and pipe. The courses were ran in order of increasing difficulty. Once everyone practiced, we took a break for lunch, consisting of hot dogs, carne asada, and quesadillas, cooked up by Mike Bishop and the ACORA crew.



Once lunch was over and the food settled, the competition began. We had about fifteen racers, and most made it through course once with their dignity intact, and a pretty good score. It wasn’t until course 2 and 3 that Randal’s vicious course layout took its toll, and the real competition started. Of the 15 racers, about 10 completed course two, and only eight of them completed course three. I personally failed miserably on courses two and three (it was the first time my crawler had been outside of my living room climbing pillows, firewood and dirty clothes!) At the end of day, this event was more fun than competition, I think everyone had a good laugh and had a great time.

CORVA would to thank Jeff and Rodney from Axial RC racing, for donating a rock crawler to our Family Fun Days event in March. If you have not tried an Axial rock crawler, come to our next event, Randal says, he’ll sponsor a checkpoint and use the rock crawlers for points as the check-point game. To see all of Axial’s products go to www.axialracing.com. We would like to also thank Mike Bishop, the President of ACORA, for putting

on the event, and for his continued persistence and diligence to get a grand opening date with the forest service. If you are looking for a family orientated club in this area, visit ACORA’s website at: www.acoraus.com. We would also like to thank 4Wheel Parts, Road Race Motorsports, Crazy Keven’s, and We All Ride for their prize donations to the event.



Educational News - OHV Grants

Ed Waldheim, VP Education

After 15 years as President of CORVA, it is difficult to find a subject about which I have not already written in the CORVA newsletter, but there are some issues that are worth repeating. Our need to protect access to public land cannot be stressed enough, so I will again remind you of its importance.

During our recent OHV grants process, I was amazed to see 32 grants requests in Education and Safety that totaled to \$2.3 million. These grants would fund staffing, producing brochures, going to shows, hiring professionals, etc. However, only \$1.05 million is available.

One key missing ingredient to the system is a State Wide Education Program for ALL California Residents regarding how to behave when using Public Lands. This includes parks, beaches, OHV areas, equestrian areas, and hiking areas. In other words, education is not just for those of us who love to ride or drive our vehicles on public lands.

An important area of education is informing people how to take care of the lands on which we recreate and live. Every day we can see people just throwing trash out the door of a car, or in parking lots. We see residents leaving their trash cans half open at home, inviting ravens and all sorts of animals to take advantage of the situation. Why can we not throw our waste into the proper containers, and recycle so we can save our land and landfills?

It should be the job of everyone to take charge and let friends, neighbors, or just anyone you see throwing trash out, to stop and pick it up. We need to confront the person by stating, "I think you just dropped this..." This is the only way to keep the lands upon which we recreate clean.

It will be interesting to see how the \$1.05 million, raised through the Green Sticker program, will be distributed. To see what each agency is requesting, check the www.ohv.parks.ca.gov website. After all, that is education in itself.

Dumont Dunes Cleanup

by Ed Waldheim

On Saturday March 17, 2012, Friends of Dumont Dunes had its annual clean up, and while it was raining all around the dunes, it was a beautiful day during the event itself. It was nice to see all the improvements that BLM Barstow office has made, including road improvements, the establishment of a visitor's center, and building post and cable fencing around the east side of the dunes to keep riders out of closed areas.

Four Stroke Association had its annual Sand Drags that included a marked course and start lights. The formations of the dunes were incredible for this event, as you can see from this picture below.

The highlight of the event was the announcement that Roxie Trost, field manager for Barstow BLM, had been promoted to the Colorado District that has 3 field offices in Arizona. Terry Allen, President of Friends of Dumont presented Roxie with a plaque in appreciation of all the work she has done to keep Dumont Dunes open for use.

On behalf of CORVA we want to thank Roxie for her leadership in keeping Dumont Dunes open, as it is a recreation area that is dear to all CORVA members.



California Motorized Recreation Council Employs Top Washington, DC Lobbyists to Help Save Johnson Valley OHV Area

The California Motorized Recreation Council (CMRC), an umbrella group of the eight largest OHV access groups in California, has agreed to contract terms with the Livingston Group, LLC in Washington, DC to help stave off the expansion of the 29 Palms Marine Base. The move comes on the heels of the April 27th, 2012 release of a Final Environmental Impact Study (FEIS) by the Marine Corps. The Marine Corps wishes to annex approximately 160,000 acres of the Johnson Valley Off-Highway Vehicle area, which is the largest open OHV area in the United States and contributes over \$70 million dollars into the economy of the surrounding High Desert communities annually.

The Marine Corps proposal would limit motorized recreation to less than one percent of the entire California Desert, a move which the Off-Road Business Association (ORBA) contends will cripple the already battered off-road manufacturing industry, and increase the likelihood of resource damage and safety concerns at the remaining OHV areas. "Our industry has continued to grow at steady pace since the late 1970s, while in that same time period we have lost 48% of the recreational opportunities in the California Desert." Fred Wiley, the president of the Off-Road Business Association went on to say, "While we support the training needs of our military, it is a bitter pill to swallow losing such a massive piece of our public lands, considering the limited time the Marine Corps plans to utilize this portion of the desert."

According to a draft EIS, the Marine Corps only plans to hold training exercises 24 days each year in Johnson Valley. While the expected proposal does allow for a limited shared use of a portion of the OHV area, event promoter Dave Cole, who produces a large off road race in Johnson Valley, believes, "The current shared use alternative has no language for securing the perimeter of the expansion, and that's a set up for a dangerous situation for the public. They don't currently secure the base line now, and most of the public has no idea they are wandering on to the base. It will be 10 times worse if they expand."

"Our primary objective was to figure out a way in which everyone could get what they needed. Rather than draw a line in the sand, we are proposing the Marine Corps work with us to meet those needs. To accomplish our goals, we had to pass our message to professionals in DC, and that's where the Livingston Group comes in." Jerry Grabow, American Motorcyclists Association District 37 Off-Road President, went on to say, "It's a departure from our normal way of dealing with the loss of OHV recreational opportunities."

Unifying a diverse group of OHV enthusiasts from across the state, CMRC delegates voted overwhelmingly to support the contract with the Livingston Group. The move supports a reinforced position by off-roaders who are willing to go all the way to Washington, DC to maintain motorized recreation in Johnson Valley, a strategy that hopefully provides for future generations to experience the last great expanse of desert that OHV users may enjoy.

There are a number of issues that will need to be addressed if the Marines wish to push forward with their expansion into Johnson Valley, among them the demonstration of need. The 29 Palms Marine base currently claims title of the second largest military base in the world, and presently resembles the sheer size of 3/4 the state of Rhode Island. Only the neighboring Fort Irwin Army base is larger, which is located only miles away. For more information about the efforts to save the Johnson Valley OHV area or make a donation, please visit: www.savethehammers.org

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Help Wanted: CORVA Show Coordinator & CORVA Store Keeper

by Steve Hewitt

CORVA has two volunteer positions available. The CORVA Store Keeper and CORVA Show Coordinator. I have been fulfilling both of these duties lately. Store Keeper, this is an easy job that only requires that you keep an inventory of goods that CORVA sells, and ship orders to customers as they arrive. In addition, you would need to run the store at all CORVA events (or find a substitute if you are unable). You will also work closely with the Marketing committee on developing new promotional items for CORVA to sell.

The other volunteer position is the CORVA Show Coordinator. This only requires that you apply to have a CORVA booth at all the expos, and events that CORVA attends. Also, you will be responsible for setting up the booth and finding volunteers to help man the booth while the show is open. You will work closely with the Marketing Committee to find new shows where CORVA can have a booth.

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CORVA CALENDAR

May:

5/5 Friends of El Mirage Spring Cleanup, El Mirage Cooperative Management Area (see page 5)

5/19 Annual Meeting at Lamp Litter Inn in Visalia, California (see page 9)

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

ATV Safety Training!

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