



Off-Roaders in Action

Winter 2018

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DEDICATED TO PROTECTING OUR LANDS **FOR**
THE PEOPLE, NOT **FROM** THE PEOPLE.

PRESIDENT'S REPORT

Ken Clarke, President

I hope everyone enjoyed the Winter Solstice no matter how you choose to celebrate. CORVA has orchestrated another victory on behalf of the off-road community.

Early in January the judge in the lawsuit against Ocotillo Wells SRVA issued his final ruling denying PEER's claim of mismanagement. CORVA was the first to intervene the legal battle and our lawyer, Jesse Barton, led the Intervention legal team efforts. Once again, CORVA has demonstrated that we are the bear of California OHA advocacy.

I would like to welcome Coyote Enterprises LLC as our newest business sponsor. I can personally vouch for Coyote Enterprises. I have been running the originals known as Staun for over ten years and I just installed them in the fourth set of tires. We need more OHV businesses to step-up and support CORVA. If you are making a living in the OHV community and you want to continue to eat...support CORVA!

I feel most off-roaders don't understand what it is that CORVA does and to some extent it's understandable. We do a lot of our work behind the scenes.

CORVA assists government agencies with writing the language of OHV laws and policies. We help land managers find balanced solutions to OHV issues. We provide legal support for our State Parks system. We have two lawsuits at this time against the Forest Service concerning the Travel Management Rule. We do all the boring but necessary things that keep our Public Land open to motorized recreation. We at CORVA use your membership money very effectively and responsibly. A great example would be using our attorney's time wisely, using teleconferencing instead of spending our members' hard earned money to fly across the state for depositions.

Thanks to all those that came out to the Truckhaven Challenge and helped make the event a great success. My wife and I are having our kitchen remodeled so I regret to tell you that I will not be attending King of the Hammers this year. I will be running a CORVA at booth the San Mateo 4WheelParts Truck Fest February 24-25th, please come by to say hi and ask any questions you may have.

Till the next time, happy trails!



HELP CORVA KEEP OUR MOMENTUM - OUR MEMBERS AND SUPPORTERS MAKE EVERYTHING POSSIBLE!

Amy Granat, Managing Director

Two of my proudest moments as an advocate for OHV recreation and motorized access came within the last 6 months.

The first came when SB 249 passed in the legislature and created a permanent Off Highway Motorized Recreation program in California as a division of the Department of Parks and Recreation. Besides giving our program an opportunity to thrive, the bill also gave our motorized parks legitimacy, and created an even playing field with all other types of parks in the state. Now the bill the California legislature passed also has an opportunity to positively impact motorized recreation programs throughout the country. With CORVA's help and advice, SB 249 created a sustainable off-road program with criteria that will satisfy the most critical environmental concerns. These criteria can be used as a model, and we hope strong off-road recreation programs will be created throughout the US. Off-roaders are environmentalists just as hunters and houndsmen are conservationists, and now we have legislation that confirms our longtime assertions and beliefs.

My second moment came in November, when I attended the final hearing for the lawsuit filed by PEER against state management of Ocotillo Wells SVRA. PEER sought to force the state, through the justice system, to change longtime management practices at the park including eliminating cross county travel. Ocotillo Wells has been an off-road park for decades, and the threat this lawsuit posed to park operations was very real. At the hearing, I listened as our attorney eloquently defended the sustainability of our recreation and our park with great passion. From the time CORVA initially intervened in the lawsuit against Ocotillo Wells in 2013, our attorney has represented CORVA and our members to the best of his ability. As an off-roader

himself, he brought knowledge and experience to the table that was invaluable, and helped save the day and prevail in the lawsuit. CORVA appreciates everything the state's attorneys did to also defend Ocotillo Wells, but in the end it takes an off-roader to understand threats against off-road recreation and provide the best defense.

I am also proud of our CORVA members for making all this possible. Defending off-road recreation in the Ocotillo Wells lawsuit took years to complete, and throughout that time our members understood and continued to donate as we stayed the course. Some may remember that CORVA was widely criticized when we decided to initially intervene in the Ocotillo Wells lawsuit by other OHV organizations, but we knew how important it was to defend our parks and we "stuck to our guns". After a while, other groups joined our efforts, and cooperatively moved forward together. The entire community rejoiced in the outcome, but our CORVA members were the guiding force that made this happen. So give yourselves a big pat on the back, and encourage others to feel the same way and join CORVA as members and supporters.

As the Managing Director of CORVA, the most important question I am asked by members is what we do with their dues and donations. We can point to 2 very positive outcomes within the last 6 months which is great, but the reality is those outcomes took years and a lot of time, effort and money to achieve. Being able to positively influence the course of off-road recreational activities in California with state and federal agencies is not fast or easy. It's certainly not for the faint of heart, or anyone looking for quick resolutions. But positive result can be achieved, and we invite you to walk alongside CORVA as we do our very best for you, our members, every day of the year.

JOIN CORVA AT OUR 2018 ANNUAL MEETING ON APRIL 28TH AT JAWBONE STATION

Held in conjunction with Friends of Jawbone, we encourage our members to come to our Annual Meeting, and lend a hand and help with the Moose Anderson Days Cleanup. CORVA's Annual Meeting is your opportunity to hear the latest in land use news,

interact with fellow members and vote for positions on the Board of Directors. All CORVA members are invited to participate and add your voice to the conversation.

CORVA LAND USE REPORT

January - February 2018

CALIFORNIA OHV DIVISION - SB 249

When the legislature passed SB 249, this marked the beginning of a process.

- CORVA will remain engaged to address remaining issues, such as the future of the OHV Commission, which is set to sunset in 5 years.
- The Parks reorganization plan, released in October 2017, will transform the entire Department, of which the OHV Division is a part.
- We need to remain engaged to assure that OHV recreation remains recognized as a legitimate activity in California and is not relegated to second class status.

Grants Workshop

The annual Grants Workshop was held in January 2018. Staff indicated that the current grant regulations would remain in place for the time being, but that we can anticipate updated regulations in the near future.

Public workshops will be held in early February to take input on how regulations can be updated and improved.

A series of workshops will continue throughout 2018

WHAT HAPPENS WITH PUBLIC LANDS DURING A FEDERAL SHUTDOWN

Unlike the shutdown in 2013, the most recent shutdown is not supposed to have a drastic effect on government services.

In the final moments leading up to Friday's midnight deadline, Senate Republicans and Democrats were unable to agree on a stopgap funding measure to continue government services.

Throughout the day Saturday, government agencies are either letting their respective staff know they must stay home, or other federally funded organizations, like the Smithsonian, are talking about how they plan to handle the shutdown for the immediate future.

Furloughs

Thousands of federal employees will be placed on furlough -- meaning they won't report to work Monday. Whoever works for agencies and departments that are considered nonessential, including agencies that pay out small business loans and process passport requests, will cease to work effective immediately until Congress is able to agree on a bill for the federal budget.

Military

The military is considered essential and will still report for duty. However, the troops -- including those in combat -- will potentially not be paid during a shutdown.

If the shutdown goes on for weeks, about 1.3 million active-duty military will be expected to work potentially without pay. The military is currently paid through February 1.

In addition, many civilian Department of Defense employees will not be working during the shutdown, including instructors at military academies and maintenance contractors.

National parks and gun permits

If you had plans for a vacation to visit any national parks, zoos or museums, some of those may be closed.

The popular panda cameras at the Smithsonian's National Zoo in Washington will be turned off, according to a statement from the Smithsonian Institution. Visitors will still be able to visit the National Zoo, as well as Smithsonian museums, over the weekend. On Saturday afternoon, the Smithsonian tweeted that its museums, research centers and the National Zoo would be open on Monday and would provide updates as to the future as soon as they knew.

The shutdown will also affect the Bureau of Alcohol, Tobacco, Firearms and Explosives, meaning if you wanted a gun permit, you'll have to wait until the shutdown is over.

TSA, air traffic control and mail services

Essential services, such as Social Security, air traffic control and the Transportation Security Administration, will continue to be funded even if some employees of those agencies are not.

The US Postal Service won't stop serving residents -- you'll still get your mail.

NATIONAL MONUMENT UPDATE

In a speech delivered in Salt Lake City on Monday December 4, 2017, President Trump announced his intention to sharply reduce two Utah national monuments established by his predecessors.

In a move presaged by leaked government documents, Trump announced that he would reduce the 1.35-million acre Bears Ears National Monument, created by President Barack Obama in late 2016, by 85 percent. The president also said he would cut the 1.88-million acre Grand Staircase Escalante National Monument, designated by President Bill Clinton in 1996, nearly in half.

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OHMVR DIVISION HOLDS ANNUAL NATURAL RESOURCES MEETING AT GROVER BEACH

Katie Metraux, OHMVR Division

Environmental scientists and resource managers from state vehicular recreation areas (SVRAs) met in Grover Beach for the annual Off-Highway Motor Vehicle Recreation Division Natural Resources Meeting. The meeting is a great opportunity for resources staff and park managers to collaborate on natural and cultural resource programs and monitoring efforts.

The meeting offers participants an opportunity to compare notes, share their challenges and successes, and discover new ways to improve their monitoring programs. As a result, environmental scientists learn from each other different strategies to reevaluate and redevelop study design and collection methods to achieve their resource management goals and requirements. California State Parks staff and peers from academic institutions and professional organizations like California Polytechnic Institute, the San Diego

Natural History Museum, the California Geologic Survey, the Institute for Bird Populations, and the Audubon Society held workshops on wildlife monitoring and improving habitat.

The use of drones to monitor wildlife, soils, and vegetation was another hot topic of discussion. State Parks staff use Geographic Information System (GIS) programs and Global Positioning System (GPS) tools to create three-dimensional maps of the landscape and analyze data in different ways.

The meeting wrapped up with a field trip to the new Oceano Dunes District Visitor Center and Oceano Dunes SVRA where environmental scientists tried their hand at aquatic surveys and learned about the western snowy plover nesting program. At the end of the productive week, everyone left feeling inspired and energized.



Participants at the annual meeting learned about coastal dune formation and resource management at Oceano Dunes SVRA. Front row left: Sara Lockett, Tara deSilva, Karen Feldheim, Stephanie Little, Katie Metraux, Ronnie Glick, and Will Harris. Back row left: Peter Jones, Bob Pavlik, and Doug Rischbieter.

U.S. CONGRESSMAN'S STAFF GOES FOUR WHEELING

Mike Johnston, President Eastern Sierra 4WD Club

The Eastern Sierra Four Wheel Drive Club was recently contacted by Congressman Cook's office to arrange a 4x4 expedition in Inyo County.

Cook's staff periodically participates in regional activities that are important elements of their District. For this adventure the staff included the District Director, the Chief of Staff and other members from the Washington DC and Apple Valley offices.

This was a great opportunity to disprove some of the myths about the OHV community. Ten Club members volunteered to assist and assembled on 10/17/17 for the expedition. The group consisted of 4x4 vehicles manufactured by Ford, General Motors, Jeep and Toyota. The drivers had an array of backgrounds that included engineering, child care, lawyer, city worker, corporate executive, government agency, retail etc.

The route selected was designed to be completed in five hours and included many examples of a good OHV activity. It included bits of history, good scenery, nice vistas, wildlife, unique vegetation, geology, good food and education.

Members of Congressman Cook's Washington DC and Apple Valley staff enjoyed a beautiful fall day with a four wheel drive excursion into the White Mountains. After passing the Laws Museum the group entered Silver Canyon and began the trek. Locals Pat Woods and Jerry Gabriel provided history of the area along the way. As the switchbacks began a magnificent

Bighorn Sheep Ram greeted the last vehicles of the caravan (he missed his stage call by a few minutes). The climb to the crest of the White Mountain range provided some great views of the Owens Valley and the Sierra Mountain range. A short rest at the top was supplemented with local pine nuts as everybody enjoyed the vista. They proceeded a few miles north to visit some premier examples of the historic Bristlecone Pines (the oldest living trees in the world). They then ventured on to the amazing sighting of Campito (<https://www.facebook.com/Campito-the-Wild-Horse-231978063633918/>) the mysterious wild horse of the White Mountains. This was followed by lunch at the University of California White Mountain Crooked Creek Research Center (El. 10,200 ft.). Of course lunch would not be complete if it did not include sandwiches and cookies from Schat's Bakery, apples from the original Manzanar trees (WWII Japanese Internment Camp) and some local beer. The return trip to Bishop then included some geologic examinations of prehistoric impressions.

The Eastern Sierra 4x4 Club enjoyed the opportunity to supply transportation and safely escort the group. A note of appreciation to Club members: Jon Patzer, Mike Nolan, John Harris, Greg Wierick, Sherrie Skare, Raul Hidalgo, Mike Johnston, Jerry Gabriel, Pat Woods, Dan Goodwin and Chuck Tello.

Learn more about The Eastern Sierra Four Wheel Drive Club at www.easternsierra4wdclub.com.

CALIFORNIA OFF-ROAD VEHICLE ASSOCIATION RECEIVES DONATION FROM OFF-ROAD MOTORSPORTS HALL OF FAME

\$2,500 Presented at Induction and Awards Ceremony

Sacramento, Calif. – The 2017 Induction and Awards Ceremony hosted by the Off-Road Motorsports Hall of Fame took place Oct. 30 in Las Vegas. In addition to the yearly induction ceremony, the Off-Road Motorsports Hall of Fame contributes to an activist organization to maintain continued protection of off-road access on public lands. This year, the Hall of Fame made a \$2,500 donation to the California Off-Road Vehicle Association and a \$2,500 donation to the San Diego Off-Road Coalition. "CORVA appreciates this generous donation that will support efforts to preserve the future of off-roading on our public lands,"

said CORVA Managing Director Amy Granat. "We will continue to advocate for off-road interests at all levels of government, as we have since 1970." Granat said the Off-Road Motorsports Hall of Fame's main role is to honor the icons and organizations who have paved the way for the off-road industry, but they are also dedicated to preserving the sports' future. "That's something to be admired," Granat said. "Not only is the Hall of Fame recognizing significant achievements made by individuals in the industry, the organization is passionate about ensuring that off-roading can be enjoyed for generations to come."

HELPING MOTHER NATURE

Mike Johnston, President Eastern Sierra 4x4 Club

Ten Eastern Sierra 4x4 Club members, friends and numerous dogs assisted the BLM and Inyo National Forest plant bitter brush and grass. Mother Nature gave us a beautiful day to help rejuvenate vegetation and provide more support to our wildlife in the areas near the watering guzzlers.

The Inyo National Forest "Fish and Wildlife Biologist", Kary Schlick, lead the way and provided guidance on the best way to get the job done. We also learned about the history of the guzzlers and how they function. We were given additional support from Sheena Waters, the "BLM Wildlife Biologist"

In the process we also installed another Treadlightly! sign.



MY OFF ROAD RADIO

Tyler Laursen

We all love to get out and enjoy ourselves in the outdoors. But we don't always think about how to ensure that we get back home safe.

Well, there's an app for that! Just kidding there isn't really, but there is Ham Radio!

At My Off Road Radio, we offer online ham radio classes and other mounds of information to help you get home safely. Our classes are specifically designed for the non-technically savvy. We simplify the curriculum, and use anecdotal analogies that you, as someone who knows very little about electrical or radio theory, can and will understand. Everything you will need to get your Amateur Radio Technician License, and some of the more practical and applied uses of radios for the adventurer gets covered.

This helps ensure that you not only get your license, but that you can actually use it once you have it. And the great thing about our class, is that you get to take it at your own pace, from your own home.

With a ham radio technician license, you not only get crystal clear vehicle to vehicle communications (NO MORE CBS! YAY!), but you also open up the world



of repeaters. California alone has over 2,600 repeaters that will receive your signal, and simultaneously retransmit it out at a much higher power, from higher elevation. It is not uncommon to hear a repeater signal from upwards of 300 miles away. Think of how many people you can reach within 300 miles when you get stranded in the desert.

One of the best things about My Off Road Radio and our partnership with CORVA, is that when you take one of our online classes, you have the option of giving back 15% of your class registration to CORVA. This helps support all of the great lobbying and support that CORVA does for the off road community. So, when you sign up for your online ham radio class, choose CORVA as your preferred partner!

Along with Ham Radio Classes, we also offer over-the-internet radio programming, a series of blogs, 4x4 trail locations, hiking trail locations, community forums, and a shop where you can find all of the equipment that we review in our blogs. Come by and start studying for your Ham Radio Technician License today! MyOffRoadRadio.com

NEW CORVA SPONSOR - GLEN HELEN RACEWAY!

CORVA is very pleased to announce the support of Bud Feldkamp, owner of Glen Helen Raceway who has come on board to support CORVA's advocacy efforts.

After meeting with longtime CORVA board member, Ed Stovin, and receiving his assurance the organization will never stop preserving, promoting and protecting off-road recreation, Bud said he was very pleased to support CORVA and asked us to keep up the good work! Bud is also a member of the Board of Directors of the Off Road Motorsports Hall of Fame and was supportive of giving CORVA a \$2500 donation in recognition of the organization's advocacy efforts at the Induction Dinner last month. He was also inducted into the Hall of Fame at this year's ORMHOF dinner. During the 1970s, he and Malcolm Smith in their Funco buggy were the team to beat in Baja Rally. Together, Bud and Malcolm were overall winners twice in the 1970s. He is a long time off roader and supporter who still races with his son in the NORRA Baja Rally each spring.

AMERICAN MOTORCYCLE ASSOCIATION DISTRICT 37 DUAL SPORT MAKES DONATION

The AMA District 37 Dual Sport has presented CORVA with another donation from proceeds of their 34th Annual LA-Barstow to Las Vegas Dual Sport ride from November 25, 2017.

Accepting the donation on CORVA's behalf was Southern Regional Director, Jim Woods. "District 37 Dual Sport has been a champion for CORVA for over ten years. This \$1,000.00 donation represents their commitment to helping CORVA protect our public lands for all recreational users," says Woods. Current AMA District 37 Dual Sport president Keith Huff offered additional remarks. "Not everyone can do everything. But because of the expertise we have in CORVA, the off road user can rest assured that they are well represented by CORVA." The LA-B2Vegas ride is held annually beginning the day after Thanksgiving. The event will celebrate its 35th year in 2018. For more information, visit district37ama.org.

« Land Use Report, continued from page 4

The reductions are the culmination of a wide-ranging Interior Department review of recent monument designations and a highly symbolic salvo in a larger campaign to reverse Obama-era public land policies. The Trump administration's recent edicts—opening new mineral and oil and gas leasing opportunities in protected lands, easing drilling regulations, and rolling back habitat protections for endangered species—have met with furious opposition from conservation groups, outdoor tourism advocates, and Democratic lawmakers.

What's next for the two monuments? First, litigation. The 1906 Antiquities Act gives presidents broad discretion to protect "historic landmarks ... and other objects of historic or scientific interest," without any input from Congress. There is no language in the law, however, granting presidents the power to rescind or cut them. Presidents have made minor adjustments to monument boundaries and one major reduction: in 1915, Woodrow Wilson reduced Mount Olympus National Monument almost by half. None of those excisions have occurred in the last 50 years, however, and none have ever been tested in court.

STATE PARKS DIRECTOR HOLDS LISTENING SESSION AT OCEANO DUNES.

December 1, 2017

State Parks Director Lisa Mangat and State Parks staff held a meeting in Pismo Beach to hear public comment that might shape a new Public Works Plan, a mechanism for long-term management of the park that could result in new programs or facilities, including campgrounds, a south park entrance, and changes to off-highway vehicle recreational activities.

What they heard from some of the more than 100 attendees represented the divergent and sometimes tense disagreements about the value of the park and the impacts of off-road vehicles to it and the community.

They ranged from off-roaders whose families for generations have bonded by riding on the dunes and aren't willing to lose an acre of grounds, to park neighbors who scolded the department for failing to protect their communities from garbage, noise and health-harming dust.

Both the dunes and Pismo State Beach operate under a General Plan put in place in the mid-1970s. The new, more detailed plan could take up to two years to develop and will need approval from the California Coastal Commission.

This will not derail another recently approved plan to enhance dust mitigation on the dunes over the next five years.

"During this process of developing the Public Works Plan, it's still very much our intent to move forward with the dust mitigation plan that's been developed," Parks Director Lisa Mangat said.

In her opening statements, Mangat demonstrated that she knew what she was in for.

"I think the issues we've got here are very sensitive. People are very passionate about the recreation here. It is part of a long legacy of many families. We recognize that we are a very important part of the air quality out in this community. We also recognize that we are a very important part of the economic landscape of this community. We also know that we have a very, very successful program when it comes to protecting endangered species such as snowy plover," Mangat said.

"For decades, we've not yet had a comprehensive conversation in the way that we're planning to do here today and initiate today."

HR 1913 - BILL TO REOPEN CLEAR CREEK MANAGEMENT AREA

Status Update, June 20th, 2017

This bill, originally introduced by Sam Farr, reintroduced by Jimmy Panetta, reached Senate and was referred to the Senate Committee on Energy and Natural Resources on July 12 where it awaits a hearing.

TONY TOOKE APPOINTED NEW CHIEF OF THE FOREST SERVICE

The current chief, Tom Tidwell, is retiring after 40 years of service at the Forest Service. Secretary of Agriculture Sonny Perdue announced that he would be appointing Tony Tooke, the regional forester for the Southern Region, to replace Tidwell as the new chief of the agency.

Several years ago, Tooke managed the Forest Service's new planning rule effort. The initial draft plan was totally devoid of any mention of the concept of public recreation on Forest Service land. Recreation advocates made a strong case that this had to change, and Tooke was responsible for elevating recreation to a position of prominence in the final plan.

He brings a lot of experience to the job. Given the severe financial strain the agency is under particularly with the ongoing threat of wildfires, he has a lot of challenges ahead.

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FROM HOMESTEAD TO COYOTE ENTERPRISES, LLC

Harry Lewellyn

This saga starts in late 1951 with two WWII Naval officers and the Lewellyn family.

The Federal Government had opened up homestead opportunities in the California High Desert and the adventurous trio wanted to take that on. At the time, homesteading meant building a 12-foot by 16-foot cabin and outhouse on your five-acre plot. You then submitted pictures of your efforts along with an application in hope that you had dotted all the I's and crossed all the T's perfectly.

The three were granted three adjacent plots. My Dad and Conley, ex Pacific campaign, do-it-all, CB officer knew how to survey, so we headed out to what is now Pinion Hills near El Mirage Dry Lake. The first task was to locate your designated plots. And despite none of us owning a 4WD, my dirt-floor, shit-kickin, horses tradin', Okie from Muskogee Dad (graduated Muskogee High 1927) knew how to handle that, so off we went. For this 12-year old, this was a pretty exciting adventure to be part of a sidearm-, canteen-packing group of men.

Twelve-miles north on Sheep Creek Road from Phelan, then a left at the end of the power line for another six or eight miles out a bumpy, sandy two-track got us to what I thought was nowhere - no houses, no horses, no traffic, no power lines, no nothing. However, Conley knew what he was looking for, a surveyor's Bench Mark.

After eight-hours of tromping around here and there, and setting more stakes than I can remember, we had pretty much identified the three adjacent, five-acre plots. But how in the world were we ever going to build anything considering that there were no roads, and as far as I could tell, not even rabbit tracks to the plots? When in doubt, leave that up to Conley and my Dad, so home we went. On the way out, I got to drive and got stuck. I clearly remember my Dad yelling, "If you keep spinning the wheels, you are going to be paying some Chinaman to dig you out." He aired down all four and we breezed right out of what could have been a lot of digging.

By the way, my Dad had been preaching airing down since 1932. His on-the-beach (Long Beach, CA) service station was a regular destination for those that had driver out on the beach for a Sunday picnic only to find the gentle up-slope back was more than the family sedan could handle. They'd hoof it over to Dad's station and plea for help. "Fifty cents up front, no

refunds!" he'd demand, then he'd proceed to air down their tires and drive the stuck Model T out to the hard black stuff. To raised fists and voice, they'd demand a refund to no avail. He'd tell 'em, "It ain't whatcha do, but whatcha know that counts!"

The next year or so was spent collecting free boxcar dunnage, 2X6 tongue and groove wood and prefabricating the walls. The first weekend was spent laying the foundation and the following weekend, we laid the floor. Being a truck driver, he had access to a free bobtail to transport the prefab walls out to the desert for erection. The roof followed the next weekend. 4-wheeling came four years after that.

My high school friend Dick Yoder's Dad owned Long Beach Aircraft sales and brokerage, with what else to tow the planes in and out of the hangers other than a 1944, F-head WWII Jeep. Dick knew how to get around the airport security gate, so on the weekends, the Jeep served dirt duty. Dick's Dad never learned what we were doing; however, the shop mechanic would occasionally ask, "I wonder how all of these weeds and cactus get in the air filter and stuck in the undercarriage?" With 4WD, we could go anywhere!

With high school, Dick and the Jeep, and college (EE, 1963) behind me, I found engineering life very boring so, I joined OUR (Our Ultimate Recreation) Club, a self-powered club. It wasn't long before I was leading desert appreciation trips with my 4WD Toyota pickup and found many very righteous, self-powered followers finding 4WD was not that a bad thing after all. So, hum, if they like it could others?

I offered my first college, 4WD class and it was too successful to not want more. Within three years, I was lecturing about ecological 4-wheeling at 31 Southern California colleges and publishing the ECO4WD Newsletter through my company, Ecological 4-Wheeling. That led to writing several 4WD-related books and winning a contract from the California State Department of Parks and Recreation to compose the California Off-Highway Guidebook, published, 1991. See Ed Waldheim for details.

The ECO4WD newsletter evaluated products, one of which was the original Staun Automatic Tyre Deflators from Australia. It was and continues to be an impeccably perfect product, so I became (and still am) the Americas importer in 2002.

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Friends of Jawbone presents The 22nd Annual



Moose Anderson Day

Saturday, April 28, 2018

★ Breakfast ★ T-Shirt ★ Drawing ★ Lunch ★

- ◆ 7:30 - 8:30 a.m. - Breakfast (Donations Appreciated)
- ◆ 8:00 a.m. - Registration - Plan to arrive EARLY!
- ◆ 9:00 a.m. - Volunteer Event Begins
- ◆ 12:30 p.m. - FREE Lunch for all participants
- ◆ 1:00 p.m. - 50/50 Drawing and Door Prizes!



Mail in or pre-register ONLINE at: my.jawbone.org

Note: You must be Pre-Registered to guarantee a FREE T-Shirt



Please fill out one form per participant

NAME _____

ADDRESS _____

PHONE _____

EMERGENCY CONTACT _____

EMAIL _____

T-SHIRT SIZE: (YOUTH: L or ADULT: S, M, L, XL, 2XL, 3XL) _____

Pre-Registration MUST be postmarked by April 15!

Friends of Jawbone
P.O. Box 1902
Cantil, CA 93519
(760) 373-1146
Fax: (760) 373-1165
www.jawbone.org

Participants include members of:
 California Off-Road Vehicle Association, California Trail Users Coalition,
 Eastern Kern County Resource Conservation District, Explorers of the Mojave Desert, Friends of El Mirage,
 and Kern County Sheriffs Desert Search and Rescue Unit

CORVA MERCHANDISE

CORVA accepts donations for all merchandise listed below. Although your donation is not tax deductible, it is 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!!

We make the process easy, too. Order online at the CORVA Store or 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 confirming email so you will know when your items have shipped.

All orders are shipped via USPS. You can expect to receive your order quickly, usually no more than a week.

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



CORVA Merchandise Order:

- CORVA Orange Logo T-Shirt** (size: _____) \$20.00
Please include \$5.00 shipping \$5.00
- CORVA Grey Bear Logo T-Shirt** (size: _____) \$20.00
Please include \$5.00 shipping \$5.00
- CORVA Cozzies** (set of two) \$10.00
- CORVA Flex-fit Hat** \$20.00
Please include \$5.00 shipping \$5.00
- CORVA OHV Styles Sticker** (appx. 5"x3") \$2.00
- Traditional CORVA Sticker** (appx.6.7"x3.5") \$2.00
- CORVA Stickers - Large** (appx 12" x 6") \$14.00
- NEW! CORVA California Stickers** (appx 6" x 1.5"):
 - Orange / Bear \$3.00
 - Orange / White \$3.00
 - Black / Bear \$3.00

NEW! CORVA California & Bear Graphics Sheet \$25.00
Appx. 11.8" x 11.8" – Heavy Duty Graphic
Material created for CORVA by RideAVIK

Check Enclosed for \$ _____
(Make checks payable to CORVA)

Ordered by:

Name _____

Email (for order confirmation) _____

Address _____

City/State _____

Zip _____

This is a gift for:

Name _____

Address _____

City/State _____

Zip _____

Mail payment and order form to:

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

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

ANNUAL CORVA AWARDS

It's time to make nominations for the CORVA Awards, to be awarded at the 2018 Annual Meeting on April 28th at Jawbone Station. Please forward your nominations to Amy Granat: info@corva.org.

George Thomas Memorial Trophy for Off Roader

Of The Year: This trophy is presented to the one individual whose contributions to the betterment of off-roading during the preceding year are worthy of this very special recognition. The recipient may be any individual who has provided special help to off-roading. The person does not have to be a member of CORVA or any affiliated organization. The nomination should be submitted with an explanation of the individual's accomplishments.

Looney Duners Trophy to Charity: This is a Club Award, and to be eligible for this award, the club must belong to CORVA. The award goes to the club that donates the most time and effort to charity. Money is not a factor.

Northern & Southern Club Award: This award is given annually to one club in each region, Northern and Southern. Each club shall submit what it deems to be its outstanding project for the year. The Board of Directors shall award the trophy to that project it deems best bolsters the image of off-roading.

Los Aventureros State Conservation Award: This award is presented to the individual club which during the year has contributed the most towards conservation. American Buggy Association Political Activism Award: To have one's name added to this plaque requires exceptional activity in dealing with elected officials and civil servants. While significant success is not always possible, it is important that some progress toward a goal was achieved. In addition, this person's efforts should always increase the perception of CORVA as a political powerhouse.

SHOUT OUT TO CORVA'S INSTAGRAM SUPPORTERS

CORVA is active on Instagram! Thanks to our dedicated member Jon Kinley, CORVA has a lot of followers on Instagram that have created events that support our organization. Special thanks go to California Dual Sport Riders for their big ride at Bollinger OHV Area that resulted in a \$700 donation to CORVA. Every rider received one of our new CORVA stickers as part of a goodie package. Dual sport bikes throughout the state are now sporting the new CORVA stickers. Thanks also to Eric Hall with XLADV who held a Death Valley ride

which resulted in a nice donation to CORVA. Much appreciation to both those groups for their support and to all of our other Instagram followers.

Another a shout out to Wes Wilson for his assistance with CORVA's Facebook business page in addition to our appreciation for all our CORVA followers on our group page. You are all the reasons that CORVA works so hard to protect, promote and preserve OHV recreation.

Visit: <https://www.instagram.com/c.o.r.v.a/>



« Coyote, LLC, continued from page 10

Following the deflators came the Staun dual, internal, pneumatic, boltless beadlocks, a great concept but much in need of proper engineering but, ... If don't already know, the Aussies and the Yanks are at each other's throats on virtually anything competitive – tennis and the Trans Pac yacht race for example. My design improvements fell on deaf ears. I was told, "You just handle the sales and leave the engineering up to us mate!" My belief is, among other things that lead to Staun's demise. But, the inventor and Australian deflator patent holder survived that and hence, I still import and sell the product to which, worldwide, all deflators are compared.

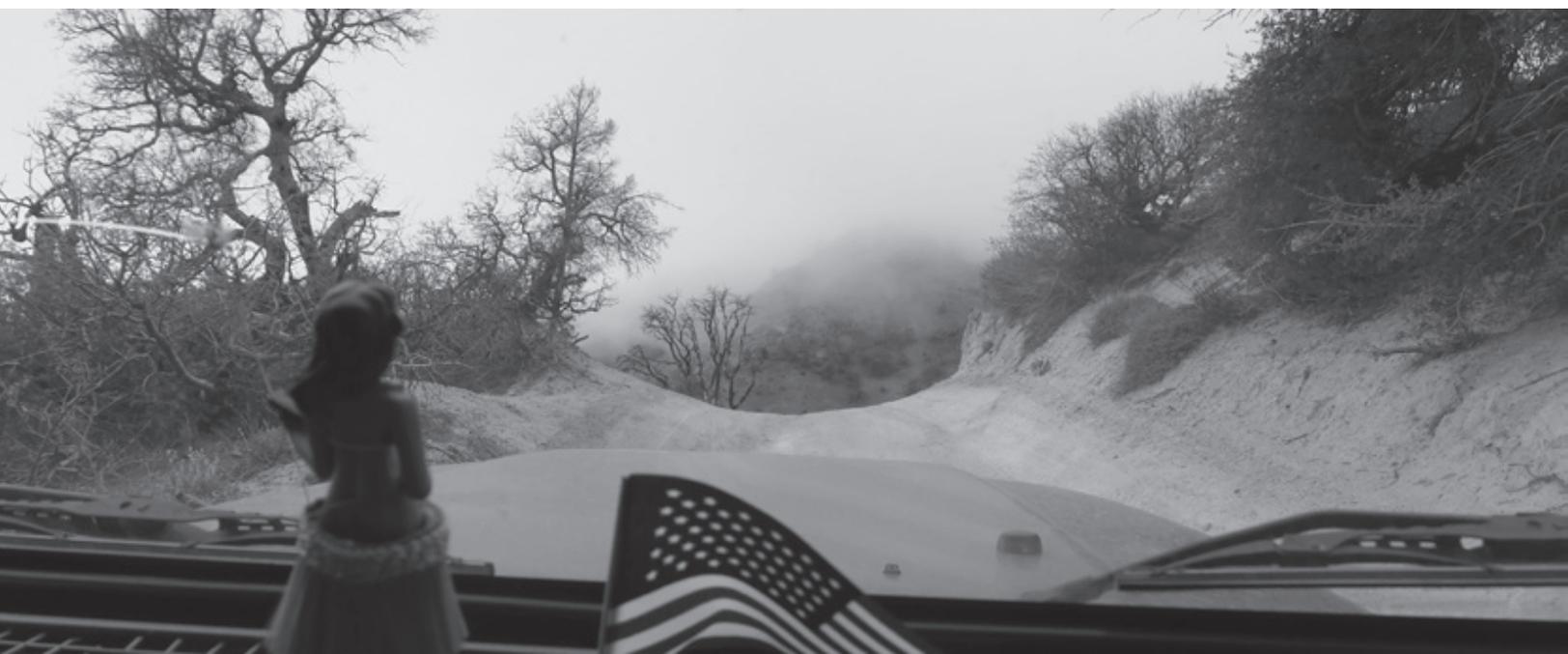
With me having given up Ecological 4-Wheeling in 2005 to handle Staun, and Staun going broke in mid-2010, Jenna and the Professor of Offroad, (so the ex-tech editor of Four Wheeler magazine, Jimmy Nyland named me,) we started Coyote Enterprises LLC in late 2010. We spent the next two years only selling the Staun deflators, improving the bead locks and designing a Made in the USA deflator. We introduced the Coyote dual, internal, pneumatic, boltless bead lock in 2012 and by 2013 had the Coyote automatic tire deflator ready for market.

The beadlock improvements were manifold. The Staun inner tubes were miss-sized, the case Tread material was way too flimsy, the assembly sewing techniques were faulty and Staun quality control was non-existent. Coyote went to HD tubes of the right size, upped the Tread material strength by nine times, doubled the Sidewall material strength, went to DOT-proved, seatbelt sewing techniques and I tapped my aerospace quality control experience to ensure what the customer bought would perform beyond expectations.

The Staun automatic tyre deflators are pretty hard to improve, so the Coyote deflators just tuned up the edges. A set of four Coyotes come with two sets of springs (8 total) making one part number perform to that of three Staun part numbers. We put a turn-reference mark in the adjustment cap so you can keep track of your fine adjustment turns. And the Coyotes adjust at the rate of 4 PSI per turn versus the Staun SCV5's rate of 8 PSI per turn – that doubles your fine tuning adjustment capability. And once you have achieved your desired destination pressure (the pressure at which the deflator shuts off), you can lock in that setting with the hex adjustment cap and hex lock collar. This is versus the don't use tools or void the warranty knurled cap and collar, on the Stauns. I reduced the number of wrist-twists (turns) from about 7 or 8 to 4 or 5 turns to make installation and removal easier. Lastly, I was awarded a US Patent on the spring, seating plane interface mechanics giving the Coyotes a perfect snap shut action every time, regardless of destination pressure. The Coyote CED456 is destination pressure-wise, guaranteed for 4 to 56 PSI because I liked the catchy part number, 456. But in reality, virtually all work perfectly from about 1 to 65 PSI.

Jenna, my wife and partner should not go unmentioned. She is an asset beyond compare with regard to the business and on the trail. In a nut shell, I consider myself the master MacGyverism, but she out MacGyver's me more times than I care to admit. What's more, she does all the business work while I claim I'm working while I play with all of my toys.

Coyote has a couple of new product in the works, so if you'd like to hear about them and do not mind getting an email or two a month, simply go to our site and click GET UPDATES at the bottom of the home page. Call 949-645-7733 for a special CORVA group buy deal, too.



Forest Service Fire Budget

Many of you ask why there has been such a drastic reduction in recreation funds available to the Forest Service. There have been efforts in previous Congresses to fund wildfire expenses in the same way we fund other types of natural disasters.

There seems to be a renewed effort in both the House and the Senate to pass legislation to accomplish this task. Doing so will protect the normal operational needs of the Forest Service, especially for outdoor recreation.

Percentage of Forest Service Budget Devoted to Fighting Wildfires

1998: 15%

2017: 50%

2025: 76% (Anticipated)

CALIFORNIA WILDFIRES FORCE CONGRESS TO CONSIDER FUNDING REFORMS

Northern California's deadly wildfires have aggravated the most expensive firefighting season on record, increasing the urgency for Congress to address funding and management challenges at the U.S. Forest Service, the largest government agency that responds to wildfires.

The collective damage prompted President Trump to approve a disaster declaration for California Tuesday, unlocking federal aid to supplement state and local recovery efforts.

While the vast majority of the fire occurred on private land, lawmakers and experts said federal resources have been deployed to help local officials, further challenging the overstretched Forest Service.

This year has been the most expensive fire season on record for the Forest Service, with fire-suppression costs exceeding \$2 billion.

But lawmakers seeking funding and management reforms at the Forest Service say the emergency funding will only help the agency recoup firefighting money it already spent by borrowing from other accounts.

As costs have risen, Congress has tried for years to fix the funding mechanism for fighting forest fires but has failed to find consensus. The problem is that under current law, forest fires are not treated the same as other natural disasters such as hurricanes. That forces the Forest Service to take money from accounts dedicated to preventative maintenance, such as clearing underbrush.

Multiple bills have been introduced in Congress to address the funding problem, but lawmakers differ on the best path forward.

Some Republicans, led by Westerman, are pushing for any funding to be matched by forest management reforms that they say would address the root causes of fires and prevent them from being started in the first place.

Environmentalists and some Democrats oppose those reforms, arguing they weaken environmental reviews too much and encourage litigation against the Forest Service.

Wyden introduced legislation last month that would allow the Forest Service to use disaster relief funding once the original money dedicated to fighting fires runs out. It does not contain management reforms favored by Westerman.

Westerman said a funding-only approach won't do anything to stop future fires.

Westerman, the only licensed forester in Congress, has said that House leadership has assured him it favors his approach.

SAGE GROUSE REVIEW UPDATE

Sage grouse review moves ahead with publication of Notice of Intent

Last week, the Department of the Interior, with former U.S. Representative from Montana Ryan Zinke at the head, announced that the BLM will open a public comment period and assess options for amending the 2015 plan amendments for conserving the greater sage grouse in 11 Western states.

Although the plan is directed primarily at oil and gas development in Wyoming and Montana, Sage Grouse also occupy large areas of Eastern California and Western Nevada which are favorite areas for OHV recreation.

The 2015 plan had many adverse effects on OHV use, including seasonal road and trail closures during breeding and nesting seasons as well as a ban on organized events in some areas.

The plan included National Forests as part of the Bi State strategy and affected the Humbolt-Toiyabe National Forest, as well as adjacent BLM riding areas such as Dog Valley and the Pine Nut Mountains.

The notice of intent comes on the heels of interior's review of the sage grouse plans earlier this year. During the process, the sage grouse review team consulted with various stakeholders to examine the best method of protecting sage grouse populations and identified areas where the 2015 plan amendments fall short.

Continues on page 19 »

BOB HAM NAMED AMA MOTORCYCLIST OF THE YEAR

PICKERINGTON, Ohio -- Bob Ham, a California activist who led the effort to make that state's renowned off-highway vehicle program a permanent part of the Department of Parks and Recreation, is the American Motorcyclist Association 2017 Motorcyclist of the Year.

Awarded annually, the AMA Motorcyclist of the Year designation recognizes the individual or group that had the most profound impact on the world of motorcycling in the previous 12 months.

Ham led a coalition of OHV groups during hard-fought negotiations to turn an anti-OHV bill in the legislature into a law that provides stability and funding to the California Off-Highway Motor Vehicle Recreation Program.

"Bob Ham has been a leader in off-road advocacy in California for many years, and his work on Senate Bill 249 and its funding bill (S.B. 159) in 2017 illustrates both his dedication to OHV recreation and his political acumen in navigating the halls of the state legislature," said AMA President and CEO Rob Dingman. "The contacts, friendships and alliances he built during the past few decades proved their value when the OHV community was faced with a bad piece of legislation and the possible demise of a great and beneficial program."

California's Off-Highway Motor Vehicle Recreation Program was created in 1971 to provide the state with a better way to manage its growing demand for off-highway recreation, while acknowledging the need to protect natural and cultural resources and engender respect for private property. Ham was involved in getting that legislation passed. It was his introduction to off-road advocacy.

Today, the OHV program oversees nine State Vehicular Recreation Areas that offer services and amenities, such as trails and tracks; restrooms, camping and water; OHV parts stores; law enforcement, first aid and rescue personnel; educational activities; maintenance, erosion control and wildlife management. The OHV program, a division of the California Department of Parks and Recreation, is the largest and among the most successful of its type in the United States.

In 1982, legislation established a sunset provision for the program, requiring official action to renew it every five years. In 2007, the sunset provision was changed to 10 years. That set the scene for 2017: Without fresh legislation, the program could have expired on Dec. 31.



California off-highway vehicle advocate Bob Ham helped save the state OHV program

S.B. 249 came from anti-OHV groups and included a host of new regulations, mandated studies, more committees and additional reports. As originally written, the bill would have cost the state an additional \$11 million a year, with no appreciable benefit to the OHV community. Even worse, S.B. 249 would have allowed state officials to divert user-paid fees to non-OHV purposes.

Working with numerous OHV advocacy groups, including the AMA, Ham won the support of the governor's office and the state Department of Parks and Recreation, and, eventually, turned the onerous S.B. 249 into a bill favorable to responsible motorized recreation.

Gov. Jerry Brown signed S.B. 249 into law Oct. 3.

The full story of Ham's efforts can be found in the January issue of American Motorcyclist, the member magazine of the American Motorcyclist Association. For more information, visit www.americanmotorcyclist.com.

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INTRODUCING DDC

Nathan Delaney

DDC stands for Delaney Drive Components and we are truly gears above the competition! At DDC Racing, this means that we strive for excellence in everything we do. Our aim is to grow our product line by providing simple, old fashioned business practices:

- Excellent products; unmatched in quality, longevity, and performance
- Excellence in customer service, customer support, and customer satisfaction
- Excellence in supporting our dealers, who are the lifeblood of the sport
- Excellence in supporting, promoting and ensuring the continuance of off-road motorcycle riding for generations to come. Thus; by supporting racers, racing organizations, riding clubs, events, and supporting those fighting for our right to ride.

DDC Racing was founded in 2016 by technical single-track "guru" Nathan Delaney. In recent years, Nate saw a growing lack of customer service, rider support, and product quality from other companies in the industry. Nate became determined to provide a stronger, safer, and all around better sprocket for the riding community while providing an unmatched level of customer service. His passion has always been to support the best sport that exists. Using many years of knowledge and experience, Nate designed a lightweight sprocket that has a greater resistance to bending and cracking, is magnitudes stronger than its closest competitor, all while limiting failure from bolt loss. With the help and support of friends, family, fellow riders and industry professionals, DDC Racing was born.



I created DDC racing to fill an ever growing void in the Motosports Industry. This void has been growing from a variety of reasons over the past several years, but some of the main factors include: An ever shrinking profit margin for the local bike shops, a huge lack in personal customer service, little to no support for local racers and local events, and an absurd absence in supporting land-use and our right to ride. It is my personal mission to make the best products possible and use these products to support the sport. I have designed the DDC sprocket to be far stronger and safer than any other ... period! (And yes, of course it comes with a 1 year warranty!) As we grow, I will add additional products of the highest quality to the DDC product line and use sales from these products to support the sport. Any products offered by DDC Racing, will be superior to any other on the market. We will only sell products that I personally use and endorse, and that are made by reputable bike minded companies. So enough about us, let's get out there and ride!

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For more information please contact one of our Board Members, or send an email to: advertising@corva.org.





2018 CORVA ANNUAL MEETING, APRIL 28TH, JAWBONE STATION 9 AM TO 5PM

Come to CORVA's Annual Meeting
Learn about Land Use Issues
Vote in Board of Directors Election

All CORVA members and supporters are encouraged to come to the 2018 Annual Meeting, held in conjunction with the 21st Annual Moose Anderson Days Jawbone Canyon OHV Area cleanup.

Nominations will be made from the floor and voting will be held for the following Board of Directors positions:

- Vice President of Administration
- Vice President of Education
- Treasurer

Bring your toys and enjoy one of the most iconic off-road areas in California while learning about land use advocacy at the 2018 CORVA Annual Meeting. In conjunction with the 21st Annual Moose Anderson Days cleanup of the Jawbone Canyon OHV Area.

In addition to the Elections for the statewide offices for the CORVA Board of Directors, the Southern Region will be holding elections for all offices within the southern district. All southern members are invited to vote for these offices.

For more information, contact Amy Granat at info@corva.org

« Land Use Report, continued from page 15

Environmental groups oppose changes to the plan. Eric Holst, vice president of working lands for the Environmental Defense Fund, defended the current plan. One of his points is that agriculture and energy “would lose clear and consistent standards that they rely on to operate and to confidently plan for the future.”

Agriculture and energy groups were at the table when the 2015 plan was developed. But any plan, even if it’s good, can be improved. If the plan amendments can be improved in a thoughtful way, where those with boots on the ground in the West can benefit while continuing to be a part of conservation efforts, then we all win.

RELEASE OF FINAL WEST MOJAVE PLAN (WEMO) PLANNED FOR FEBRUARY 2018

- This important route designation plan will need to balance the requirements of large scale planning projects with the use of roads and trails
- The Desert Renewable Energy Conservation Plan (DRECP) Record of Decision has been signed and the West Mojave Plan will now be subject to the restrictions of the DRECP.
- The West Mojave Plan’s preferred alternative would designate approximately 10,000 miles of route as “open” to off road vehicles.
- The DRECP that places a 1% “disturbance cap” on most of the California desert.
- The DRECP sets aside large areas of BLM lands for conservation purposes and has the potential to restrict the use of many of the “limited use” areas, known as “L” lands.

Status of WEMO Planning as of 2017

- BLM has completed a Phase I analysis (aerial map GIS review) for establishment of the ground-disturbance baseline for the WEMO planning area as described in the Desert Renewable Energy Conservation Plan.
- Over this past quarter, BLM hosted three public open-house format meetings to gather public comments on a proposal to temporarily restrict use to street legal vehicles on 148 miles of routes within San Bernardino County that are maintained by the County of San Bernardino Public Works Department.
- The BLM interdisciplinary team continues work on the development of the draft supplemental environmental impact statement, including draft transportation management plans, which will be released for public review in February 2018.

US FOREST PLAN REVISIONS FOR INYO, SEQUOIA, AND SIERRA NATIONAL FORESTS

The Inyo, Sequoia and Sierra National Forests are revising their forest land management plans using the National Forest System Planning Rule, completed in 2012. The planning rule provides the framework for U.S. Forest Service land management plans across the nation. In May 2016 we released the Notice of Availability of the draft EIS and draft forest plans for the Inyo, Sequoia, and Sierra National Forests. The Inyo National Forest expects to release a final EIS and draft record of decision in 2018. The Sequoia and Sierra National Forests expect to issue a supplemental draft EIS in 2018.

Overview of proposed changes to the Inyo Forest Plan for Sustainable Recreation

The Forest Plan for Sequoia and Sierra National Forests might follow a similar direction. Highlights of the updated sustainable recreation plan direction include:

- Plan components based on suggestions from the public.
- Better explanation of how we will use Recreational Opportunity Spectrum as a guide for recreation opportunities and experiences.
- Clearer and more cohesive plan direction for sustainable recreation.
- Addresses high-use areas where recreation will be managed more intensively.
- Establishes areas for low-density recreation that can accommodate motorized, mechanized and primitive transportation activities to support resource conservation.
- Better integration of settings, recreation management and resource management.

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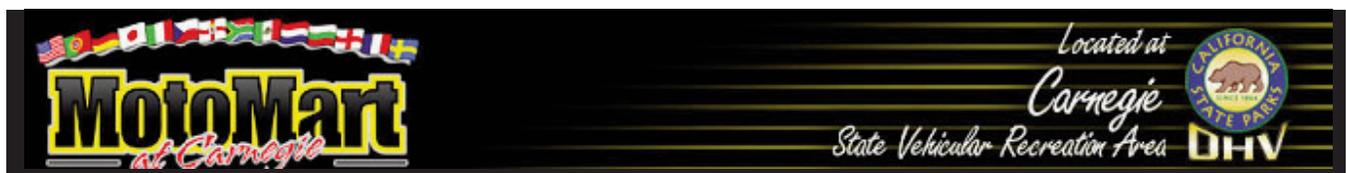
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| Todd Scopio | \$20 | Dennis & Caren Dunn | \$40 | Gerald & Sue Pellizzer | \$200 |
| Dan Turner | \$20 | Mark Welsh | \$40 | | |

DONATION FORM

CORVA needs your help!

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Please make checks payable to CORVA (Donations are not deductible as charitable contributions)

VENTURA COUNTY MOTORCYCLE CLUB 2017 DONATION

On December 06, 2017, the Ventura County Motorcycle Club (VCMC) made a \$1,000.00 donation to CORVA. Jim Woods Southern Vice President and Roberta Woods Secretary accepted the donation at the club meeting held at a private motorcycle museum in Camarillo, CA.

Funds raised at the October 2017 VCMC Bishop Dual Sport ride included over \$6,000.00 for various organizations and charities. They include:

- Eastern Sierra "Shop with a Cop" - \$2000
- Stewards of the Sequoia - \$2000
- CORVA - \$1000
- Blue Ribbon Coalition - \$1000

Founded in 1985 as an AMA District 37 "enduro" club, VCMC members came from Camarillo, Oxnard, Ventura, Simi Valley and Thousand Oaks areas. Members include many any formidable riders such as, Jimmy Lewis, Donnie Simone, John Ferro and Ryan Kudla which have won #1 plates and/or raced nationally and/or the ISDE. The VCMC always wanted to promote Ventura County riding. Working closely with the USFS in the Los Padres National Forest, they sponsored D37 events in the Ballinger Canyon OHV area, eventually moving the event to the Hungry Valley SVRA. The club was the first D37 club to organize and promote a "qualifier" style event. They noted the need to expose D37 riders to a format which more closely resembled the ISDE format. The VCMC early recognized the need for more "dual sport" activities and began to hold an event in the Frazier Park area. Today, they hold the 300 rider dual sport event in the Sierras around the Bishop, CA area.

The VCMC Mission Statement is to unite members in an effort directed towards preserving the rights and privileges of off-roading motorcycle enthusiasts, and to conduct and participate in the sport of family-oriented events. It is to initiate, sponsor, promote, and carry out plans, policies, and activities that will tend to further the welfare, safety, education, and interests of motorcyclists and to engage in all lawful activities and operations normally engaged in by an organization to further and protect the interests of its members.



VCMC President, Phil Pulley along with many club members, present the \$1,000.00 donation to CORVA rep, Jim Woods

Prior VCMC donations include:

- Local ISDE rider sponsorship of over \$3,000 to date.
- "Riders helping Riders" Donations of over \$10,000 to date
- CORVA donations of over \$3,500 to date
- Stewarts of the Sequoia donations
- Pediatric Brain Tumor Foundation
- International Racing Rescue Crew (IRRC)
- Blue Ribbon Coalition
- Eastern Sierra "Shop with a cop"

Membership opportunities start at \$25.00 per year. For more information visit the VCMC website at vcmc.info. You can follow them on Instagram, Facebook and YouTube. The next Bishop Dual Sport event will be October 12-14, 2018. Information will be posted on their website.

OFF-ROADERS IN ACTION
Volume 30 Issue 1

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MEMBERSHIP APPLICATION & RENEWAL

Join CORVA today! Check your mailing label for membership expiration date - Renew Today!

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WHERE? _____

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Hey Members! CORVA now offers several really cool sticker choices. When you are renewing your membership, you can choose from one of our three new CORVA California (shaped) stickers featuring the CORVA logo with the California Bear. Take a look at them in the CORVA Store online or when you renew. Along with the new sticker, you will receive a few of our traditional CORVA stickers as well. And if you send a photo of your California/Bear sticker to our Instagram account, we'll post your photo. Send them to: C.O.R.V.A. on InstaGram. And don't forget, your support of CORVA helps keep our public lands available for all off-road users.

Thanks for joining CORVA!





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

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: amy.granat@corva.org or 916-710-1950

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