



Off-Roaders in Action Spring 2023



**PROTECTING PUBLIC LAND FOR THE PEOPLE
NOT FROM THE PEOPLE**

Photo: Dove Springs Clean up—CORVA along with other land use advocates and business sponsors.

Off-Roaders in Action

SUMMER 2023

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What is CORVA?

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

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

We work with land managers for responsible off-highway vehicular access and recreation opportunities. Secondarily, 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 ALL 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

President's Report, Summer 2023

MIKE MCGARITY

California summer is finally here! It's been taking its time this year. I was wondering, along with everyone else, how long old man winter was going to stick around? Seemed like the back to back storms would never slow down.

This spring started off with a call nobody wants to receive. I lost an amazing and super dear friend on March 9th. I look back over the past 15 years of knowing Marlin Czajkowski and cherish every single moment. Marlin was brilliant. He founded Marlin Crawler and became a huge innovator in the offroad industry. I had the great honor of being his friend. He was always so humble, caring, thoughtful and lived life to the fullest. I was just visiting with him on the prior Sunday at our 4x4 club meeting. I have had the pleasure of spending time with him on the local trails, but also at SEMA, KOH, meetings and so many other offroad events! Marlin was literally a superstar to so many enthusiasts who would come up to us asking for a picture and signature. He will be missed by so many around the world. I cannot believe he's gone. My condolences to his beautiful wife Christine, his son Michael, his daughter Crystal and his entire family. I have much love for my friend Marlin and miss him so much!



I attended the Rubicon Trail Foundation dinner on behalf of CORVA in mid-March. It was a very successful event. The place was packed. I took a raffle basket valued at \$800 and it brought in a \$650 donation. Thank you to our business sponsors for donating: GenRight, Warn, Factor 55, All Terrain Concepts and Rugged Radio. It was a very nice donation! We have been invited again to their Cantina on the Con this year. It will be the weekend prior to July 4th back at Robbs Resort in Pollock Pines. We have board members who are planning on attending. We're looking forward to a relaxing weekend up in the beautiful mountains above Sacramento.

The month of March ended with the Bakersfield Trailblazer Prospector's 4x4 Crawl out in Calico. It was a very nice weekend out in the desert. The event was very well attended. I went on the SXS run with Peter from All Terrain Concepts as our leader. It was a lot of fun. After the trail riding, we set up the CORVA booth next to the dinner and raffle area. We had a lot of members and others come up to the booth with questions and just to say hello. We sold some swag and brought in 4 memberships, one being a lifetime. We sat around the campfire and listened to board member Rusty Ryan tell some really funny stories of his skydiving experiences. It was cold and windy at night, so we didn't stay out very long. This is always a popular event due to the Ghost Town. We had fun walking from shop to shop. It's a fun place to take the family if you've never been there before.

We had our Annual Meeting on April 29. A huge thank you to Vinnie Barbarino and Amy Granat for all the planning. The weekend went great in my opinion. The location was perfect. The hotel was so nice. Our meeting room worked out great. It was overall a great weekend!

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Thank you to Kevin Bazar for all the time and preparations that went into the mixed meeting between in person and via zoom. That went perfectly. I hope this format can be considered for our future Annual Meetings. Thank you to all the board members who were able to be there in person. It was really nice to have you there to visit with each other. We all enjoyed a nice dinner over at the Sequoia Brewery Restaurant. That was very good!

In March and April, I met a few times with the guys from Fastlab UTV, one of our business sponsors. They approached me and asked if CORVA would be interested in co-hosting a desert clean up in the Dove Springs OHV area on May 06. I thought it would be a great opportunity to bring off roaders out to help keep our riding areas clean. We reached out to Knuckles Up SXS and they were immediately interested and came on board. I reached out to Clawson Motorsports who brought close to \$1,000 in raffle prizes. Tread Lightly provided garbage bags and brought PPE for the volunteers. Onx Offroad maps said they would help. All volunteers received a 2 month free subscription. LSK Suspension provided a free BBQ hotdog, chips and water lunch. We'll also have a free raffle to all who come to help. Our permit with the BLM was quick and easy- thank you. Our insurance was easy and submitted to BLM. Everything went perfect. The guys from Fastlab were out there after the Easter Weekend to access the area, figure out where we would want base camp, determine and set up waypoints on our Onx Map. We had the American Sand Association, Clean-Dezert and Site Shades join us. We had about 100 volunteers and collected enough bags of trash to fill up about 1/4 of the roll off dumpster. It was a very successful weekend!

I attended some local four wheel drive club meetings. Everyone is wondering when our Forest will open for summer wheeling. We had a few Sierra National Forest Adopt-A-Trail meetings and they report a lot



of snow still up there. We went into Bald Mountain OHV above Shaver Lake the first weekend in June. Many areas still have well over 6-8 feet of snow. All our trails are closed due to a forest order; except for anyone with tracks on their vehicle, but be prepared for many off-camber areas due to the way the snow is melting. The forest order will lift on June 21, but I predict not all trails will open right away.

Memorial Day weekend was fun. Naomi and I joined the Cal4Wheel High Desert Roundup in Barstow at Slash X. My wife and I really enjoy ourselves at Slash X. It was great getting back there. It was good to catch up with many friends who I haven't seen in awhile. Tom and his wife were set up with a CORVA booth near El Mirage at the Terra Crew event. Thank you Tom for stepping up. They had a great time out there.

I am looking forward to June and July. We have trips planned to Oceano Dunes, San Diego and Las Vegas. Afterall, June is my birthday month, so it should be full of trips and fun destinations. CORVA will have a booth set up at the Off-Road Jamboree with SDORC, Clean-Dezert and many others. We hope to see many members and other organizations being represented out there. I wish everyone a safe and enjoyable summer. Hope to see you out on the trail somewhere or around the campfire. Take care.

Managing Director's Report

AMY GRANAT

It seems there are always efforts about trying to limit access to off-road vehicles. While we're used to some of these attempts in California (and have found ways to push back against them), the efforts going on in Utah and Arizona are surprising and disconcerting. These are both efforts where local governments have tried to go against state laws allowing street-legal access for off-road vehicles, something that California does not permit. The entire Moab, Utah area has always been a prized location for off-roaders, with Easter Jeep Safari on the calendar of many 4-wheel drive enthusiasts around the country. As a special destination for off-roaders, there are a plethora of OHV rental companies and other services in the area that cater to our community. But off-road enthusiasts in Moab have survived a tough time with local politicians who tried to respond to citizen complaints regarding noise from off-road vehicles operating on city streets by limiting or banning their operation.

Equally important a destination for off-roaders is Sedona, Arizona. State law allows street legal use for off-road vehicles in every municipality with a minimum of stipulations. But under the current political regime, the city of Sedona is seeking to remove off-road vehicles from its streets. They have alleged that OHVs pose a risk traveling on the same roads as street-legal cars and trucks. While it is true that OHVs are not manufactured with the intent of using them on city and county roads, the reality of this use is that travel is always limited in distance. OHVs allow residents to travel to local stores and the post office or create easy access to a favorite off-road trail for a day of riding. This type of travel is commonplace in rural and farming communities throughout the country, even in California. The use of

OHVs for short trips on paved roads carries very little, if any risk, yet it has been portrayed by the politicians running the city of Sedona in a very negative light. It's the obvious bias in this portrayal that gives off-roaders pause, since allegations are being made against off-roaders and off-road recreation that are clearly untrue. There are great organizations that are dedicated to working through these important issues in both Utah and Arizona and CORVA stands willing to help our neighbors in these efforts with expertise derived from over 50 years of off-road advocacy.

As we look at these efforts to limit off-road access in neighboring states, as off-roaders, we should ask ourselves why 2 areas that have supported the off-road community for many years have recently turned against us and our sport in different capacities. Surely a lot of this is orchestrated by anti-access groups, but we must also learn from these situations as we move forward with all the different planning efforts that are currently underway in our own state.

Many of California's current planning efforts center around the California Natural Resources Agency and California State Parks. The Natural Resources Agency has released a draft strategy for the Outdoors Access for All initiative, the Governor-led effort that started in 2021. This draft strategy was developed without off-road input and without off-road expertise. It is very frustrating to read the aspirational goals in the draft that emphasize access for recreation but have no pertinence to off-road recreation. Even more infuriating is the emphasis placed on affordable camping and access to all beach areas in California, knowing the Natural Resources Agency has not supported the continued operation of off-road vehicles in Oceano Dunes SVRA. Oceano Dunes SVRA already provides all the important elements

identified in the Outdoor Access for All Initiative including affordable camping and easy access for disabled individuals to the beach. In a token showing of support for off-roaders, the draft strategy shows one cartoon illustration of an off-road vehicle, and a very nice photograph of a rider at Prairie City SVRA. But the rest of the text is quiet on expanding off-road recreational access, and few of the goals presented in the draft strategy hold any importance to the millions of off roaders in California.

Many argue that off-roaders have also not seen substantive support for off-road access from California State Parks, a department of the Natural Resources Agency. But we have an Off Highway Motor Vehicle Recreation (OHMVR) Division of California State Parks that is dedicated to working on off-road issues, whether the activity takes place on state or federal land. In addition to managing our State Vehicular Recreation Areas (SVRA), a couple of years ago the OHMVR Division started holding two OHV Safety Weeks a year. The next Safety Week event for 2023 is scheduled from November 11 through November 19 at State Vehicular Recreation Areas throughout the state. For 2023 the theme of Safety Week is "Be the Off Road Hero". I admit I wasn't a fan of this theme initially. But as I've thought about it further, I'm beginning to believe the statement; "Be the Off Road Hero" can remind off-roaders about the need for trail stewardship. The TREAD principles from Tread Lightly spell out the recreation practices for

off-roaders, including respecting the rights of others, avoiding sensitive areas and doing our part to support our trails. In other words, all these principles lead directly to being the off-road hero!

Asking off roaders to engage the TREAD principles while enjoying trails, may prompt some OHV enthusiasts to say that it sounds a little bit tame for OHV recreation. We can pushback by pointing out that events featuring extreme riding and/or driving including King of the Hammers and Hangtown Motocross Classic both leave their areas cleaner after their events than they were before. As off-roaders, we get to retain our moral high ground and push back against irrational allegations by anti-access groups by being upfront about our support for stewardship practices. I'm proud to say the CORVA participates and hosts clean-ups of off-road areas as well, the most recent in May at Dove Springs OHV Area.

The off-road community has learned to follow best recreation practices the hard way – by seeing some of our favorite areas fall prey to irrational but at times successful attacks by anti-access groups. As off-roaders, we need to spread the word to friends and family about following applicable laws and leaving areas cleaner than we found them. This way, when we look at some of the irresponsible allegations lodged against off-roaders and off-roading in general, we'll know them to be truly false efforts by biased individuals and groups that have no basis in fact.



Southern Regional Director Report

VINNIE BARBARINO

Hello dedicated off roaders. Summer is upon us and it's time to switch gears and start going to our National Forests instead of the deserts to get our fix. I am a member of the Orange County Dualies. The Dualies are a dual-sport motorcycle club. Last month I volunteered with them on their annual Palms to Pines dual-sport ride. The Palms to Pines ride starts in Banning at the Coyne Powersports dealership near the PALMS and rides up to Idyllwild near the PINES. There are easy, intermediate, and hard ways. Past rides benefited the Pediatric Brain Tumor Foundation but this year they are going to support another non-profit. Rumor has it that CORVA might be in the mix. In June the Big Bear Trail Riders club put on their Big Bear Run for dual-sport and adventure bikes. If you do any organized dual-sport rides you surely have heard of this one. Both these rides get you up to the mountains where it's a little cooler than the deserts.

If you ride up north, you can check out the California Enduro Riders Association or District 36 AMA for events like the Donner Hare Scramble.

Enough of the motorcycle stuff for now. Another club I belong to is the Dirt Devils of Southern California. They are a 4-wheel drive club and both a CORVA club and a Cal4Wheel club. Over the Memorial Day weekend, the club sponsored a trail run at the Cal4Wheel Hi Desert Round-up at the Slash X Cafe near Barstow CA. The past few years the Dirt Devils also volunteered to run one of our checkpoints at the Annual Corva Truckhaven Challenge Poker Run in Ocotillo Wells. The Truckhaven Challenge is held in January each year. The 2024 event is slated for January 20, 2024. Stay tuned for more information. The Dirt Devils are also involved with the Adopt-A-Trail (AAT) program in the San Bernardino National Forest. A few weeks ago we went on an official AAT run to see if the trails were ready to open after all the rain and snow that the forest got this past winter. We ran up our adopted Dishpan trail that starts near Lake



Arrowhead and ends near Crab Flats campground. We picked up lots of trash and moved a few branches, but the trail looked pretty good considering all the rain and snow. We also ran the Gold Mountain trail and it looked good too.

Clubs are a great way to find like-minded people to go off roading with and support your favorite areas and trails. Most clubs do a great job of working with the rangers and land managers to keep our trails open. The work they do is essential. Did I say work? It really isn't much work. It's more fun than anything, in my opinion. So, if you're looking for a club you can just go to the CORVA website and see the list of CORVA clubs. Cal4Wheel has lots of 4x4 clubs listed too.

The show season is coming up in a few months and as usual CORVA will be there. We are already signed up to have a booth at a bunch of them. So, until next time, "get out of your comfort zone" and volunteer at one of our booths or get involved keeping our public lands open.

Baja Designs

NEW BUSINESS SPONSOR

In 1992, Baja Designs was founded in San Diego, California with a passion and thirst for off-road. Performance-driven and race proven lighting designs – Baja Designs engineers and manufacturers using only the best components available on the market today. Since the beginning, we have engineered revolutionary ways to stay at the forefront of motorcycle and automotive lighting.

The first product developed was a Dual Sport kit that made pure off-road motorcycles street legal. Our intimate knowledge of motorcycle electrical capabilities eventually led us to engineer the first HID motorcycle race light. Founder and Lead Engineer Alan Roach, an avid Baja 1000 motorcycle racer, was able to fine-tune a motorcycle's limited light optics to maximize rider comfort, speed, and safety. As a result, BD lights have won every professional and amateur motorcycle and ATV Baja 1000 class for over 15 years.

As our engineers and racers advanced to truck and buggy racing, the next evolution began. The engineers quickly adapted their race-winning HID motorcycle lights to their new race vehicles. With amazing speed, BD HID lights were adopted by the vehicle race community and could be found



on the majority of Baja 1000 winning vehicles. In the process, BD engineers became well known as **"The Scientists of Lighting"** and were sought out by professional race teams to develop their vehicle lighting.

LED lights were the next natural evolution of lighting and BD was the first company to develop a forward projecting LED light bar which was introduced and raced in the 2005 Baja 1000. That original LED light bar has evolved into a line of the highest performing and race-winning LED lights on the market.

Revolutionizing industry-leading lights is not just a job at BD, but a lifelong passion for both the owners and employees. The BD product line is dedicated to being **BRIGHTER, BOLDER, and BETTER**, which is why we truly are **"The Scientists of Lighting"**.



Land Use Report, Summer 2023

BRUCE WHITCHER, VP LAND RESOURCES AND PUBLIC POLICY

Oceano Dunes Update

Oceano Dunes SVRA – Status for 2023 to date:

Both the Grand and Pier Avenue entrances to the SVRA are currently open. The SVRA closes periodically during storm events and when the Arroyo Grande Creek is high.

Entry is on a first come, first served basis. If camping is at capacity a “campground full” sign is placed at the entrance kiosks. Check conditions before you go.

This Park unit is open.

Park Hours:

- Open to daily vehicle traffic between 7 a.m. and 1 hour after sunset.
- The new closing time aligns with other state park coastal units.

Camping:

- Inventory at Oceano Dunes SVRA has been increased to 150 camping units.
- Camping will be monitored and may incrementally be increased back to 500 units as park operations allow.

Visitation:

- State Parks are limiting the total daily allowed number in each park unit to 1,000 “street legal” vehicles and 1,000 “Green Sticker” OHVs.
- Please note: There may be instances where the maximum allowance of vehicles will be met, and no further vehicles will be allowed to enter the beach due to the temporary capacity

requirement. Daily visitation information is being posted on our Twitter and Facebook social media accounts.

- OHV Rentals: OHV rental businesses are open.
- Nighttime Riding: All vehicle activity is prohibited one hour after sunset with exception of visitors camping and traveling to/from their campsites and the park entrance; and emergency vehicles and authorized vehicles.

The July 27th ODSVRA ad hoc OHMVR Commission meeting is scheduled for 5:30pm at the SpringHill Suites, with the OHMVR Commission meeting July 28th at the same hotel. The last ODSVA Subcommittee in January 2023 was informative and helpful. It is co-chaired by Kimberlina Whettam and Diane Ross-Leech.

Contamination of hay bales used for dust control on the Dunes with mercury, herbicides and earwigs was an issue raised at the last subcommittee meeting. Materials were submitted for analysis and no contamination was identified.

Oceano Dunes SVRA litigation update:

There has been little recent information available about the progress of various lawsuits related to the Oceano Dunes SVRA. Jim Suty of the Friends of Oceano Dunes provided a litigation update for February 2023 on Facebook. <https://www.facebook.com/FriendsofOceanoDunes/videos/3578828315737293/>

Jim should be thanked for his update, which is timely and much appreciated.

1. A California Superior Court judge ruled against six environmental and community groups that had requested to intervene on behalf of the California Coastal Commission (CCC) in a lawsuit challenging the CCC's authority to ban off-roading at the Oceano Dunes State Vehicular Recreation Area (SVRA). The SVRA is California's only OHV park on the Pacific Ocean and has been under threat of closure for many years, primarily by groups that object to motorized recreation based on environmental arguments that off-roading causes more airborne particulate matter (dust) and/or threatens plants and animals.

2. A San Luis Obispo Superior Court judge ruled that dust control measures at Oceano Dunes State Vehicular Recreation Area are lawful. Superior Court Judge Tana Coates made her ruling on March 21, deciding against Friends of Oceano Dunes. The off-road riding advocacy group filed the lawsuit in late January 2022 against the California Coastal Commission. Friends of Oceano Dunes had accused the Coastal Commission of abusing its discretion and illegally permitting 130 acres of dust pollution control measures to be installed at the popular park in southern coastal San Luis Obispo County.

3. A major case was heard on June 15th 2023: Friends of Oceano Dunes v. California Coastal Commission, et al, San Luis Obispo Superior Court Case Number 21CV-0214; Filed April 12, 2021 In this matter, under the California Environmental Quality Act ("CEQA"), Friends of Oceano Dunes ("Friends") challenges the California Coastal Commission's ("Coastal Commission") decision on March 18, 2021 that placed new conditions on the California Department of Parks and Recreation's ("State Parks") 1982 Coastal Development Permit 4-82-300 for Oceano Dunes State Vehicular Recreational Area ("Oceano Dunes"). State Parks has hired the law firm of Nossaman, LLP, as outside litigation counsel. The parties agreed to consolidate this case and two other

cases. The case will be heard in San Luis Obispo on June 15, 2023.

4. The third critical case going to trial will be coming up in October 2023. This is the "Quiet Title" lawsuit filed by Friends – see ; Friends of Oceano Dunes v. California Department of Parks and Recreation, et al., San Luis Obispo Superior Court Case Number 21-CV-0275; Filed May 12, 2021

In this matter, Friends of Oceano Dunes ("Friends") seeks "quiet title" at Oceano Dunes State Vehicular Recreation Area ("Oceano Dunes") based on a theory of implied dedication to the public for off-highway vehicle use at Oceano Dunes.

We deeply appreciate the Friends leadership in the fight to keep the ODSVRA open for all to enjoy.

Red Rock State Park final draft General Plan released and Adopted by the Parks Commission

Red Rock Draft Final General Plan and Final Environmental Impact Report

State Parks announced the release of the Red Rock Canyon State Park Draft General Plan and Final Environmental Impact Report (EIR). Following the public review of the Preliminary General Plan and Draft Environmental Impact Report (EIR) from October 17 through December 16, 2022, California State Parks (CSP) staff made minor changes to the Preliminary General Plan in response to comments received. In addition, the planning team prepared a Final EIR (FEIR) in compliance with the California Environmental Quality Act (CEQA), including copies of all comments received and responses to these comments.

There will be a State Park and Recreation Commission meeting on Friday, March 3, to consider adopting the Red Rock Canyon State Park General Plan and

EIR before approval. The meeting will be held at Lancaster City Hall, 44933 Fern Avenue, Lancaster, CA 93534, and virtually on CAL-SPAN starting at 9:00 a.m.

To download the documents and learn more about the project, visit the Red Rock Canyon State Park General Plan Project website.

The Red Rock draft General Plan has been highly controversial. CORVA has provided comments at every step of plan development since the planning process was restarted in 2008. CORVA has a long association with the area dating back to the 1970's and before, when the Parks was initially a State Recreation Area. Unfortunately, the Park was reclassified as a State Park in 1982 and a general plan was prepared at that time. The State Park classification requires significant restrictions on vehicle use within state parks, limiting travel to the purposes of ingress and egress. Vehicles used within State Parks are limited to highway legal vehicles only in most cases.

As a result, the State Parks final draft Red Rock General Plan makes few changes to the last draft plan that was circulated earlier this year. The final plan must be adopted by the California State Parks Commission. This is scheduled for the next Parks Commission meeting in Lancaster for March 3, 2023.

As expected only highway licensed vehicles will be allowed into Red Rock State Park, except for Sierra View Road and Red Rock Wash near the Ricardo Visitor's Center. These two roads will technically be outside the park.

General Plan proposes the following changes to the road and trail system:

Convert four primitive roads into non-motorized trails. These include:

- Black Rock Canyon Road, which will be renamed Black Rock Canyon Trail.
- El Paso Road spur road, which will be renamed El Paso Trail.
- An approximate half-mile section of Last Chance Canyon Road near Cudahy Camp will be named the Last Chance Canyon Trail (see Section 4.5.3.2 for detailed information), and
- Nightmare Gulch will become a non-motorized hiker and equestrian trail.
- Convert the Roaring Ridge Road spur road to a non-system road.
- Convert several short primitive routes in the Last Chance Canyon and one along Abbott Drive into non-system routes (see Figure 4-1).

State Parks planners are closely following the Public Resources Code (PRC) in the General Plan. Although Red Rock has traditionally been used by OHVs, State Parks planners have indicated that surveys of Red Rock identified significant natural and cultural resources within the park, particularly in Nightmare Gulch, along Black Canyon Road, and in the Cudahy Camp area. Parks planners have added cultural and natural preserves to the draft General Plan because of the presence of resources identified by 2018–2019 surveys.

In Nightmare Gulch, overlapping cultural and natural preserves will be established as proposed, which will close Nightmare Gulch to vehicular travel and limit use to equestrian and hiking only. OHV use is prohibited within natural and cultural preserves and travel is limited to ingress and egress to and from the park.

State Parks publishes addendum to Red Rock State Park Draft EIR

Apparently, an error was made when State Parks calculated the length of Sierra View Rd. This is important because the Vehicle only allows a highway of 3 miles length to be designated for OHV use. Parks' recalculation of the mileage of Sierra View Road shows it to be 3.86 miles in length.

State Parks response is that: Modifications to the General Plan and EIR Resulting from this Addendum to The General Plan and DEIR did not include any specific mention of the length of segments of Sierra View Road (or Red Rock Wash) that would be designated. No changes to the designation of the routes or any other were proposed in this Addendum. Thus, no changes to the General Plan or DEIR are necessary.

Henry Coe State Park has been in the news lately, and California State Parks has set up a website dedicated to the "Off highway Vehicle Access Project" https://ohv.parks.ca.gov/?page_id=31220. In part this was prompted by the passage of SB155 last year, legislation sponsored to resolve issues that would allow the sale of the Tesla Alameda Expansion area, originally purchased for expansion of the Carnegie SVRA.

In September 2021, Senate Bill 155 (Ch. 258, Statutes of 2021) amended Public Resources Code Section 5090.42, directing the California Department of Parks and Recreation, popularly known as State Parks, to explore the acquisition and development of properties and opportunities to expand off-highway vehicle (OHV) recreation in new and existing facilities. This bill also recommended prioritizing opportunities that serve large urban areas such as the Bay Area and Central Valley and offer potential recreational opportunities for OHV recreation and motorized access to nonmotorized

recreation.

In response to AB 155, State Parks announced the OHV Access Project. The goal of the project is: "To explore the acquisition and development of properties and opportunities to expand off-highway vehicle (OHV) recreation in new and existing facilities. This bill also recommended prioritizing opportunities that serve large urban areas such as the Bay Area and Central Valley and offer potential recreational opportunities for OHV recreation and motorized access to nonmotorized recreation."

Carnegie SVRA Update

General Plan Update under preparation for existing Carnegie SVRA. Scoping closed in April 2021. For further information visit the OHMVR planning webpage.

The Off-Highway Motor Vehicle Recreation Division (OHMVR, the Division) previously prepared a General Plan Revision and associated Program EIR for the original Carnegie SVRA and the adjacent 3,100-acre Alameda and Tesla Expansion Area in 2016.

While the General Plan Revision was approved and the EIR was certified by the OHMVR Commission in 2016, the Commission rescinded these decisions in 2021 due to several lawsuits. The Department and the Division elected to prepare a standalone General Plan Update for the original Carnegie SVRA.

The Department will conduct a separate planning effort for the Alameda and Tesla Expansion Area to determine a suitable classification and future use of these properties.

This proposed General Plan Update and EIR are limited to the original 1,575-acre Carnegie SVRA and specifically excludes the Expansion Area.

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CORVA Membership Matters!

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

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CORVA's main purpose is to work with the land managers for responsible off-highway vehicular access and recreation opportunities. Secondarily, we educate our membership on the constantly changing rules and regulations and promote clean-up and trail maintenance projects.

We coordinate with other multiple use organizations ranging from snowmobiles to horse enthusiasts to protect multiple use rights from the environmental extremists. We are "dedicated to protecting our lands for the people, not from the people."

CORVA proudly provides its members:

- 50 plus years of continuous promotion of multiple land use objectives!
- Continuous appeals of unfair and unjust closure of access to public lands!
- Extensive oversight of the California OHV "Green Sticker" Fund and OHMVR Commission
- **OFF-ROADERS IN ACTION** Quarterly Newsletter subscription to keep you informed of off-road legislative battles.
- Membership Kit with I.D. cards & decals!

We have 4 ways to join as a CORVA member.

A. ANNUAL MEMBERSHIP

Annual Members are individuals or families of individuals who are interested in off-road vehicles. Their goal is to keep our legal riding areas open now and in the future. Supporting membership is \$40.00 a year.

B. BECOME A BUSINESS SPONSOR

Sponsor Members are representatives of manufacturers, wholesalers and dealers of vehicles, accessory equipment, services and/or parts for off-road vehicles. Sponsor Members shall be recognized as Supporting Members of the Association. Sponsor memberships start at \$365.00 a year. Please [click here](#) for more information on Sponsor Membership.

C. LIFETIME MEMBERSHIP

Lifetime Members are individuals or families of individuals who have paid a one-time membership fee. Lifetime Members shall be recognized as a Supporting Members for the life of the member. Lifetime Membership is currently a one time fee of \$400.00.

D. SUSTAINING DONOR

This is in addition to your CORVA Membership Dues. [Donate Now!](#)

Disclaimer

We encourage our members to support our **business sponsors**, who help us keep roads and trails open to off-road vehicles! Some CORVA business sponsors offer discounts and gift cards as special perks of your CORVA membership. To take advantage of these, **YOU MUST OPT-IN** on your CORVA database page.

GenRight Offroad

CORVA BUSINESS SPOTLIGHT

GenRight Off Road was founded by Tony Pellegrino when he realized the lack of quality and ingenuity that the majority of the off-road market had to offer. It all started with the Crawler™ Gas Tank.

This evolved into what GenRight is today. We have taken our knowledge from wheeling, racing, and testing for over 15 years, and provided our customers with products that will hold up to whatever abuse they can dish out. We take pride in the fact that all our products are manufactured 100% in the USA, by the finest craftsmen, welders, and fabricators in America.

Our saying is "Do it right the first time", and our goal is to help you do that with our 15+ years of knowledge, on-point customer service, and products

that have been race tested and trail proven.

Tony Pellegrino is the Founder & President of GenRight Off Road, located in Simi Valley, CA. GenRight is a family run aftermarket Jeep parts manufacturer and distributor. Tony has been an off-road enthusiast since age 5, a competitive King of the Hammers & Ultra4 racer since 2010 and an Industry mogul since 2004. He has 2 boys, Jami (32) and Jordan (23) who also work at GenRight. He regularly travels to Sacramento to support land use and keeping our trails open. He is also a member of CORVA, Cal4Wheel, Blue Ribbon, SEMA and the AMA. He lives, eats and breathes off-roading is also very active in the off-road community. In his spare time he teaches an off-road driving/racing school.





Our team of dedicated staff lives, eats, and breathes off road. They actually own Jeeps that they drive to work every day. When you call us, you're going to get knowledgeable answers from a real person that actually knows what they're talking about. If we don't have the answer to your question, we'll do our best to find out.

Our products are 100% Made in the USA by some of the finest craftsmen in the world. No component we manufacture in-house comes from over seas. This is very important to us when it comes to quality and reliability. Even the materials we use during the manufacturing process are of the highest quality.

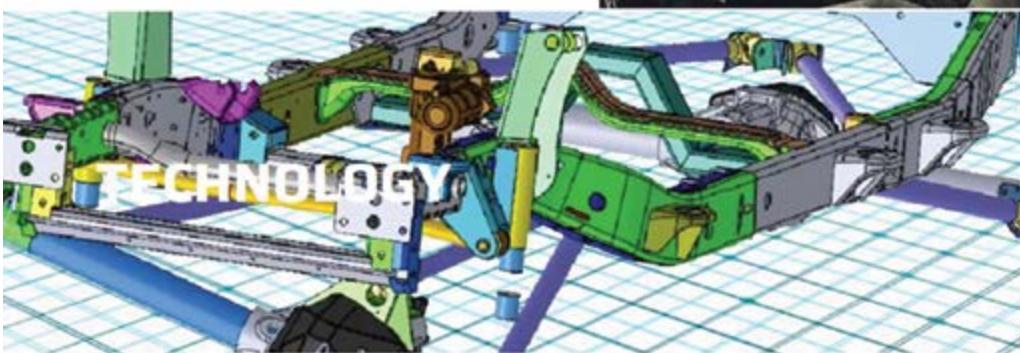


GenRight is short for "Genuine Ideas Engineered Right", and was born from the need for a better product. This is exactly what we have done. When you buy GenRight, you can be confident that you are getting the highest quality, most dependable product on the market.

Others may claim to be the "best", but few even have the proper basis for that claim. After thousands of miles on the trail, countless more on the road, and over 10 years of racing experience using the products we sell & manufacture, we have the proper wealth of knowledge and experience to provide a product that exceeds all expectations.

Racing has played a huge role in the Research & Development of GenRight's products. Being able to push every component to the absolute limits enables us to trickle down that knowledge into the product that we provide the consumer. Racing is not the only form of our testing. We have built several Jeep's through out the years, all of which not only wheel on some of the most brutal terrain, but also get used as daily drivers.

It is very important to us that our product is reliable both on, AND off road.



With all of this knowledge and experience, we use factory Jeep Chrysler CAD files, and design everything in-house using SolidWorks. This assures a smooth, precise fit. Unlike most companies, our Jeep kits are designed to work as a complete system, taking performance & ride quality to an entirely new level.

Modesto Ridge Runners High Desert Rally

Save the date: August 11-13, 2023

Thank you all for making this a great run, hope to see you there.



OPT OFF ROAD
wheel. wrench. repeat.

Suspension & DIY parts
from your favorite shops
all in one marketplace.

*Every purchase includes
a donation to CORVA*

POWER TANK

THE ORIGINAL AND BEST CO2 AIR SYSTEM



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1-877-231-1859 | allterrainconcepts.com

State Legislative Update

CORVA tracks legislation every year as bills work their way through the State Legislature. As usual, several spot bills related to OHV recreation were introduced last month. These are “spot bills” that often include few details. Draft language is usually added prior to their first committee hearing.

Jones – SB-708 Vehicles: off-highway motor vehicles: off-highway motorcycles: sanctioned event permit. (2023-2024)

The bill seems to be a continuation of last year’s competition sticker bill which failed to pass. This year the bill has encountered little if any opposition, and recently passed out of Senate Natural Resources Committee. It is currently in the Senate Transportation Committee.

38087.7.

(a) Upon payment of the fee specified in Section 38231.7, the Department of Parks and Recreation shall issue an annual special permit, to be known as the “sanctioned event permit,” to California residents to operate an off-road motorcycle at a sanctioned event. The sanctioned event permit shall be available for online purchase beginning January 1, 2025.

(b) A sanctioned event permit shall expire on December 31 of the year that the permit is issued.

(c) A sanctioned event permit shall only be available to California residents and for model year 2022 and newer off-road motorcycles that are not eligible for the “Green Sticker” or “Red Sticker” off-highway vehicle identification issued by the department.

(d) A sanctioned event permit shall be displayed on the left side of an off-road motorcycle and shall be visible for inspection at sanctioned events. A sanctioned event permit shall be nonrefundable,

nonreplaceable, and void if removed from an off-road motorcycle.

(e) For purposes of this section, “sanctioned event” means an event approved by an agency within its guidelines for off-highway vehicle recreational special events.

AB 1617 – Wallis

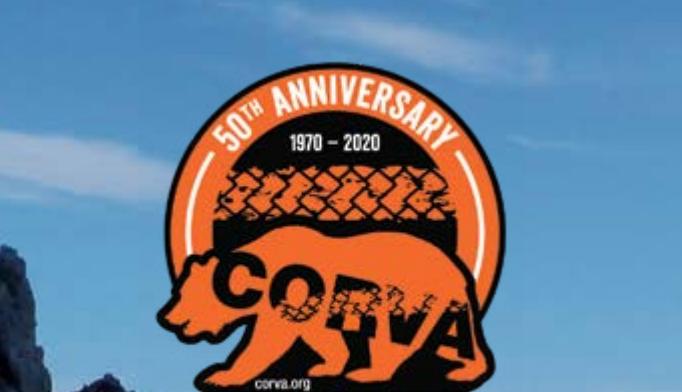
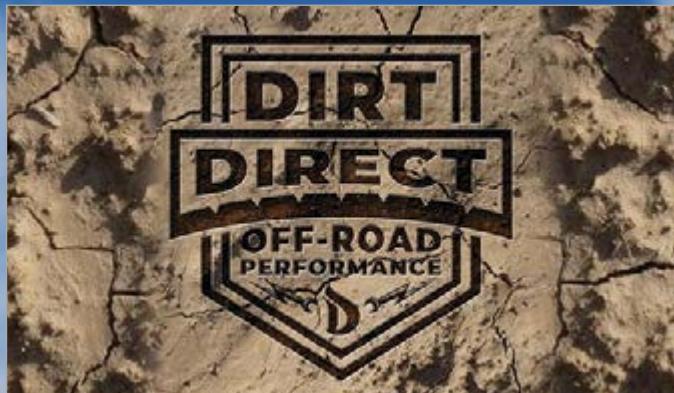
This bill proposes to redefine Side X Side vehicles and remove the engine displacement limit of 1000cc. Drivers and passengers in newer ROV's (SxS) are not currently required to wear helmets because their engine size is larger than the current definition of an ROV. This has hampered law enforcement from ticketing those not wearing helmets or using other safety gear as currently required in the California Vehicle Code. AB1617.

AB 411 (Bennett)

Existing law provides that the program is funded by state and federal moneys through appropriations in the annual Budget Act and that certain moneys, excluding specified federal moneys for recreational trails projects appropriated to the Department of Parks and Recreation, are to be appropriated for that purpose.

This bill would state that the Legislature is required to annually appropriate all those federal moneys for recreational trails projects to the Department of Parks and Recreation for purposes of its recreational trails program and that not more than \$1,700,000 of those federal moneys may be allocated for motorized trail benefits. The bill would authorize the Department of Parks and Recreation to give preference to natural surface, multibenefit trails and trail systems when awarding those appropriated moneys.

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<< Land Use, from 17

The current RTP grant distribution is in the table below.

Based on this table it appears that the funds available for motorized projects would remain fundamentally the same as they are now. RTP grants are very helpful for certain OHV projects, but don't provide nearly the amount of funding (\$30M) that is available through the OHV Divisions Grants and Cooperative Agreements program. CORVA will track this bill and if necessary, meet with the author.

US Forest Service Report

Winter Storm Damage Eligible for FEMA Funding

It was only last May when many National Forests were under fire restrictions. Over the first few months of 2023 the situation on California National Forests has changed dramatically from drought conditions to flooding that has caused extensive damage to infrastructure, including campground facilities, roads, and trails.

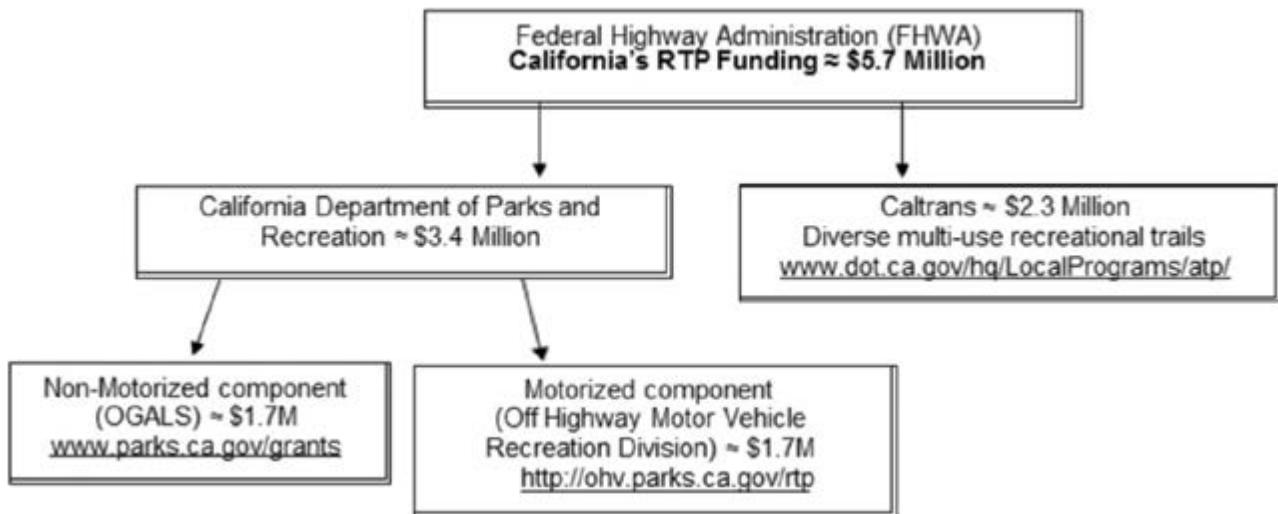
Press release:

President Joseph R. Biden, Jr. Approves Increase in Disaster Assistance for California Release

Date: January 19, 2023 WASHINGTON -- FEMA announced today that President Joseph R. Biden, Jr. made additional disaster assistance available to California by authorizing an increase in the level of federal funding for emergency work undertaken because of severe winter storms, flooding, landslides and mudslides, beginning on Dec. 27, 2022 and continuing.

Under the President's major disaster declaration for California issued on Jan. 14, 2023, federal funding for the approved cost-share programs was made available at 75% of the total eligible costs. Under the President's order today, the federal share increased to 100% of the total eligible costs for debris removal and emergency protective measures, including direct federal assistance under the Public Assistance program, for 60 days from the start of the incident period.

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CORVA Sponsorship Program

Sponsorship Program Highlights

- Free event advertising in our monthly Off-Roaders In Action (ORIA)
- Free event advertising on CORVA website
- Direct emails to CORVA members promoting your event
- General Liability Insurance coverage for non-competitive events
- Introductory rate of \$495.00 includes:
 - One event Certificate of Insurance.
 - Additional event Certificates of Insurance are only \$195.00 each!

Qualifications: Club qualifies for program if club it is a CORVA Sponsored Club.

Sponsorship Program FAQ

The following are the most popular questions and answers about the program.

1. WHY HAS CORVA DECIDED TO SPONSOR CLUBS?

The sponsorship program is seen as beneficial to clubs and to CORVA. It is a win-win situation. The new sponsorship program will allow clubs to continue to have the same events as they have always done – only now – clubs will benefit by having insurance coverage for their "CORVA Sponsored Events". Plus, club members who are paid CORVA members receive the benefits of CORVA membership, including the ORIA, and clubs will receive advertising and marketing help for their event.

2. SO IS CORVA NOW SELLING INSURANCE TO THEIR CLUBS?

No, **CORVA CANNOT SELL INSURANCE!** Only licensed agents can sell insurance programs in the state of California. We are offering a "Sponsorship Program" to our CORVA clubs and one benefit is general liability event coverage for their off-road event.

3. DOES OUR CLUB HAVE TO BE A CORVA CLUB?

Yes, our sponsorship program can only benefit clubs who are CORVA Sponsored Clubs under the rules of our bylaws. Plus, we encourage volunteers for your event to be enrolled as CORVA members on the day of the event.

4. WHAT DOES OUR CLUB RECEIVE FOR BEING A SPONSORED CLUB?

Your club will receive **free advertisements** in our ORIA monthly newsletter, on our website, and emails sent directly to our members promoting your event. You will also receive **general liability event coverage** for your event (non-competitive) at an introductory low rate of **only \$495.00** which **includes** one Certificate of Insurance, valid for a year. Additional certificates (for an additional event held in a different area) are available for **only \$195.00 each**.

5. WHAT IF OUR CLUB GOES TO A CORVA EVENT LIKE TRUCKHAVEN?

Truckhaven is a recognized annual CORVA BOD event. All current members are welcome to attend all CORVA events. The event already qualifies as part of our insurance certificate we hold for our membership. Other events that are covered include our Jamborees, Convention, and Fun Days.

6. HOW ABOUT OUR CLUB'S ANNUAL EVENT WHERE WE INVITE OTHERS?

If your club qualifies as a CORVA Sponsored Club, your event can have outside participants – i.e. non CORVA members. But we encourage CORVA membership. No spectators are allowed at events, only participants.

(Please remember, NO COMPETITION events are covered – No RACING!)

Other Questions asked:

Does this coverage also include board member liability insurance?

NO – it does not. It is intended to be "event general liability insurance" for the CORVA club offering Certificates of Insurance when required. The Certificate of Insurance is usually needed for the landowner or leaseholder of the property where the event is to be held. (BLM – Forest Service, California State Parks, etc.) However, Directors and Officers Liability Policies are available from our insurance agent. Please request the company information from

your regional representative so that your club may receive a quote.

Does this cover everyone in my club?

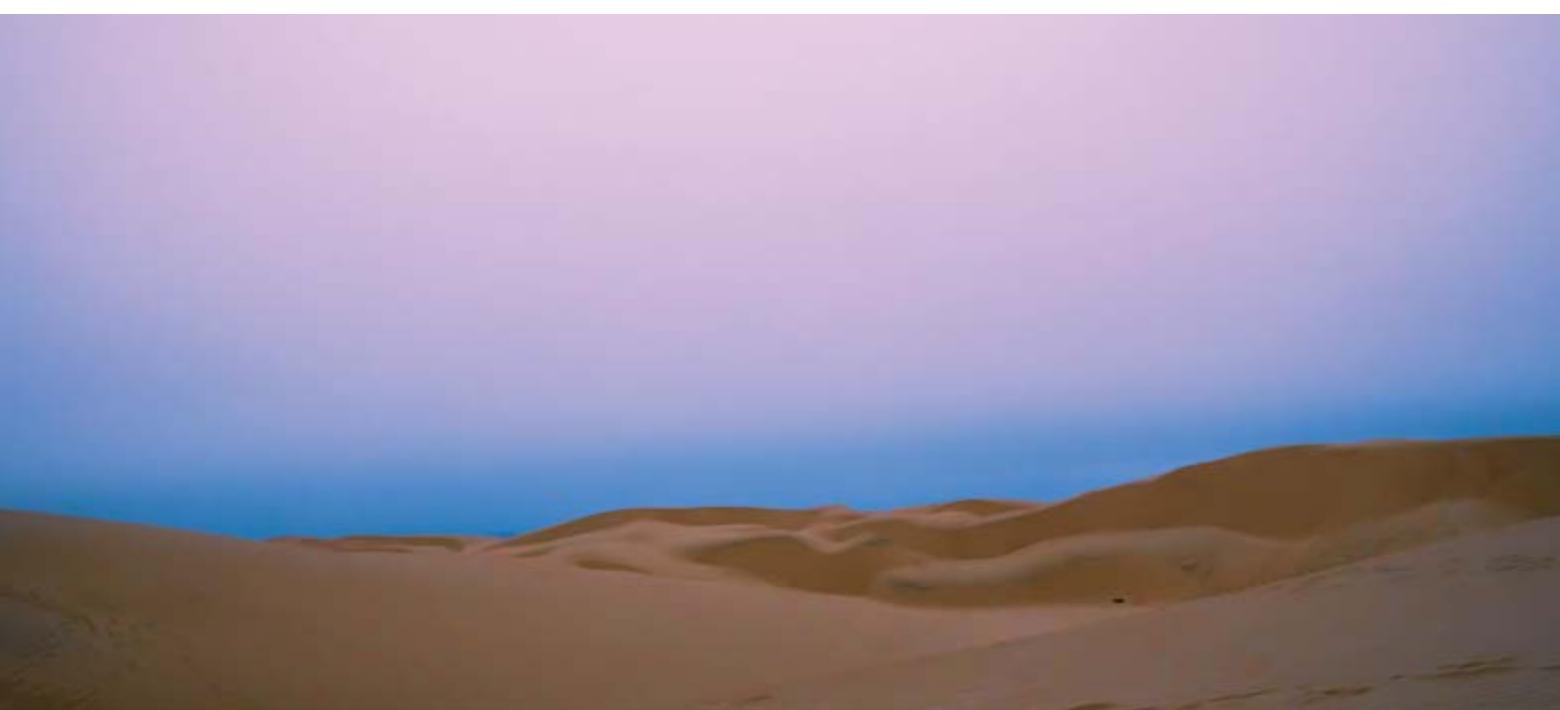
YES – As a CORVA Sponsored Club, all members in good standing of your club are covered under this policy, that's why we request a current membership list when applying for the insurance certificate.

Club Requirements:

The club would be required to provide the following:

- A membership list of paid-up club members
- An application sheet that would include officers, contacts and chairpersons for events with their contact information
- An approved Safety Program in place for all participants, and an approved waiver signed by all participants for the event
- A check in the amount of \$495.00 designated as their participation fee.
- The club must include CORVA on any permit application needed for their event, since the Certificate of Insurance will actually be issued to CORVA, along with any language required by the landowner/agency for the permit.

For more information contact Amy Granat at
amy.granat@corva.org, or 916-710-1950



Sequoia and Sierra Forest Plan Revisions

CORVA has participated in the proposed Sierra and Sequoia National Forest Plan revisions since 2011. These two national Forests cover nearly 2.5 million acres and have many highly important opportunities for OHV recreation.

Two OHV organizations, the Stewards of the Sequoia and Cal 4 Wheel, have asked CORVA if they would like to join litigation aimed at overturning the Record of Decision recently issued for these Forest Plans. Their objections relate to the closure of Cannel Trail to motorized use and legalization of the Pacific Crest Trail Corridor.

Although we support efforts by any group to improve access to public lands, these organizations have yet to share a legal strategy with us. They are seeking legal opinions about whether litigation against a Forest Plan that has been through the objection process can be litigated. This is very much an open question, as the objection process was adopted only a few years ago and we are not aware of cases where it has been subjected to legal challenge.

CORVA filed litigation in federal court challenging Travel Management several years ago, and despite making a concerted effort, primarily sponsored by the Pacific Legal Foundation, we were unsuccessful. CORVA never shirks from filing litigation, provided the case is winnable and does not come at an inordinate cost to the organization and its members.

On the Sequoia-Sierra Plans, CORVA has submitted comments at each step in the process.

The Revised draft Forest Plans and related Final Environmental Impact statement and Records of Decision for these plan revisions have been released,

and the Forests entered the Objection period on June 14, 2022. Objections have been resolved, so now the Revised Forest Plans will go into effect.

CORVA participated in the objection resolution meetings November 15–17, 2022. CORVA received a detailed response following the objection resolution meetings.

Wilderness additions

The Sierra Forest Plan revision includes no new wilderness areas. The Sequoia Forest Plan revision includes one newly recommended wilderness area which is within the boundaries of the Giant Sequoia National Monument.

Wild and Scenic Rivers

In addition, the revised Forest Plans include many proposed Wild and Scenic Rivers, as well as newly revised Sustainable Recreation Zones.

The new zones will not affect existing designated roads and trails but will be considered during future Travel Management planning when this occurs at a project level.

The main Travel Management project of interest is the Piute Travel Management plan which is already underway. CORVA has been involved in the Piute Plan since its inception.

Pacific Crest Trail Issues

The revised plans would add a one mile wide corridor for the Pacific Crest Trail. On the Sierra national Forest this would be entirely within existing wilderness. However, 14 miles of the Pacific Crest Trail corridor on the Sequoia will traverse an area that includes several road and OHV trail crossings, some of which are designated routes. This change could very well affect ohv use on these trails.

CORVA filed multiple objections to the Pacific Crest Trail Corridor expansion, however as expected the

Objection Reviewing Officer upheld the PCT Corridor Plan and provided no instructions to revise the plan.

BLM Issues – WEMO Lawsuit against BLM

CBD files a lawsuit against the West Mojave Route Network Plan.

Many of you who visit the California Desert are familiar with the West Mojave Route Network Plan that would designate over 6500 miles of routes in a planned area of over 3 million acres.

The West Mojave Plan, also known as the WEMO plan, has been subject to decades of litigation. The plan was developed in 2018–19 following court ordered modifications to the previous plan, including an amendment of the California Desert Conservation Act that originally limited routes of travel to those present in 1980.

CORVA has long supported the WEMO plan and has previously filed intervenor status when the plan went to court. CORVA has had informal discussions with the BLM about doing this again, and we have been assured that the BLM plans to provide a vigorous defense of the WEMO Route Network Plan which they feel is well constructed, valid and legally defensible.

CORVA Concerns related to America's Outdoor Recreation Act, S. 873

Earlier this month the ARRA newsletter reported that S.873, America's Outdoor Recreation Act, passed out of Senate committee and will next go to the House of Representatives.

This is unfortunate because the bill includes a section that on its surface appears to be helpful to outdoor recreation, but in fact has the potential to be detrimental to both motorized and non-motorized

recreation.

The specific section of the bill that we find objectionable is Section 135, Travel Management.

Background:

The public generally associates motorized recreation with dirt bikes, ATVs, and 4Wheel drive vehicles. In fact, any visitor to America's public lands probably reached their destination by travelling off highways on an unpaved road. To do this they are engaging in "off road travel" and it is likely that they were traveling on a USFS designated motorized route if they were visiting a National Forest, or a "ground transportation linear feature" if they were visiting BLM land.

The Travel Management Rule was promulgated by the Forest Service in 2005.

Implementation of the Travel Management Rule (2005) was an ambitious and costly undertaking, and the Forest Service set the goal of completing the process within 4 years. This proved to be unfeasible, and the completion deadline was extended to 2010.

The Forest Service Washington office placed a great deal of emphasis on completing Travel Management Plans on all national forests, so these plans were often completed under pressure to meet the deadline, usually without an inventory of existing routes or a fair and objective analysis of resource impacts.

We estimate that approximately 80% of existing motorized routes were closed by the Travel Management process. The effect on both motorized and non-motorized recreation was devastating and the cost to the Forest Service and the economic loss of tourist dollars to rural communities were monumental.

The BLM soon followed suit with their own version of Travel Management, which required application of the minimization criteria to "ground transportation

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Welcome one of our newest CORVA members.
Jason Green just turned 18 and his first priority as an adult was to join CORVA.



Sand Sports Super Show

SEPTEMBER 15-17, 2023

CORVA is excited to announce that we'll have a booth set up again this year at the Sand Sport Super Show. Each September, hundreds of exhibitors and thousands of attendees come together at the Orange County Fair & Event Center in Costa Mesa, Calif., for the biggest and most exciting dune and dirt sports EXPO in the world.

Join us for three days of fun and get up close to the latest Sand Rails, ATVs, UTVs/Side x Sides, accessories, apparel and a whole lot more! Take part in the world's largest sand sports expo!



For tickets and more information, please visit:
<https://www.sandsportssupershow.com/>

<< Land Use, from 23

linear features" which are most often motorized routes of travel, used for motorized recreation or for access to non-motorized recreation.

Because the section on Travel Management is included in the bill, CORVA has taken the position of "oppose unless amended". CORVA is working through channels to communicate our position, and we'd like to thank Eric Snyder of SEMA for listening to CORVA's objections.

Wilderness Legislation Update

HR 2546 – Protecting America's Wilderness Act

We expected reintroduction of wilderness legislation that failed to pass the Senate in 2021. As usual the bill was reintroduced into the 117th Congress for 2021–2022. The bill passed the House on a party line vote and was referred to the Senate Energy and Natural Resources Committee, where it did not progress, despite a determined attempt by environmental groups to have the bill prioritized. The bill would have designated over 600,000 acres of new wilderness, much of it in California.

This means the bill may be introduced and considered by the 118th Congress next year, however given the lack of progress of last year's bills California wilderness advocates seem to be focusing on the role of federal lands in the meeting the objectives of meeting California's 30X30 initiative, expansion of the Snow Mountain Berryessa National Monument, and other short-term goals.



Annual Meeting

Hello CORVA members! April is typically when we hold our Annual Meeting. This year was no different. Plans for the meeting start a few months before. We did have a few hiccups but thanks to Amy, our Managing Director and Mike McGarity our president, we got things on track and had a very productive meeting. Once again it was held in Visalia, which makes it easier for the board members and our general membership to attend since it's centrally located in the state.

We started off with a mixer on Friday evening at the Visalia Marriott. Everyone brought a snack or something to drink and we had a little party. Thanks to Mike McGarity for buying pizza. Afterwards some of us went to the jacuzzi and continued the party.

Saturday morning, it was down to business. Overall we had about 35 members join us in person and more virtually. This was our first successful attempt at having a hybrid annual meeting with both in person and Zoom access. Next time should even be better.

The meeting started off with the Pledge of Allegiance and then we had a brief presentation from Visit Visalia. Suzanne Bianco spoke to us about what Visalia has to offer and provided us with some brochures about the city. We then had two of State Parks' finest talk about issues going on with State Parks. Peter Ostroski, the State Head of Education and Interpretation and Don Schmidt the State Head of the OHV Safety Summit both filled us in on what's going on with State Parks with an emphasis on safety within our SVRA's. I am looking forward to working with Peter Ostroski for our Annual Truckhaven Challenge event in January.

After their presentation we were lucky to have Sarah Miggins, Deputy Director of the Off Highway Motor Vehicle Recreation Division of State Parks address the board of directors and our members. She gave us a brief update on our State Vehicular Recreation Areas and stressed the importance of volunteerism in our parks.

Jennifer Eberlien, Regional Forester head of the Forest Service Region 5 (which includes 18 forests in California) spoke next. It was a very special treat to hear what Jennifer had to say about what's going on with the Forest Service throughout the state. Region 5, or the Pacific Southwest Region manages 20 million acres of National Forest System lands in California. The two big topics discussed were how the recent storms damaged many forest roads and how and when they will be able to get them repaired, since record snowfall is still in the process of melting and will surely affect forest roads and trails with the runoff. Fire suppression and mitigation were also discussed. All the speakers took questions from those present.

We then broke for lunch and CORVA provided a box lunch for all the attendees. During lunch there was a Show N Shine hosted by High Sierra 4 Wheel Drive Club in the hotel parking lot and everyone voted for their favorite vehicles.

After lunch it was time to announce the Past Presidents Award. This award is determined by the Past Presidents of CORVA, and is given to someone that they feel deserves it. It's not voted on by anyone other than the Past Presidents. This award and the others are as follows:



Past Presidents Award—Senator Brian Jones of San Diego

Off Roader of The Year—Marlin Czajkowski of Marlin Crawlers

Loony Duners Trophy to Charity—Tierra Del Sol Four Wheel Drive Club

Los Adventureros Conservation Award—High Sierra Four Wheel Drive Club

Southern Club of The Year—Tierra Del Sol Four Wheel Drive Club

Northern Club of The Year—California Enduro Riders Association

Ed Waldheim political Activism Award—Bruce Whitcher

All these awards are well deserved. Congratulations to everyone.

After the awards we had a few board positions that needed to be voted on. The following individuals were voted in to positions on the CORVA Board of Directors:

President—Mike McGarity

V.P. Land Use—Bruce Whitcher

V.P. Sales and Marketing—Lyndol James

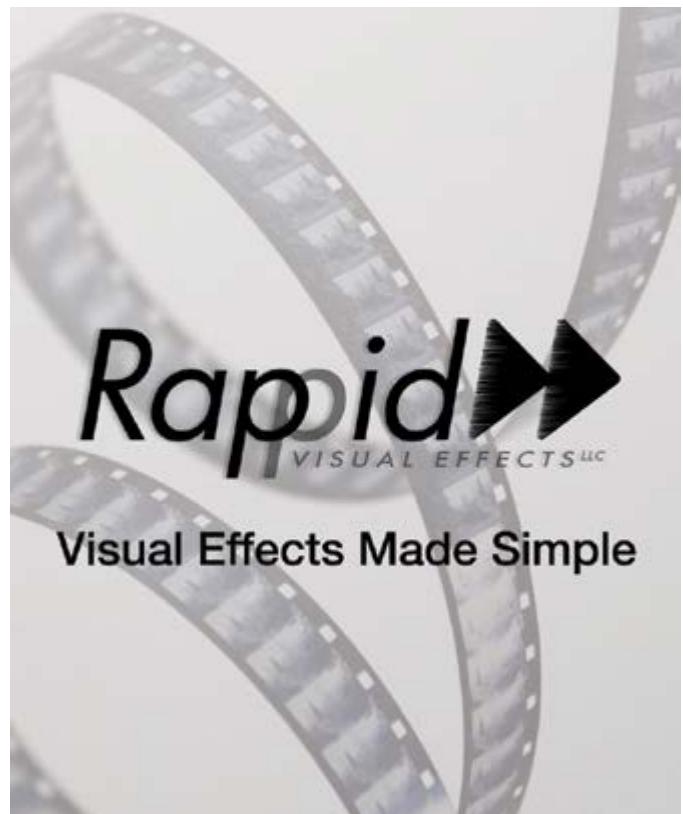
Secretary—Tom Reinhart

We welcome Tom and Lyndol to their first terms on the CORVA BOD.

The membership also voted to approve the proposed by-law changes. The By-law committee was headed by our Northern Regional Director Bruce Brazil. The committee painstakingly reviewed our by-laws and brought them up to date. We want to thank the committee for meeting several times in the previous months and working on the proposals. It wasn't a fun job but needed to be done

It was a very fun and productive meeting. One of the better ones that I have attended.

I am sure we are all looking forward to another great year advocating for access to our public lands and to next year's Annual Meeting.



CORVA Merchandise

STORE.CORVA.ORG

CORVA accepts donations for our merchandise. Although your donation is not tax deductible, it is one way CORVA raises funds to continue to fight for off-road recreation access.

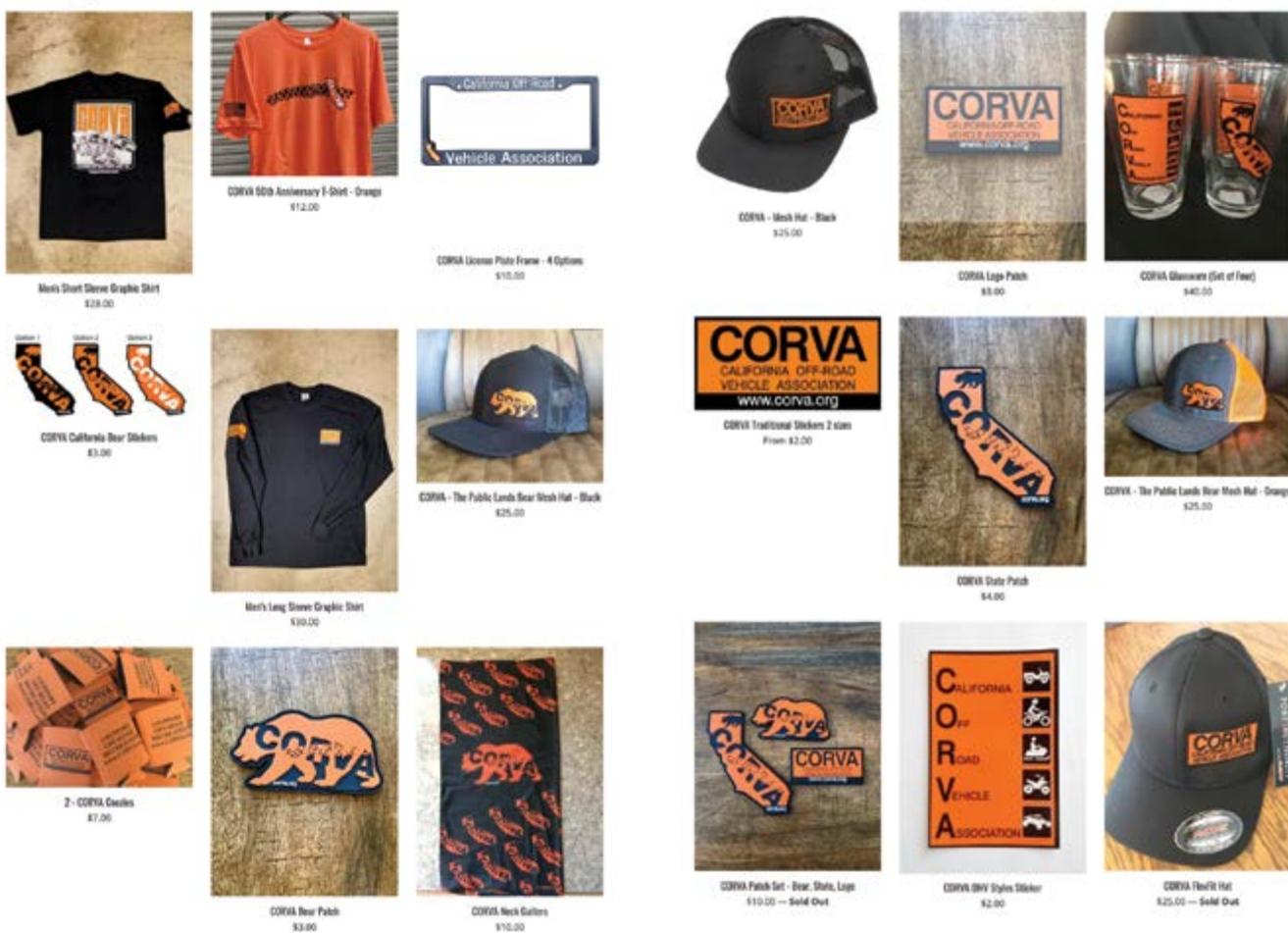
When you promote CORVA by wearing a shirt or hat, displaying stickers, etc. you are helping spread the word to your fellow off-roaders. Show them you support CORVA – Order Today!!

We make the process easy too. **Order online at the CORVA Store** and we will get your order processed quickly. Once we have received your order, we will send you a confirmation email so you will know when

your items have shipped.

All orders 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!



Become a CORVA Business Sponsor

CORVA Sponsors are representatives of manufacturers, wholesalers and dealers of vehicles, accessory equipment, services and/or parts for off-road vehicles. Any business or club may join.

BASIC BENEFITS FOR ALL LEVELS:

- Listing on the Homepage and Business Sponsor webpage with link to website
- Listing on Business Sponsor quarterly ORIA Magazine page
- Receive a digital copy of the quarterly ORIA Magazine, can request extra copies
- Promotion for Business Sponsor through CORVA Instagram & Facebook pages

All three types of sponsorship are annual memberships. A renewal invoice will be mailed to you approximately 30 days prior to your expiration date in order to facilitate the renewal of your Sponsor Membership.

BUSINESS. PLATINUM LEVEL SPONSOR - \$1,000.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common to all Business Sponsor Levels:

- Logo on homepage of website and listing on Business Sponsor page
- One half page color ORIA ad per year
- Yearly Business Spotlight Article in the ORIA

Platinum and Gold Business Sponsor Level can be achieved with a minimum Silver Level Business Sponsor (\$365.00) payment plus raffle donation calculated at retail value.

BUSINESS. GOLD LEVEL SPONSOR - \$750.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common for all Business Sponsor Levels:

- Yearly Business Spotlight Article
- Logo with link to business on homepage

Platinum Level Business Sponsor can be achieved with a minimum Silver Level (\$365.00) payment plus raffle donation with value calculated at retail rate.

BUSINESS. SILVER LEVEL SPONSOR - \$365.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common to all Business Levels:

- Business Card size ad in each ORIA



ORIA Publication Timelines:

The ORIA is published 4 times per year. We welcome CORVA members to submit stories, CORVA Club event advertisement, and CORVA Business Sponsor Ads.

Here are the dates to keep in mind:

- **Winter Publication:** All Submissions due by Oct. 20. ORIA Published to the public: Dec. 01
- **Spring Publication:** All Submissions due by Jan. 20. ORIA Published to the public: Mar. 01
- **Summer Publication:** All Submissions due by Apr. 20. ORIA Published to the public: June. 01
- **Fall Publication:** All Submissions due by July 20. ORIA Published to the public: Sept. 01

Hope this timeline helps and we hope to see more submissions. CORVA Sponsored Clubs...Remember- Part of your \$495 includes event advertising in the ORIA among the other perks. Submissions will be used as space is available. Some submissions may need to wait for the next publication based on available space.

ORIA Advertising pricing 2023:

All Advertising prices are **Full** color on glossy white paper

CORVA sponsored clubs / non-profit organizations:

- Full Page: \$160
- Half Page: \$80

CORVA Business Sponsors:

- Full Page: \$320
- Half Page: \$160



Non-Affiliated Clubs/ For-Profit Organizations/ Businesses:

- Full Page: \$420
- Half Page: \$260
- Business Card: \$160

CORVA ORIA Ad Specs:

Full page: 8.375 x 11.375 inches

Half page: 8.375 x 6.2125 inches

Quarter page: 4.2292 x 6.2125 inches

Business card: 3.5 x 2 inches

All files: CMYK color space, minimum dpi =150, ideal dpi = 300.

Note that the full, half and quarter page dimensions include a .25 inch bleed, so important content shouldn't be within .5 inches of the edge.

Photo Submission Specs:

Full page: 1280px x 1800px (or larger)

Half page: 640px x 900px (or larger)

Cover: 2400px x 3600px (or larger)

Donations

GIVE NOW AND HELP CORVA FIGHT FOR YOUR RIGHT TO RIDE!

Can we count on your support?

Freedom to **Ride**

Freedom to **Drive**

Freedom to **Camp**

Freedom to **Explore**

CORVA is proud to defend access to OHV and OSV opportunities in California!

Your donation can be made to any of the following funds: General, California Desert Issues, Legal, Oceano Dunes/Pismo or Snowmobile Legal.

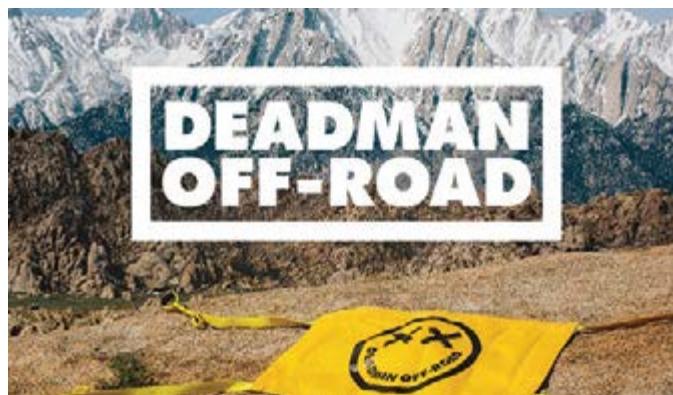
Donations can be made online at:

<https://corva.org/donate>

CORVA representatives and volunteers attend more public meetings; present more written comments and collaborate with more agencies than any other off-road organization. Since 1970, we have been accepting the challenge to fight and win OHV Liberty. We're dedicated to protecting the land FOR the people, not from the people. We are YOUR voice! No other organization can make that claim.

CORVA is dedicated to fighting for your freedoms, and your children and grandchildren's motorized recreational liberty.

CORVA: Your Voice EVERYWHERE, fighting for and winning access for Motorized Access





You keep us going

Thank you for your donations

Joel Paez	\$1,000	Mark Miller	\$40	Eric Rehm	\$15
Vinnie & Kathy Barbarino	\$90	Mikkel Hansen	\$40	Jason & Cheryl Riddle	\$15
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David & Teri Cherniss	\$60	Jay G	\$30	Danny Williams	\$10
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Rick & Peggy Casper	\$60	Conor O'Neill	\$20	John & Wendi Eller	\$10
R&R Duners	\$50	Dennis Quinn	\$20	Jon & Lisa Swedlund	\$10
Tyler Tucker	\$50	Erik Rettedal	\$20	Keith Lynam	\$10
Alex Hoffmann	\$40	Gene Riggs	\$20	Mark & Rosa Selover	\$10
Bong Magno	\$40	Greg Mudd	\$20	Matt & Tracy Dresselhaus	\$10
Chuck & Heidi Nielsen	\$40	Jack & Keila Dillender	\$20	Rick Soto	\$10
Chuck & Pretzel Drew	\$40	John & Kathy Peyser	\$20	Rick & Melissa Soto	\$10
Dennis Shimono	\$40	Matthew Wolde	\$20	Rob White	\$10
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Frank & Bari Havlik	\$40	Sean Montgomery	\$20	Scott & Linda Bern	\$10
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Kristopher & Noel Lovell	\$40	William & Kari Kronsted	\$20	Travis Troupe	\$10

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S. REGIONAL SECRETARY — JIM WOODS

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Non-Board Positions

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WEBMASTER AND DATABASE MANAGEMENT — WAYNE BERG AND AMY GRANAT



Election Statements

The following are statements made by candidates at the last Annual Meeting.

Mike McGarity

Dear CORVA Membership:

I am asking for the membership in support of my election on April 29, 2023 as CORVA's President.

I believe my skills, passion and longtime dedication working in land use will surely be a major asset to advocating on behalf of the off roaders in California. I have been personally involved with off road advocacy for over 15 years. I am a long-time member of the Clovis Independent 4 Wheelers Club and served as the President of that club for many years where he volunteered hand and hand with the Sierra National Forest as an advocate for access of our public land for off road vehicles.

When I am not busy at an off-road show or event, then you would find me volunteering for the Sierra

National Forest within their Adopt-A-Trail program. I am busy with trail clearing and maintenance every year when it's time for trail clearing. I wrote and received OHV grants from 2013-2019 through the OHMVR OHV Grants. I give all I can for the betterment of off-road recreation in California, to protect off road access and for the long-term sustainability of our sport.

I previously served on the Board of Directors for Cal4Wheel, California Four Wheel Drive Association. I served as the Central District Vice President from 2017-2021. I also served on the board of Friends of Oceano Dunes from 2020 – 2022 and were deeply immersed in the issues and fight for Oceano Dunes SVRA. My involvement includes attendance of many State Parks OHMVR Commission, APCD and Coastal Commission meetings. I spoke and sent many comment letters to government and agency officials related to his work with Friends of Oceano Dunes. I have brought many valuable contributions to both the California Four Wheel Drive Association and the Friends of Oceano Dunes team.



**IT'S NOT THE TYPICAL TOUR,
IT'S A PRIVATE ADVENTURE
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I joined the CORVA Board of Directors in 2021 as the VP of Administration. My primary duty was and continues to be the publication of “ORIA” Off Roaders in Action magazine. In April 2022 I became the President of CORVA. Through my work in the land use arena, I have kindled and built many relationships with government officials in California State Parks, US Forest Service and BLM. Over the past year, I have built relationships and work with many of the Executive Directors and Presidents of other land use organizations. I have developed many amazing friendships within the off-road industry businesses and manufacturers. I never stop pursuing vendors for event fundraising and partnerships within the off-road community. I have brought to CORVA

several business sponsors and we continue to grow. I attend many off-road events and shows during the year. I have spent many days and hours volunteering and signing up new CORVA members in the booths at many different events and shows year round. It's very rewarding to share my passion for off-road advocacy with the participants walking by.

I feel I have and continue to do important work in public land access and off-road advocacy through the collaboration and partnerships with many stakeholders. I literally work every day for CORVA on off-road advocacy. I appreciate your support to continue doing so on behalf of CORVA as the President.

Thank you, Mike McGarity

Bruce Whitcher

I am submitting this information in support of my re-election as CORVA's Vice President of Land Use and Public Policy. It's hard to believe that I have served as a member of the CORVA Board for over 15 years. Some of you may know me as the author of the CORVA Land Use Update which I have faithfully provided for every issue of the ORIA since I joined CORVA.

Shortly after joining the CORVA Board in 2008 one of my first accomplishments was to start the CORVA Comments project, together with CORVA's president, Ed Waldheim and our executive director Amy Granat. Working with local stakeholder groups we helped draft numerous comments on Motorized Travel Management Plans on all eighteen National Forests in California. It is difficult to overstate the importance of the Comments Project, which provided local stakeholders with a knowledge base for comments that saved thousands of miles of

motorized trail.

Since that time CORVA has consistently provided substantive comments on every issue related to motorized recreation in California, including BLM Travel Management Plans, Forest Plan Revisions, and State Parks SVRA General Plans just to name a few.

These activities have provided me with a solid background of experience in the federal NEPA process. In addition, I have over 20 years of experience with state government, including both the legislative and regulatory processes. Over my years of service to CORVA I have developed an understanding of California's OHV program. I submitted OHV Grant applications beginning in 2014 and I have good working knowledge of this important program.

It would be an honor and a privilege to continue as CORVA's VP of Land Use and Public Policy, and I look forward to your support.

Lyndol James

Dear Members,

My name is Lyndol James and I was appointed to the Vice President, Sales and Marketing position at the January Board of Directors Meeting. I'm asking for the nomination of this position and your vote at the Annual Meeting to remain on the Board of Directors.

Since 1991, I have owned a masonry construction and pool building and remodeling company. I have always loved to ride dirt bikes. In the early 90's I went down to the Honda shop in Simi Valley when Jim and Roberta Woods owned it, they had a used 86 Honda TRX 250R quad which I purchased. I raced Adelanto Gran Prix with that quad and was hooked. I began racing all of the AMA district 37 races. I was racing

about 45 weekends a year and riding on most other weekends.

In 2000, I won the number one Expert Quad class plate (District 37) and around that year the number 2 Quad Gran Prix division and number 3 Quad National Hare and Hound Plate. I still currently ride quads, dual

sport bikes, dirt bikes, adventure bikes, and off-roading in Jeeps. I have been involved with Conejo Valley "On The Rocks" Jeep club for ten years and am currently in my second term as their Legislative Liaison. I would appreciate your vote. Thank you.

Sincerely, Lyndol James

Tom Reinhart

Hello CORVA members,

My name is Tom Reinhart. I am asking for your nomination for the CORVA Board Secretary position. I'm 60 years old and have been married for 34 years to my wife Tammie. I believe in God, family, and country in that order. I have two adult girls and one granddaughter. I owned my own landscaping business from the age of 16 to 24. I am a retired firefighter (5 years) and retired police officer (25 years). I now work part time for a hospice company (facilities coordinator) in Fresno California.

I enjoy playing softball, camping, hiking, boating and off-road riding with my wife Tammie. We currently own a 1993 Nissan four-wheel drive pickup with 35" tires and front and rear lockers. Also have a 2016 Polaris ranger 900 crew. My wife rides a 2021 Polaris quad. I am currently building a CJ7.

I have been involved in OHV since I was old enough to ride a dirt bike. I have since graduated into building and driving a four-wheel drive pickup (Nissan) and riding quads and SXS. I got involved with Clovis Independent off-road club through helping them with communications at their "Moonlight Madness" event. I also joined 4X4 Him off-road riding club a few years ago, and this year I was elected to their president position. Being a member of these off-road clubs, I have participated in many of their events.

Included in these events have been trail openings and closures. I believe this is one of the most important activities a club can be involved in. I had the pleasure to join Mike, Vinnie, and Lyndol at the King of Hammers. I helped set up and run the CORVA Booth. This gave me a lot of confidence and knowledge to continue to do this in the future for CORVA at other events.

I have been an amateur radio (ham radio) operator for over 20 years. I belong to several ham radio clubs in the Fresno and Madera area. I have used my ham radio skills at many events to help with communications. I have helped many people in the hobby of ham radio pertaining to OHV. I enjoy programming radios and helping people set up their radios.

In closing, I believe I would be a great asset to the CORVA organization. I attended the CORVA Annual Meeting last year at Prairie City to support Mike in his nomination as VP, Administration at the time. I was asked a couple weeks ago by Mike if I would step in at the Annual Meeting to help facilitate the Zoom component of the meeting and assist in the Secretary duties. I will be there and look forward to seeing everyone again. I hope I have your support and confidence that I can fill the position of CORVA secretary. Thank you and God speed.

Sincerely, Tom Reinhart



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On-Going Meetings

Friends of El Mirage

www.elmirage.org

2nd Wednesday

Friends of Jawbone

www.jawbone.org

3rd Wednesday

Board Conference Call

The BOD meets monthly via Zoom. The meetings are on the 4th Monday of each month unless it's a *holiday or other conflict. Here are the upcoming dates:

*December 19, January 23, February 26, March 27.

Meeting agenda and zoom link will be sent out and posted 2-4 days prior to each meeting.

Get in Touch

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

Off-Roaders In Action Summer 2023

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