

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

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OFF-ROADERS IN ACTION

July 2014 | Volume 26 Issue 10

Managing Director's Report

By Amy Granat

As we were writing this issue of our newsletter, Off-Roaders in Action, word came of an unfortunate incident that occurred at Red Rock State Park. A number of vehicles found a weak link in the fence surrounding Nightmare Gulch, and proceeded to enter the trail area and drive wherever they wanted. This act, borne of frustration and anger, was a reaction to a wrongful closure perpetuated months ago by State Parks. But there's an old piece of wisdom passed down for generations that fits this situation: two wrongs never make a right.

Because CORVA fights trail closures around the state every day of the year, I can personally relate that nothing is more annoying or more frustrating than when we learn of a closure that has happened without sound justification. That was certainly the case with Nightmare Gulch. The fact that the trail was always closed this time of year due to Bird of Prey nesting time had nothing to do with this incursion. Although I don't personally know the people responsible for this trespass, I am very familiar with the emotion that lies behind these illegal actions. People think nobody is listening to them, nobody understands their anger, or believe they're somewhat justified in their actions and deserve to do whatever they want at whatever cost. It's a very short-sighted point of view, as their time reveling in Nightmare Gulch is going to cost the off-road community a lot of grief for a long period of time. Those who oppose off-road recreation will use this event to claim that off-roaders don't deserve access to public land. They will have a field day showing the pictures of the abuse to anyone and everyone who might listen. The ironic component of this incident is that in CORVA we've been on top of this closure since the very beginning, and were just recently making steady progress to get the trail reopened. Opinions that led to the closure in the first place are now less in control, and more level-headed people in charge who understand how important this trail is to the OHV community. In light of this incursion, my only hope is that we can still maintain this forward progress and truly get Nightmare Gulch reopened.

So what can we do in the greater off-road community to stop

this kind of behavior? The answer is: there is no easy answer. There is no one-step solution, rather we have to engage in a combination of steps that might lead to an answer. In the off-road community, we need greater education and outreach, and more policing in our own community. We need to understand that trespassing into closed areas or into private land is never justified, no matter what the perception of unfairness that may exist. We need to start teaching our children when they are young to respect their environment however they chose to recreate.

I'm also thinking that we need a safety valve of sorts. If anyone has a question about a closure, or about a trail, reach out to us in CORVA and let us find out what is going on in that specific area. Chances are someone on the Board of Directors, or closely involved in the organization can help. Trust in your statewide organization to help you find solutions to trail closures. One thing is certain: we have to work together to find solutions that will lead to greater opportunities. Breaking laws and trespassing into closed areas is never an answer; it only creates more problems.

All over the state CORVA has been busy advocating for off-road recreation. We are pushing hard for the new OHV park proposed for Los Angeles County. We are working with the Parks Forward Commission, making sure the OHV Division and off-road recreation interests are considered as an important part of the plan for the future of State Parks. Everyone who recreates in the Inyo, Sequoia and Sierra National Forests has to be aware of the forest planning and get involved!

As off-road enthusiasts we confront challenges all the time. We look forward to testing our skills on rocks and rough terrain. Yet we neglect to join organizations like CORVA that stand up for our rights everyday. We chose to spend thousands on our rigs and bikes, but sometimes forget to donate the funds to pursue legal actions when trails are truly closed illegally. Come on everyone, we have no time to waste. It is time to stand tall and get with the program. Join and donate at www.corva.org.

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

Cal Poly Hi-Mountain Dual Sport Ride

By Vinnie Barbarino, Southern Region Secretary

I've been offroading in one way or another for the better part of 45 years. I've had dirt bikes, 3-wheelers, Quads, a rock crawler and several 4x4s. I've never raced but have done a bunch of poker runs. On April 27th the Cal Poly Penguins held their annual dual sport ride in and around San Luis Obispo. This was the first dual sport ride that I have ever participated in. I was a little nervous about it since I wasn't sure about how to use a roll chart or the new GPS that I bought.

The run went great but not without a couple of hiccups. There were 8 in our group who drove up there from So. Cal. We all met up at parking lot H1 in the Cal Poly SLO campus. After checking in at the blue EZ up, picking up a few free-bees, putting a raffle ticket in the jar and having the guy put the GPS route on my Garmin, we all gathered for the riders meeting. We were told that the roll chart wasn't exactly correct but the GPS route should work except when we were on the private ranches. But ranches were marked with arrows. Oh yeah, did I mention that there was a marathon going on in

downtown SLO that weekend? Now try to imagine 300 dual sport bikes trying to find their way through downtown with most of the roads blocked off because of a marathon. It was comical to see dirt bikes going this way and that way all over.

We finally found our way with the help of my friend Kevin who lived there while going to college. The ride through SLO was beautiful. The course went on paved roads, fire roads and dirt trails. There were easy and hard routes. We even rode on private property ranches that the owners allowed us to. The Penguins made a great tri-tip lunch with all the fixings. They even gave us some gas too. At the last ranch there was a teeter totter set up over a stream. I passed. Maybe next year.

The Cal Poly Penguins are a CORVA club. Without club support from them and the many other CORVA clubs, we would not be able to do the work we do to keep our trails open. I, for one, am looking forward to next years Hi Mountain Dual Sport Ride.

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NOT A MEMBER?

SIGN UP ONLINE OR USE THE FORM ON PAGE 14

www.corva.org

Dunes Campground Host Wanted

By Ed Stovin, Assistant Southern Director - Grants

The BLM is looking for a few people to be campground hosts in the Imperial Sand Dunes (Glamis) next season. It is a neat job that has some cool perks, but you will need to qualify for a position, kind of like applying for a job. They are looking for at least three hosts, and maybe as many as seven for spots throughout the dunes. One spot in Dune Buggy Flats will have electrical power, the rest will require you to be self contained. The amount of time you spend out there can be as little as 10 weeks or as much as all season. They really want people hosting the weeks before and after the five biggest weekends out there. What you get is a free permit, choice spot to park, job training, a radio, a small reimbursement and a sense of being part of the solution to problems that may arise. You will help people with information about the dunes and communicate with BLM personnel. There are no law enforcement duties, problems would be called in. There are a few tasks the hosts will need to do also. If you are interested, fill out an application form, and fax it over to Daniel Baca at: (760) 337-4490. You can

also contact Neil Hamada at: (760) 337-4451 or visit the following website for more information:

<http://www.blm.gov/ca/st/en/fo/elcentro/recreation/ohvs/isdra/dunesinfo/volunteers.html>

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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 both share. Only together can we fight the extremists. We are:

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

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PRESIDENT'S MESSAGE

By Harry Baker

Congratulations to our newest board members, Kim Carpenter, VP of Education and Lori Lewis, Assistant Northern Director-Clubs. I would also like to thank Ed Waldheim and Terry Work, who have stepped down from their board positions, for the years of dedication to and the work that they have done for CORVA. Thank you to Clayton Miller and Jim Woods who have moved into the positions of VP Administration and Southern Regional Director respectively and Mike Moore who continues in the position of Treasurer. And thanks also to all the other members of the board, as without your commitment, CORVA could not exist.

I recently drove the boundary between the newly designated exclusive military use area and the shared use area in Johnson Valley. The Marines have started posting signs marking the boundary between the two areas. They are only putting signs on what appears to be the few well defined north-south routes of travel. The signs are from 0.2 to 1.5 miles apart and are not always visible from one to another. As Johnson Valley is an open area with no restrictions on cross country travel, how will a person know when they are crossing the boundary? This randomly spaced signage could easily lead to unintended trespass and presents a potential conflict between the Marines and the civilian users. Better signage needs to be in place before the Marines start using live fire in the training area.

During a joint BLM/Marine information meeting in May it was very obvious that the final plan of how Johnson Valley is to be managed is not final. Please stay alert and involved and be careful out there. You don't want your first indication that you have trespassed onto the base to be a Hummer in your rear view mirror.

Legislation to make much of the Angeles National Forest a National Recreational Area (NRA) administered by the National Parks Service (NPS) has been introduced in Congress. The concern is that the NPS is very restrictive in what uses they allow in the lands they manage. Just look at the number of acres in Yosemite or Yellowstone that are limited to little or no access by the general public. Yes, these are beautiful areas and none of us want to see them developed, we just want to see them. If this legislation passes and a large portion of the Angeles NF becomes an NPS unit, will it be just be a matter of time until the Rim of the Valley proposal is revived?

As Bruce Whitcher has reported, the proposal to designate additional wilderness in the Los Padres NF is gaining momentum. Among other aspects is the concern if trails in the Piru and Lockwood drainage system will be impacted by the Wild and Scenic designation in the proposal. Legislation has not yet been introduced and discussions of the entire proposal are ongoing.

The Desert Renewable Energy Conservation Plan (DRECP) is nearing completion and is tentatively due out for public comment in the Fall. Remember this is a conservation initiative so the DRECP is a plan to designate all land in the desert as to its best suited use, renewable energy projects, conservation areas and areas that need further protection. If done correctly the plan would facilitate the placement of renewable projects and streamline the permitting process. A great deal of time and energy (pun intended) has been spent by the DRECP team and it will be interesting to see what impact their recommendations have on access to the desert, as early on in the process we were assured that the land used primarily for recreation was not being impacted.



Harry Baker presents Betty Munson with the CORVA 2013 Political Action Award.

You all saw the announcement last month about our partnership with TDS and Ecologic Partners in the Ocotillo Wells legal action. I certainly welcome their participation as represented by their collective attorney, David Hubbard, who will work together with our attorney, Jesse Barton, to defeat the lawsuit to close Ocotillo Wells, that was filed against State Parks. Proactive thinking and a marshaling of the forces has long been the hallmark of CORVA's existence, and as evidenced, working with others at this time will make us all stronger and will increase our resource base. The courts do not move quickly, so stay with us for the long haul ahead.

As always, I encourage you to follow our website and our Facebook page for the latest updates, as there is always something new happening. If you want to have CORVA board members speak to your group or attend your event, please let me know.

Thank you all. CORVA appreciates your support, your activism, your enthusiasm and your friendship.

Combination of Self-Sufficiency, Generosity Ensure Successful 4x4 Experience

By Tom Severin

Maybe you never caught a touchdown pass. Maybe you never rescued a damsel in distress. But if you four-wheel you can be a hero to someone. If that someone came ill prepared for an excursion, you can step forward to help out with extra gear.

Four wheelers know that preparation is key. Each driver must account for his or her own needs. But many in our hobby go above and beyond. They try to anticipate what may occur and pack extra supplies accordingly.

All trips entail a certain group dynamic, where personalities of course play a part. But preparation, or the lack thereof, can be a factor, too. If the trip is short, you probably won't have any issues. On a longer trip, something as simple as a shortage of basic gear can cause friction and conflicts. You and others can minimize or eliminate this issue by packing extra gear.

Off-Road Tools and Gear to Pack

When deciding what additional items to pack, think of basic needs. Space permitting, I suggest you bring extra gas, blankets (or a sleeping bag) and radios. Don't worry about trying to pack for everyone. Even one extra blanket can come in handy.

If space is limited, focus on smaller items. Some of the more valuable ones include batteries, rope, band aids, aspirin, ibuprofen, tire plugs, tin foil, toilet paper, garbage bags, Ziploc bags, and tent stakes.

While gas is always in demand, you may not have extra room. If your vehicle holds only two containers and those are spoken for (one each for gas and water, for example), don't sweat it. Concentrate on smaller items.

Having this extra gear has as much a physical effect as a psychological one. Drivers are more focused and less worried about their gas situation when the tank gets low. Therefore, I always recommend bringing an extra 5 gallons of gas, even if you don't need it. The additional gas provides peace of mind, and adds a dimension to your excursion: you could take an unplanned side trip along the way.

Similarly, a cold, restless night can really spoil the trip for a participant. That person's demeanor can affect the entire group. Your extra blanket or sleeping bag can make a big difference.

Bear in mind that four wheeling naturally requires a certain amount of self-sufficiency. You should put a lot of thought and preparation into each trip.

Should you divvy up the gear among your drivers? That may sound logical, but it can cause some serious problems.

First is that the group may have only one of a particular item (say, a stove). If that breaks or the owner gets separated from the group, the other drivers will be forced to compensate.

Another drawback is that everyone in the group then starts relying on the others for gear. As I mentioned above, four wheelers are naturally self-sufficient. If you are going to participate, you must be able to handle your own basic needs. What would you do, for example, if you got separated or stranded?

Another possibility is that you have to bifurcate your group. Drivers with certain skills or interests go in one direction, while the rest remain on the established route. (In extreme cases—say, due to severe weather or other dangerous situations—you may need to split up your group.) If gear is divided up among the vehicles, each group is going to be short of a number of items.

Bring the Gear Even if You're Not Skilled

Some riders wonder whether they should bring a piece of equipment that they can't use (or use very well) themselves. I always recommend that they do. Even if that person isn't very adept with the tool, another driver may be. Having that piece of equipment on hand could mean the difference between a successful trip and one that ends early.

Due to the punishing nature of four wheeling, various parts can break on a vehicle during the trip. Someone with welding skills is a real asset to the group. You may not be skilled at welding, but you can still pack the necessary supplies.

Believe it or not, it is possible to weld with two 12V batteries and some jumper cables. (Eye and face protection are crucial, too.) Another useful tool is an axle nut socket. Got one laying around? Throw it in your vehicle before the next trip. If anyone breaks an axle along the way, you'll be considered a hero.

While you cannot be responsible for anyone else's careless attitude and you can't possibly foresee every issue that may arise, you can mitigate many problems with a little more planning. Carrying some extra gear you can give or lend to a teammate can improve the 4x4 experience for everyone.

Tom Severin, 4x4 Coach, teaches 4WD owners how to confidently and safely use their vehicles to the fullest extent in difficult terrain and adverse driving conditions. Visit www.4x4training.com to develop or improve your driving skill.

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CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher, CORVA VP of Land Resources and Public Policy

Land Use: Summary

OHV Grants program announces intent to award

The grant awards are now posted on the OHV Division web site. Funding is based on the 2014-15 Proposed Budget and any allocation remaining from the previous grant cycle and may be revised.

Forest Plan Revision Public Meetings Announced for June 2014

Forest Plan revisions, previously announced for January, have been rescheduled for June 16-19 for the Sierra National Forest, the Sequoia National Forest, and Inyo National Forest.

Bill Would Expand China Lake Military Base

HR 1673, introduced by Congressman Kevin McCarthy, would expand the China Lake base near Ridgecrest and permanently reserve the base property for military use.

Johnson Valley

The BLM is working with the Marines to develop a Resource Management Group to establish parameters for public use of the 56,000 acre Shared Use Area. 43,000 acres are reserved as the Johnson Valley OHV Area.

Bill to reopen Clear Creek heard in Congressional Committee

HR 1776, a bill to reopen Clear Creek to more extensive motorized use was heard in the House Subcommittee on Natural Resources on May 20th.

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Land Use: Full Report

Understanding the Off Highway Vehicle Trust Fund

California State Parks is charged with administering the State's Off Highway Motor Vehicle Recreation Program to provide high quality OHV recreation opportunities and address the effects inherent with those activities. The OHMVR Program is carried out through two basic components. The first is a system of eight SVRAs. These provide motorized recreational activities on approximately 120,000 acres of State Parks' owned and managed lands dedicated to OHV recreation and related uses. Units are managed to ensure public safety, protect sensitive natural and cultural resources, and mitigate conflicts between various stakeholders.

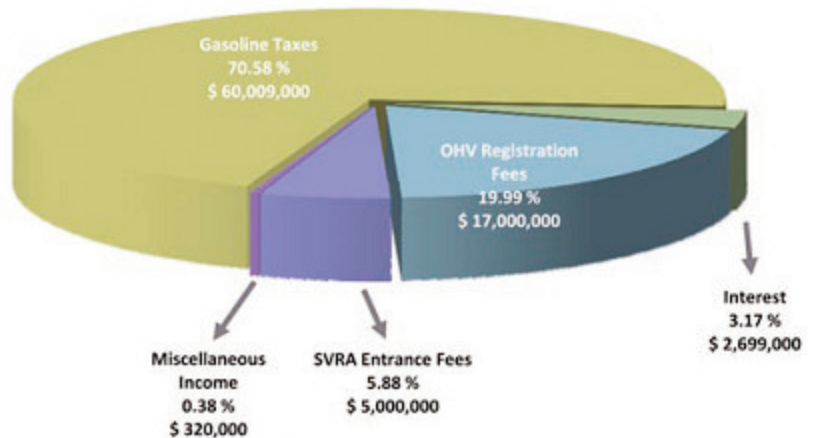
The second component is a grant program providing financial assistance to local and federal agencies as well as Native American Tribes, non-profits, and educational institutions. Along with the SVRAs, OHV opportunities on federal and other lands are an essential element of the OHMVR Program. This critical financial assistance enables other agencies to implement sustainable, environmentally responsible OHV programs that maintain OHV recreational opportunity. Funds are also available to counties and other local communities affected by OHV uses and impacts, including trespass, noise, and other nuisances, that require regulatory action, education, and law enforcement.

Funding Sources

The funding from the OHMVR Program comes primarily from three sources: fuel taxes on gasoline burned in motor vehicles operated off-highway for recreation; green and red sticker fees; and entrance fees at the SVRAs. The OHMVR Program is often referred to as the "Green Sticker Program," referring to the green colored registration stickers issued by the California Department of Motor Vehicles (DMV).

Note – funding was reduced to \$75M in 2010 due to \$10M diversion to the General Fund,

Off-Highway Vehicle Trust Fund Projected Incomes FY 2008-2009 \$85,028,000 Grand Total



NOTE: No Funding Comes From the State's General Fund

Grants Program Announces "Intent to Award" for 2014

Please check the OHV Division web site to see which applicants are eligible to receive OHV grant funding. The link to the site can be found here:

http://www.ohv.parks.ca.gov/?page_id=1164

Details of the funds awarded are available using this link.

The Notice of Intent to Award is subject to execution of a project agreement. Applicants have the right to appeal the

Intent to Award within 30 calendar days from the posting of this notice.

Upon approval by the Director of the Department of Parks and Recreation, the OHMVR Division shall prepare and execute grant agreements. The project agreement sets forth the terms and conditions of the Project.

The Intent to Award is based on the Governor's 2014/15 proposed budget and any allocations remaining from the previous grant cycle. Any changes to the Governor's proposed budget may necessitate the revision of the funding amounts accordingly. (Continued on next page)



Forest Plan Revision June 2014 Public Workshops

The U.S. Forest Service will host a series of public workshops for forest plan revisions on the Sierra, Sequoia and Inyo National Forests. Each workshop will be held from 5 – 8 p.m. with presentations by Forest Service staff. Prior to the workshops, we will be posting materials to this website. Please check back regularly for updates.

- **Sierra National Forest - Monday, June 16, 2014**
Holiday Inn Fresno Airport,
5090 E. Clinton Way, Fresno, CA
- **Sequoia National Forest - Tuesday, June 17, 2014**
Woodrow W. Wallace Elementary School,
3240 Erskine Creek Rd., Lake Isabella, CA
- **Inyo National Forest - Thursday, June 19, 2014—**
Cerro Coso Community College,
Eastern Sierra College Center,
4090 W. Line Street, Bishop, CA

What will be discussed?

Updated Need to Change: The first task of plan revision is identifying the areas that need to change in the current plans. This "need to change" is based on what is important to people, threats to resources, undesirable trends in social, economic, or ecological sustainability, and a need to correct current plan direction. It is important to focus on areas where changes to the forest plan can correct concerns identified in the near term. In January 2014, the Forest Service presented six preliminary need to change emphasis areas. We received public and tribal input that the process needed to be more transparent and understandable, so we have refined our work. Using current resource conditions and trends from the forest assessments, Bio-regional assessment and science synthesis, we are recommending the changes included in this document.

Draft Desired Conditions: This document provides potential desired conditions for those areas of the plan where we are recommending changes, including terrestrial ecosystems, fire, air quality, aquatic and riparian ecosystems, multiple uses, recreation, cultural resources, areas of tribal importance, and designated areas. The desired conditions reflect the vision for the future of the plan area, while the need to change highlights what we need to change in the current plan to move toward that vision. The set of desired conditions are a central part of the plan and are the basis for developing all other plan content

Preliminary Wilderness Inventory: The 2012 Planning Rule requires us to identify and evaluate lands that may be suitable for inclusion in the National Wilderness Preservation System (NWPS) and determine whether to recommend any such lands for wilderness designation. This page provides more detail on the wilderness inventory and evaluation process, as well as the preliminary wilderness inventory maps.

Federal Legislation Would Expand China Lake Military Base

OHV representatives meet with Congressional staff to discuss base expansion

WASHINGTON – Congressman Kevin McCarthy introduced HR 1673 in April 2014. The bill will be heard in Natural Resources Committee June 26, 2014. The bill would expand the China Lake naval base in California's western Mojave Desert and permanently place the military in charge of managing its nearly 1.1 million acres.

Permanently designating Naval Air Weapons Station China Lake property in Southern California for military use would save taxpayer money and enhance the base's mission, said Rep. Kevin McCarthy, R-Bakersfield, the bill's sponsor.

Last year, Congress reserved China Lake's acreage - which extends into San Bernardino, Kern and Inyo counties - for military use for an additional 25 years. The administration says it supports the continued use of China Lake lands for military purposes, but it can't go along with a permanent set-aside. Karen Mouritsen, a deputy assistant director at the Bureau of Land Management, said the Defense Department's needs could change in future decades. The BLM administers federal lands for the public, but the land can be set aside for decades to serve a specific need, such as to support military readiness and testing.

McCarthy is hoping to enhance the station's strategic importance to the Navy, and in the process secure its future as a driving force for the regional economy. He told lawmakers that the last major expansion at China Lake took place in the 1950s, but since then, its mission has grown. He said he is trying to get the base's fence line to match its restricted air space as much as possible, which he said would improve safety.

McCarthy's bill would add 25,000 acres to the naval base, including about 7,500 acres that were part of a bombing range in San Bernardino County, as well as an additional 19,000 acres along the station's southwest boundary. CORVA representatives are studying the proposal and are concerned that routes that are cherry stemmed in the Golden Valley Wilderness area would be lost, as would the area known as Blackwater Well.

Mouritsen said the BLM cannot support adding the 19,000 acres. She said the land is a popular recreation area with trail riding, campsites and hunting. She also called it an important wildlife corridor, including for the threatened desert tortoise.

"It's reasonable to believe that the desert tortoise could be better protected, allowing it to recover more quickly," McCarthy said of expanding the base.

McCarthy said the Navy has commended China Lake for its stewardship of the environment and considers it a model for all of its installations. He said munitions would not be exploded on the newly acquired lands.

Off Roding News

By Ed Stovin, Assistant Southern Director - Grants

I would like to update our readers on some CORVA activities I have been a part of. There was recently a meeting for the advisory committee to the BLM about the Imperial Sand Dunes Recreation Area (Glamis). The BLM has hired a new chief of law enforcement, who started an hour and a half before the meeting. Stephanie Clark comes from Washington DC, but grew up in Las Vegas and likes the desert. There have long been law enforcement issues in the dunes, so we are optimistic she can balance taking care of the bad guys without bothering the good ones too much. This office has had trouble keeping this position filled, so we wish Stephanie the best.



It has been 100 years since the Plank Road was completed and the BLM intends to celebrate this in the near future. Look forward to coming events about this.

The cost of fee collection has been a matter of contention since fees have been collected in the dunes. This past season the cost of collection of fees was about \$800,000 or about 37% of money collected. Office manager Tom Zale, says they have negotiated a new new contract for fee collection and we should be much happier with the results next season.

The BLM is looking for as many as seven campground hosts for the coming season. See article on page 2 for more information.

There was a closed sign removing party in May, and another in June. A judge recently ruled that the Recreational Area Management Plan is good and can be implemented, so the old closure can now be opened. Unfortunately, a new closure will be made on the south west side of the dunes. This closure, one fifth the size of the old one, is the official critical habitat for the milk vetch plant. We hope our friends at the ASA and Ecologic can succeed in getting this plant delisted from the

endangered species list so the land will be reopened. Removing these signs is a chance to be part of dune history.

The California Air Resources Board (CARB) has been directed to look at red sticker vehicle emissions again. I recently went to El Monte to witness a day of emissions testing on two new motocross bikes, a CRF450r and a KX450F. To test the bikes, they are strapped down with the back tire on a rolling drum. There is a monitor connected to the bike. A rider gets on, starts the bike and follows a program on the monitor, taking the bike on a simulated run of 20 kilometers. The program looks like a video game from the early 1980's, with a black screen and a white line the rider follows with his speed. All the exhaust from the run is collected in a large bag for sampling.

Soon, they will do evaporative testing on the same bikes. To do this, they will fill a bike with fuel and put it in a small room. They let it sit for some time, and sample the air from the room for hydrocarbons.

When the testing is complete, the data will be analyzed and then possible changes to the program may take place. CARB will take input from interested parties before making changes and I intend to participate in this process. Look for news of this toward the end of the year.



I attended the Glen Helen motocross national for a day of high level racing. It was fun to be at the track again. Next year I will try to have a CORVA booth there to help spread the word about our work to keep our sport alive.

I also had the opportunity to test ride an EBR 1190 RX, the current flagship by Eric Buel. This streetbike is by far the fastest thing I have ever been on or in. 180 hp and 400lbs makes for an unforgettable ride. I hope Eric will build some off-road worthy bikes in the future.

Off Road Basics: Trail Etiquette

By Lori Carey (originally published at www.DrivingLine.com, provided by Kim Carpenter)

While most of us are experienced off-roaders, this month I would share some of the basics of off roading and trail etiquette for those who may be new to the off road community.

So you bought your first Jeep or SUV, possibly made a few modifications such as a set of Nitto Trail Grapplers, and now you're ready to start taking your vehicle off pavement. If you're a newcomer to off-roading, there are some important points of trail etiquette to know that will help to keep you and others safe as well as get you started in the dedicated and fun community of off-roaders.

Whether you're joining an organized trail run or just exploring trails with a few friends, you should be familiar with these basic trail etiquette points – they help to protect land use for the future, demonstrate how to respect other wheelers, and guide you towards keeping yourself and those around you safe.

Land Use

Most of us are out there because we love spending time in the beautiful outdoors and we have great respect for the land. Nobody wants to be the jerk who breaks the rules and causes damage resulting in trail closures, ruining it for everyone.

- Know who owns the land you will be traveling on and any rules, fees and permits required. For example, Southern California National Forests do not charge an entrance fee to travel the trails, but a Forest Adventure Pass is required to park your vehicle. If you plan to stop for lunch or a hike you will need the Pass.
- Familiarize yourself with the agency's trail signage. Trail signs frequently include color coded difficulty levels and will indicate what modes of transportation are permitted on the trail.
- Tread Lightly. Stay on marked trails, don't drive over vegetation, cross streams only at designated fording points where the trail crosses the stream, drive over (not around) obstacles to avoid widening the trail, and respect all signage and barriers.
- Leave No Trace. Pack it in, pack it out. Better yet, carry a trash bag and pack out more than you pack in. Stop to pick up that plastic water bottle you see on the side of the trail. I have one friend who keeps a running count of the Mylar balloons he finds along the trail. This includes policing your brass if you plan to do some shooting and the area allows it. I once cleaned up 7.5 pounds of spent brass at a historic location. (It's unthinkable that people would use historic buildings for target practice!)
- Leave gates the way you found them. If you open a gate, close it behind you.

Safety

While we all love nature and our vehicles that get us there, it can also be a dangerous place. Following a common set of etiquette helps to keep everyone out there safe.

- On multi-use trails, yield right of way to mountain bikes, hikers and horses. Slow down and give them plenty of room and keep in mind to not dust them out. Take special caution when encountering saddled horses, they can be easily spooked by loud noises and unexpected movement. If you come across a horse on the trail you should pull over to the side, shut off your engine and ask the rider how to proceed.
- No, that guy in the on-coming vehicle isn't flipping you off or flashing a peace sign! He's telling you how many vehicles are behind him. It is common practice when traveling with a group of vehicles to let on-coming traffic know how many rigs are in your group, especially on narrow trails and obstacles with limited visibility where someone needs to pull over to let your group safely pass. A raised fist means "I am the last vehicle in my group."
- When two vehicles meet on a steep hill, the vehicle traveling up the hill has the right of way. This is because the vehicle traveling uphill may need to maintain momentum, and because it is more difficult and dangerous to back down a steep narrow trail. Common sense should prevail though; if it is easier and there is room for the uphill vehicle to pull over, it wouldn't make sense to expect the downhill vehicle to back up the hill. Either way backing up is tough. If you are going up a big obstacle like a long, steep rocky climb, it may make sense to send a spotter up on foot to make sure the trail is clear and to warn any on-coming vehicles.
- Leave plenty of room for the vehicle in front of you, especially when navigating obstacles, climbing steep hills or in low visibility. If the vehicle in front of you loses traction (or worst case scenario, rolls over), you don't want to be right behind it.
- Never stop your vehicle on a blind curve or in the middle of trail, wait until you reach a place where you can safely pull over off the trail.
- When traveling with a group of vehicles, each person is responsible for keeping an eye on the vehicle behind them. It's not uncommon for vehicles to become widely spread out, especially on dusty trails, but you don't want to lose anyone, particularly if they run into trouble. If you lose sight of the vehicle behind you, slow down until you can see them or attempt to make radio contact if you can't spot them. Always stop before making a turn off a trail to make sure the vehicle behind you sees where the turn is. You are also responsible for maintaining visual contact with the

(Continued on next page)

vehicle in front of you. If you have a problem and fall behind or need to stop, use your radio to let your group know.

- Save drinking for the campfire. Drinking alcohol is extremely dangerous while wheeling, endangering not only you but also everyone else on the trail.

Respect for Others

While these things are fairly commonsense, keep them in mind whenever venturing out to go wheeling. Everyone has more fun when the community keeps one another in mind.

- Mind your dust. Slow down when you pass other vehicles, hikers and campsites.
- Monitoring your own language on the CB/ham radio may not be second nature, but some people in hearing range may have kids with them – be aware that any foul language you're using is being heard by them too.
- Know when to say when. There is nothing wrong with being winched through an obstacle if you can't make it through on your own after a reasonable number of attempts. If you've made multiple attempts at an obstacle and there is a line of rigs backed up behind you that have been waiting half an hour for you to get out of the way but you still want to keep trying, move aside and let them through before making

another run at it.

- Leave your ego at home. Don't let others pressure you into doing something you're not comfortable doing. There is nothing wrong with taking a bypass if you or your vehicle is not up to tackling an obstacle.
- Stop to help others. All of us out there rely on each other, especially in remote areas. The off road community is the friendliest and most helpful group of people there is. If you see someone stopped on the side of trail, ask them if they need help and be prepared to give it.
- Leave no man behind! I would hope this wouldn't even need to be said but I can tell you I've seen it happen. If a vehicle in your group has a problem, the group stays until the problem is resolved. It is not right to leave someone out on the trail to fend for themselves with a stuck or broken vehicle, especially in a remote location where things can quickly turn into a life or death situation. Be prepared for it every time you go out. Always carry extra food and water in case you are out several hours longer than you had planned. Be patient, helpful and keep a good attitude because next time it could be you!

Following these tips will help preserve trail access for the future and keep off roading fun and safe for everyone. Welcome to the off-roading community!

Recreational Off-Road and Racing Safety

Announces UTV/Side x Side and Recreational Off-Road Vehicle Safety Training Program

Recreational Off-Road and Racing Safety (ROARS) announces they are offering to operators of UTV's/Side x Sides and Recreational Off-Road Vehicles, a Comprehensive Safety Training Program for all levels of ability.



“Our Comprehensive Safety Training Program goes beyond teaching people how to drive safely. The program incorporates a blend of First-Aid, Self-Recovery Techniques and Off-Road Survival. The training is ‘Hands On’ and held in a Natural Environment, which allows the operator of these types of vehicles to get the most realistic training possible,” said Sharon Feeney, Safety Coordinator at Recreational Off-Road and Racing Safety.

The program covers many aspects of Off-Road such as Location and Communication, a Pre-Ride Checklist and an Inspection of the Vehicle. The focus is on Safety and Survival and also how to create awareness of your surroundings, while maximizing your time in natural, desolate and potentially dangerous environments. There are a broad range of topics that are covered in the Training Program, and include many aspects of not only Off-Road but also personal safety and preparedness.

“We are in the business of Safety with emphasis on a Recreational Off- Road sport, so we want to make this experience as enjoyable as possible for all. At the same time, we are also committed to providing quality Safety Training that is unparalleled in a rapidly growing industry, and goes beyond the standard safety training programs.

Providing a Safety Training program for all levels of Off-Road Enthusiasts, that is both comprehensive and fun, while remaining challenging, is the goal at Recreational Off-Road and Racing Safety.”

For more information, press only, contact Sharon Feeney at: (310) 874-2850 or at: contact@roarscode4.com.

For more information about our Safety Training Program and our Courses, visit: www.roarscode4.com.

The *Modesto Ridge Runners* would like to invite you to participate in our

40th Annual High Desert Rally

August 8th and 9th 2014

This year's entry fee is \$275.00 for 2 people, which includes:

- ✓ Two night's room at the El Capitan Motel and Casino in Hawthorne, Nevada (double occupancy Friday and Saturday)
- ✓ Two dinner tickets for the Awards Banquet Saturday night
- ✓ Two Rally T-shirts

Entry Fee is \$175.00 for "NO HOTEL ROOM" Required

Requirements:

- ❖ All rally vehicles must have **SEAT BELTS** for every person riding in the Vehicle
- ❖ All Side x Sides must have **HELMETS** for every person riding in the vehicle
- ❖ Batteries need to be Secured and a Fire Extinguisher
- ❖ Shovel (G.I. folding type is permitted), No missing Lug Nuts or Bolts
- ❖ All Green Sticker vehicles must be equipped with a spark arrester

Note: The Forest Service may be checking all vehicles prior to the Rally

Secured parking in the lot behind the Motel for all TOW UNITS, TRAILERS, MOTORHOMES AND SUPPORT VEHICLES MUST PARK IN THE BACK LOT NO EXCEPTIONS. Rally vehicles will be the only vehicle permitted in the motel parking lot.

Schedule:

Friday, August 8th

12:00 - 05:00 p.m.

Registration and Vehicle Check-in at the Motel

07:00 - 09:00 p.m.

Registration and Vehicle Check-in Re-open (Closed for Dinner)

Saturday, August 9th

05:00 - 06:00 a.m.

Vehicle check-in at the Motel parking lot

07:00 a.m.

Mandatory Driver's Meeting in the parking lot behind the Motel

07:30 a.m.

Sheriff Escort to the Staging area

08:00 a.m.

First Vehicle out on the Rally

06:00 p.m.

Cocktails, Lies and Stories

07:00 p.m.

Dinner, Awards, Raffles and 50-50 Drawing

Sunday, August 10th you're on your own. Have Fun!!!

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JAMES & MELODIE DUNN	\$70.00	CHRIS WOOLLET	\$20.00
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DALE STEGMAIER	\$20.00	COURTNEY HOLLAND	\$711.00
GERRY HILLIER	\$70.00	JAMES DENT	\$100.00
TERYL & SHERILYN SCHWARTZ	\$20.00	DONALD & KATHLEEN KRAMER	\$10.00
AMERICAN LAND ACCESS ASSOCIATION	\$500.00	JULIAN MANN	\$10.00
RICHARD ST. JOHN	\$100.00	JOHN BURNHAM	\$100.00

LEGAL FUND

CLARK & KOURTNEY BECKER	\$170.00	OCOTILLO WELLS	
MIKE ZARNOWITZ & BETTY MAJORS	\$20.00	ANONYMOUS	\$1,000.00
DON KEMP	\$30.00	RICK & MARY JANE BATES	\$100.00
FUN IN THE SUN 4 WHEELERS	\$100.00	GARRY & LAURA PINHEIRO	\$20.00
		GEAR GRINDERS	\$100.00



To donate to help CORVA protect access to public lands, please see the ad at the bottom of this page.

Thank You

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Funding the CA Desert Legal Bills	\$ _____
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Other Area: _____	\$ _____
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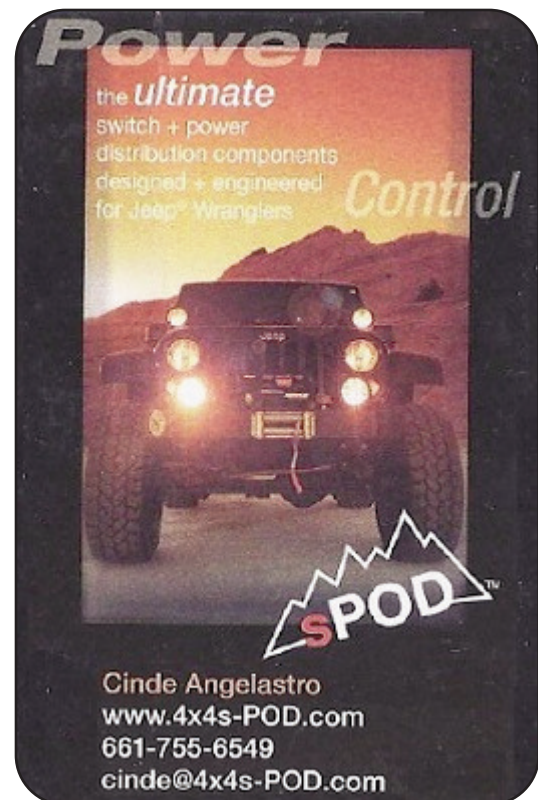
8/8-10 40th Annual Modesto Ridge Runners High
Desert Rally in Hawthorne NV

September:

9/19-21 Sand Sports Super Show

October:

10/4-5 Off Road EXPO



On-Going Meetings

Friends of El Mirage (www.elmirage.org): 2nd Wednesday

Friends of Jawbone (www.jawbone.org): 3rd Wednesday

CORVA Board Conference Call: 4th Monday

FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE

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