

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

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OFF-ROADERS IN ACTION

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CORVA, TDS and Ecologic Team Up to Oppose Ocotillo Wells Lawsuit

By Bob Ham, Assistant Southern Director - Legislation

The California Off-Road Vehicle Association (CORVA), Tierra Del Sol Four Wheel Drive Club (TDS), and Ecologic Partners are pleased to announce they have joined forces to oppose the lawsuit seeking to end open riding at the Ocotillo Wells State Vehicular Recreation Area (OWSVRA). Last year, Public Employees for Environmental Responsibility (PEER) and the Desert Protection Council (DPC) filed suit against State Parks, claiming the open riding policy at Ocotillo Wells SVRA was damaging natural and cultural resources. Jesse Barton of Sacramento has represented CORVA since they filed for intervener status last year, and will continue representing the organization. Joining him will be David Hubbard of Gatzke Dillon & Ballance (Carlsbad), attorney for TDS and Ecologic.

PEER and DPC filed suit in Sacramento Superior Court alleging that State Parks is violating the Public Resources Code in their management of Ocotillo Wells. The Attorney General has aggressively defended State Parks' management of the OWSVRA.

Now CORVA, TDS and Ecologic will be partnering to make sure every possible argument in favor of OHV recreation is developed and argued in this effort to keep OWSVRA open. "The more legal advice we have to help litigate this matter the



better" agreed Harry Baker, CORVA President. "TDS has members whose families have recreated in this area for generations" said Tim Augustine, President of TDS, "we felt the more pairs of legal eyes reviewing this, the more likely we are to come out with a win". Jesse Barton and David Hubbard will collaborate on developing the legal briefs necessary to convince the judge that State Parks has not abused its discretion in the management of the Park and that the natural and cultural resources continue to be protected effectively according to the law.

CORVA Into the Future

By Amy Granat, CORVA Managing Director

The California Off-Road Vehicle Association was started over 43 years ago with the singular goal of protecting motorized recreational access from closure. About this time, the environmental movement was in its infancy, but gaining political influence with every passing year. While most organizations were involved with social events, CORVA defined itself with the mission statement; "Keeping Public Land Open FOR the People, Not FROM the People".

To understand how a simple statement like the one above so aptly defines the overarching goals of CORVA entails some knowledge of the real threat to the continued existence of motorized access on public land. What started in the United States as a backyard movement to protect wild and untouched areas with the advent of the Wilderness Act, has grown in a phenomenal manner over the past 40 years. With those years of growth, the environmental (Cont. on pg 5)

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

OHV Grants

By Ed Stovin, Assistant Southern Director - Grants

Every year, CORVA comments on a variety of land use actions. Among the most important of these actions are grants. Red/green sticker registrations, plus a small percentage of fuel tax go to agencies and nonprofits who work with off-road areas in the State. The public is allowed to comment on these grants before the decisions are made, and I personally commented on about 55 grants on behalf of CORVA this year. Most of the grant applications are good, helping to maintain OHV areas, but every year, a few come in that make us scratch our heads. I'd like to share some of those highlights (lowlights?) with you today.

One sheriff's office submits the same language every year including these glaring errors. "Just as in grants from years gone by, the grant writer(s) do not know the names or levels of government of the areas they claim to patrol. The grant refers to Corral Canyon State Park. There is no Corral Canyon State Park, however, there is Corral Canyon in the Cleveland National Forest. The grant says it patrols the Borrego Springs Highway Legal Vehicle Recreation Park. This is not likely, since no such park exists. They may mean the Anza Borrego Desert State Park. The grant says they patrol in Ocotillo Wells SVRA. Grant money is not allowed to be used in SVRA's. The grant writers could make themselves look more professional by getting some of these details correct."

"I love motocross and applaud (this city) for moving forward with this project, but \$1M is a huge amount of money for a motocross track in a city with a population of about 15,000. You might want to consider cutting some corners along the way to get this going, ie use a trailer for an office, a steel cargo

container for storage, artificial grass for a picnic area, graded dirt road with gravel on top etc. Will green/red stickers be required at the gate to get into this track? That is what funds these grants. If the city owns the land and is developing the project, I believe it can get started for significantly less money. If it becomes a success, then invest in improvements down the road."

From a BLM office: "Seems pretty high for how little OHV there is. Problem with this BLM grant request for fencing, law enforcement, restoration and education is that nowhere in the grants does this office work to promote, improve or maintain OHV recreation. Why is there no planning for a staging area to park vehicles hauling OHV's? Why is there no ground operations grant? To get OHV money, I believe the agency should work to provide, improve or maintain OHV opportunity."

"One laptop costs \$3000? Sounds high, I recently got a Dell Latitude for \$500."

"I do oppose the \$56,000 to trim brush along the 8 miles of trails. In this area, the bushes grow slowly and not every foot of trail needs trimming. If the forest can't find volunteers to do this, I will personally trim all 8 miles of trail for you for \$5,000."

"It is also a very expensive grant. \$489k to support 221 miles of trail. That is \$2,217 per mile! I see \$50k for maintenance materials, seems over the top for trails that are already open."

After reading these comments, it is clear that we must provide input to the grant process in order to make sure the money goes to the right causes.



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

Attending the Red Rock 4Wheelers Easter Jeep Safari in Moab, Utah, I came away with several thoughts. This is a well-managed and well-attended event that has it all, including wonderful scenery, great trails, a large vendor show, varying weather (sun, rain, snow, wind, and more sun), a town that welcomes the drivers, great camaraderie, and people from all over the country who just want to wheel. Thanks for the good time!

As I said above, "Everyone just wants to wheel," a statement that is probably made thousands of times a week, every time tires leave the pavement, and therein is the best and worst thing that you can say about our sport. I too just want to wheel. I don't want to go meetings, write letters, and join an organization, BUT I did and I do and I've said many times why I chose CORVA. In travels around the United States I hear the "I just want to wheel" line regularly. I understand, so go ahead and wheel, but don't forget that someone (and maybe it's you) is out there fighting for your right to do so. If you are reading this, you made the choice to join CORVA, so thank you for helping support the off road community!

A willingness to help is another statement trait that is very common in off roaders. Broke down, need a tug, they're on it. I don't really know of a more generous group as far as helping a buddy out, do you?

- Off roading is the melting pot of motorsports. No one vehicle is like any other vehicle out there. And we are darn proud of it too! We constantly argue the good points of ours (and the bad points of others) all in good fun of course. Drive, ride, sit in or sit on, we're 'car guys' to the end. Since CORVA is the only statewide organization that represents every form of motorized recreation, I think that it is a good pot to be in.

- Off roaders are also quite knowledgeable. Who else knows your favorite areas better than you? That is why CORVA keeps it local when dealing with land use issues. If there is a need for information on a specific area, we go to the folks in that area to find out what's happening. We are here to help.
- Off roaders vote. We have the duty to educate ourselves, and the opportunity to choose responsible legislators who will best represent our needs. As an organization CORVA is non-partisan, however as individuals we need to support our chosen candidates. Whether that be through posting signs, making calls or attending fundraisers. Be sure to let your candidate know that you are an off roader. Get out there and vote.

I realize that this article is somewhat out of my norm. Maybe I had too much fresh air this month and actually did some wheeling or maybe it's just because I'm finishing my first year as CORVA president. Whichever the case, they were both done with good company.

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.

Contribute to the ORIA!
Submit a "Letter to the Editor" to:
editor@corva.org

CORVA NEEDS YOUR HELP!

Here are the main projects that CORVA is involved with at this time. Please cut this form out and mail with your donation to:

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| Reopening of Clear Creek Area | \$ _____ |
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| Ocotillo Wells Lawsuit | \$ _____ |
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(Continued from page 1)

CORVA Into the Future

movement has changed to one with political means, serious amounts of money and the willingness to trample on the rights of all those that value the freedom to travel the backcountry by motorized vehicle. While many in the greater motorized community ignored or underplayed the threat these powerful groups held to continued public access to public land, CORVA persevered with a message that now can be understood so much better than in earlier years.



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Those who began CORVA had the foresight to understand the pressure motorized enthusiasts were just beginning to face, and structured an organization that valued all forms of motorized access. They rightfully decided that motorized access deserves protection, without identifying one form of recreation as more valuable than another. They understood that it is only when we band together as a state-wide community with membership numbers that translate to political power, that we will be able to see real change. What began as a few folks banding together to protect their favorite areas has now become known to state and federal agencies alike as CORVA: the state-wide organization that professionally and knowledgeably defends all forms of off-road recreation.

Motorized enthusiasts are among the most passionate when it comes to enjoying the backcountry and their ability to get away from it all, but among the least cognizant when it comes to protecting their passion. It's been estimated that over 7 million Californians enjoy some form of motorized access or participate in a form of motorized recreation, yet a miniscule amount of those actually contribute funding to protect their access to the sand, dirt, forest and snow areas they love so much. But funding is only one half of the equation; it is political influence through sheer membership numbers that holds an equally important role in changing the conversations that lead to land closures.

Beginning around 2001, the tenor in the arguments against off-road recreation began to change. Talk against motorized access became more strident and insistent; even so the greater motorized community downplayed the threat to continued access. But we began to see the undeniable future, and during the last ten years CORVA has been working behind the

scenes to understand the forces at play; while witnessing the power wielded so deftly by large anti-access organizations.

It is no secret that the stated goal of a number of these organizations is to completely remove all forms of motorized access from public land. But when representatives of anti-access groups denigrate motorized recreation, no distinction is made between types of recreation; they ask for everything to be banned from state and federal land. No matter 4 wheel drives or motorcycle, snowmobile or sand rail, there is no significant difference in the way each form of recreation is targeted - every form of motorized recreation has been deemed politically incorrect. This is why CORVA redoubled our efforts in recent years, trying to change policies regarding motorized access and off-road recreation. We became active in every aspect of land management by educating ourselves and all motorized recreation enthusiasts through classes and workshops.

CORVA sought to understand land management planning by working with attorneys, lobbyists and politicians. Additionally, we now have a greater understanding of the vulnerabilities of the large groups pushing so hard for closures. We use this knowledge every time we fight for motorized access. Using a professional approach and demeanor, CORVA's efforts result in real change that directly benefits motorized access. The qualities we bring to appearances belie the negative stereotypes of motorized recreation enthusiasts. Because we are off-roaders we also bring the passion for our chosen form of recreation to the table, the family values we have taught our children, and the importance of continued access to the backcountry to our communities.

CORVA brings the right tools and the right people to the fight. We stand next to everyone providing knowledge, education and guidance without drowning out the voices of all those who want to participate. We need that passion to shine through to those making policy, while providing the knowledge to move forward. As CORVA, we're asking for your support and assistance as we move forward to protect travel for motorized recreation. It is imperative that we stand tall but stand together not only to prevent further restriction of travel, but to avoid a precedent that could spread throughout California, and then throughout the country. Moving forward together is the goal.



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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

New Wilderness Proposals

The President is planning on establishing National Monuments and Wilderness areas based on the Antiquities Act. CORVA believes Wilderness areas must advocate for responsible use of public lands. CORVA needs your help in speaking to legislators about these areas.

Judge Rejects Lawsuit Against Glamis

Ending a 14-year closure, about 40,000 acres of the popular Imperial Sand Dunes Recreation Area will be opened to off-road vehicles this fall after a federal court judge overruled environmentalists' objections. CORVA was instrumental in fighting this lawsuit.

Latest News form Oceano Dunes SVRA

The San Luis Obispo County Air Pollution Control District and California State Parks have reached a tentative agreement to settle lawsuits over an air district rule intended to reduce dust blowing onto the Nipomo Mesa from Oceano Dunes State Vehicular Recreation Area. The agreement establishes a dispute resolution process and calls for a mediator to settle additional disputes between the parties.

Clear Creek to Reopen on a Limited Basis

Permits will be required to access the area and can be obtained at the Hollister Hills office or at the Clear Creek Management Area entrance.



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San Gabriel National Recreation Area Proposal

Legislation for the San Gabriel National Recreation Area is underway and will include public input.

Central Coast Wilderness Proposal

Legislation to permanently protect certain areas and waters within the Los Padres National Forest and Carrizo Plain National Monument is currently underway and will include public input.

OHV Legislation

Several current bills have the potential to affect our access to public lands. Many are being reviewed in committees and we will know the results soon.

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Land Use: Full Report

New Wilderness Proposals

CORVA has noted an increase in legislative activity in the area of land conservation with the development of a number of new wilderness bills and reactivation of old wilderness bills in California. The good news is that these proposals have carefully avoided closing any existing designated roads and trails. Apparently the Forest Service and BLM Travel Management Rules have satisfied the conservation lobby. But the bad news is that once designated, lands set aside as wilderness and National Monuments are permanently closed to motorized travel. Furthermore there will be no flexibility in management of those lands and “cherry stemmed” routes will forever be at risk of closure due to natural events such as landslides and blowouts.

Bills that are presently before Congress or about to be introduced include:

- S. 483 (Boxer) Berryessa- Snow Mountains Conservation Act
- S. 138 (Feinstein) Desert Protection Act of 2011
- HR 1776 (Farr) Clear Creek National Recreation Areas and Conservation Act
- HR XX – Central Coast Wild Heritage Act (Capps)
- San Gabriel Wilderness Act of 2014 (Chu)

Much of the activity is focused on the four Southern California National Forests, Los Padres, Angeles, San Bernardino, and Cleveland. The Forest Plans for these Forests were signed in 2005 and immediately litigated by conservation groups on the basis that they did not recommend enough wilderness. Under court order and at the cost of millions of dollar, the Forest reviewed the inventoried roadless areas (IRA's) once again in 2011-2012 and again recommended only minor additions to wilderness areas, stating that most lands were not suitable, capable, or available for wilderness. Existing wilderness areas receive low visitation, and the Forest Service recommended that the option for public use of lands be allowed some flexibility to accommodate recreational and other needs of the expanding population. But this finding utterly failed to satisfy the demands of conservation advocates. Now they are seeking a legislative fix through wilderness legislation.

Most off highway vehicle organizations, including CORVA, support wilderness designation that meets the standards described in the original Wilderness Act of 1964 and advocate for responsible use of public lands. Most OHV organizations also support limiting renewable energy development to areas best suited for this purpose. After all we enjoy the very same open space, scenic views, and natural appearing landscapes as much as any member of the Sierra Club. But we also advocate for public land use management policy that makes sense and preserves options for future generations. With over 50% of California's National Forests protected as wilderness all the prime areas have long since been designated. At this

point additional wilderness designation only satisfies members of special interest groups whose entire purpose and mission is designation of more wilderness, whether or not it makes sense.

Conservationists are currently seeking local support for these bills. It seems likely that these bills will ultimately be included in an “Omnibus” lands bill during President Obama's last year in office. Another possibility is that some of these areas will be proclaimed National Monuments under the Antiquities Act.

The Obama Administration recently designated two new National Monuments, one in California. The President is attempting to make good on his promise to set aside more lands for conservation under the Antiquities Act if Congress fails to act. With complete deadlock in Congress it is very unlikely that any new “lands bills” will be enacted any time soon. But the administration has made it clear that if there is local support for designation of National Monuments he is willing to act.

What can you do? This is where you must keep in close communication with your elected officials and let them know your point of view. It is critical to be completely familiar with the legislation and to understand what is being proposed. Advocates will have ready answers to any objections and you need to be prepared to respond them with factual information. These bills will success or fail based on the support or lack thereof from the voting public, so let your voice be heard.

CORVA has taken a “neutral” position on the Los Padres wilderness proposal. In return we were granted minor concessions, but the main reason is to allow us to continue negotiations as the bill moves through Congress. If you have concerns please contact CORVA and let us know your thoughts.

Judge Rejects Lawsuit Against Glamis

“CORVA was one of 10 off highway vehicle groups that helped fight the lawsuit challenging the BLM's plan.”

Ending a 14-year closure, about 40,000 acres of the popular Imperial Sand Dunes Recreation Area will be opened to off-road vehicles this fall after a federal court judge overruled environmentalists' objections. The land was placed off limits to protect the Peirson's milk vetch, a perennial herb listed as threatened under the federal Endangered Species Act.

The 250-square-mile recreation site in Imperial County is one of the most popular off-roading areas in Southern California, drawing an estimated 1.2 million visitors a year. It's commonly known as Glamis for the small town there — the name popularized on T-shirts, decals and bumper stickers.

(Continued on next page)

Off-road enthusiasts celebrated the decision by U.S. District Judge Susan Illston of the Northern District Court of California in San Francisco. Her ruling last week upholds a 2013 management plan adopted by the U.S. Bureau of Land Management that includes lifting most of the milk-vetch closure.

"It's an excellent riding area," said Jim Bramham, a board member of the American Sand Association, on Monday. "It's been historically some of the best open dunes for people who like to do long, lineal rides and explore the desert."

CORVA was one of 10 off highway vehicle groups that helped fight the lawsuit challenging the BLM's plan. The American Sand Association's website urges riders to stay out of closed areas until the BLM removes red off-limits stakes.

Officials with the Center for Biological Diversity, which filed the lawsuit, said they are considering whether to appeal the decision.

In her ruling, Illston found that the U.S. Fish and Wildlife Service is overdue in issuing a recovery plan for the Peirson's milk vetch, and ordered one done by 2019.

The court order maintains closure of 9,261 acres of critical habitat deemed necessary for plant's survival, as well as 26,000 acres of the North Algodones Dunes Wilderness that is permanently closed to vehicles.

The remainder, more than 127,000 acres, will be open to sand rails, motorcycles, four-wheelers and other off-highway vehicles.

Ileene Anderson, a biologist with the Center for Biological Diversity, worries about enforcement of the closures.

"The critical habitat follows the geography of the dunes. It looks like a big comb. I don't know how they'll be able to enforce keeping trespassing from happening in these areas that look like fingers going out from the backbone of the comb," she said.

Terry Weiner, conservation coordinator for the Desert Protective Council in San Diego, said she has seen evidence of traffic in a closure area she regularly visits off Interstate 8 near the Buttercup Campground.

"People weren't respecting that closure. They were riding through there," said Weiner, who noticed many of the red stakes buried in sand or ridden over when she was there last month.

"That is the only place that the Peirson's milk vetch lives on the entire planet," she said. "The seeds can stay alive in sand for up to 20 years, but that requires the sand not being constantly turned up by tires, which dries them out."

The Bureau of Land Management will work with off-road-riding groups to educate the public and develop new maps and signs to direct riders away from closures.

Latest News from Oceano Dunes SVRA

Air board, State Parks agree to settle lawsuit over dust rule

The San Luis Obispo County Air Pollution Control District and California State Parks have reached a tentative agreement to settle lawsuits over an air district rule intended to reduce dust blowing onto the Nipomo Mesa from Oceano Dunes State Vehicular Recreation Area.

At its meeting Wednesday, the air district board voted unanimously to accept the settlement agreement, called a consent decree. Officials with State Parks and the state Attorney General approved the deal March 20.

The agreement comes as managers at Oceano Dunes are beginning to implement \$1 million in dust control measures at the park. These include installing 15 acres of wind fences in the park's riding area and at least 5,000 hay bales in a buffer area between the park and populated areas.

Under the agreement, a requirement for State Parks to obtain a permit from the air district to carry out the dust rule, called Rule 1001, will be replaced with a dispute resolution process intended to allow the air district and parks officials to more cooperatively reduce dust emissions from the park.

The agreement also calls for appointing a mediator, called a special master, who can settle any dispute over implementing the dust rule between air district and parks officials. The agreement represents the conclusion of six months of negotiations and mediation between State Parks, the air district and the state Air Resources Board, said Larry Allen, air pollution control officer.

The \$1 million in dust control measures is intended reduce emissions by 15 percent, Allen said.

Fifteen acres of wind fences have already been installed in the park. Between 5,000 and 6,000 hay bales over 30 acres will also be installed in non-riding areas of the park in April, said Brent Marshall, park superintendent.

The settlement agreement does not affect a separate lawsuit filed by the group Mesa Community Alliance against State Parks but not the air district over lack of progress in implementing dust control measures.

Arlene Versaw, spokeswoman for the Mesa group, said the group will only withdraw its lawsuit when air quality on the Mesa meets state health standards.

"The bottom line for us is that we still have a health issue," she said.

(Continued on next page)

**WHEN DOES YOUR
MEMBERSHIP EXPIRE?**

Look on your mailing label to find out.

Clear Creek to Reopen on a Limited Basis

Permits will be available soon

The Clear Creek Management Area is a 75,000 acre area in San Benito and Fresno Counties that contains 63,000 acres of public lands. Within that 63,000 acres of public land there is the 30,000 acre Serpentine Area of Critical Environmental Concern (ACEC) and the 9,700 acre Condon Peak Zone. Depending on your itinerary, one or more permits will be required to visit the Clear Creek Management Area.

Automotive access to the Clear Creek Management Area, including the Condon Peak Zone, requires a \$5 vehicle use permit for each vehicle. There is no limit to the number of this type of permit that can be issued to an individual per year. Beginning March 14, 2014 this permit can be acquired at the Hollister Field Office or at "iron rangers" located at the main entrance on Clear Creek Road, the Oak Flat campground, the Jade Mill campground, and the Condon Peak campground. This permit allows a vehicle access to designated open routes within the Clear Creek Management Area for one week.

Access to the Serpentine Area of Critical Environmental Concern (ACEC) is accomplished by obtaining a free Serpentine ACEC access permit for each person in addition to the vehicle use permit; each person is limited to 5 permits per year. This permit allows individuals to enter the Serpentine ACEC for one day. Beginning March 14, 2014 these mandatory individual permits can be obtained at least 48 hours in advance of the date of entry at the Hollister Field Office, via fax, or email from Monday to Friday 7:30am to 4:00pm, except government holidays. Permit cancellations must be made at least 24 hours in advance of the permitted date of entry.

Serpentine ACEC Access Permit Email Instructions:

In order to obtain an access permit download and print the permit form. Fill out a form for each person and dates of desired entry. Each day requires a separate permit for each person. Scan and email the completed, signed form back to the Hollister Field Office for approval. The permit will be emailed back upon final approval. Print and retain the completed permit on the person of each visitor for the entire visit to the Serpentine ACEC.



OHV Legislation

H.R. 1493/S. 714 – Sunshine for Regulatory Decrees and Settlements Act

H.R. 1493, sponsored by Rep. Collins (R-GA), and S. 714 sponsored by Sen. Grassley (R-IA), requires agencies to give notice when they receive notices of intent to sue from private parties, afford affected parties an opportunity to intervene prior to the filing of the consent decree or settlement with a court, publish notice of a proposed decree or settlement in the Federal Register, and take (and respond to) public comments at least 60 days prior to the filing of the decree or settlement.

H.R. 1493 Status: House Judiciary Cmte., Subcmte. on Regulatory Reform, Commercial & Antitrust Law hearing held 6/5/13. Reported out of House Judiciary Cmte. 7/24/13.

S. 714 Status: In Senate Judiciary Cmte.

H.R. 1526 – Restoring Healthy Forests for Healthy Communities Act

H.R. 1526, sponsored by Rep. Hastings (R-WA), establishes Forest Reserve Revenues Areas consisting of all timber lands capable of producing 20 cubic feet of timber per year. Requires USFS to produce an annual volume of no less than half the sustained yield of the Forest Reserve Revenue Area. USFS must complete an environmental assessment for any forest management project, but is only required to study the action alternative and must complete the EA within 6 months and cannot exceed 100 pages in length. Provides a categorical exclusion for projects in response to a catastrophic event (fire, weather, insect or disease outbreak), projects that implement a community wildfire protection plan, and projects less than 10,000 acres. Requires Congressional approval of national monument designations in specified areas in western Oregon. Allows counties to actively manage portions of National Forest land through the creation of "Community Forest Demonstration Areas."

Status: House Public Lands & Environmental Regulation Subcmte. hearing held 4/11/13. Reported out of House Natural Resources Cmte. 7/31/13. Passed House 9/20/13.

H.R. 1834 - 21st Century Great Outdoors Commission Act

H.R. 1834, sponsored by Rep. Grijalva (D-AZ), establishes the 21st Century Great Outdoors Commission to assess the use, value, job creation, and economic opportunities associated with outdoor resources of public lands. Provides for the appointment to the Commission of Members of the House and the Senate. Terminates the Commission 60 days after submission of its final report. Instructs Commission to establish an advisory council to assist it in carrying out its duties. Requires that such council include the liaison officers involved with the Federal Interagency Council on Outdoor Recreation.

Status: In House Natural Resources Cmte., Subcmte. on Public Lands & Environmental Regulation.

(Continued. on next page)

H.R. 1989 - Accommodations for Individuals with Mobility Disabilities

H.R. 1989, sponsored by Rep. Alexander (R-LA), requires the Forest Service to accommodate, to the extent consistent with the management objectives and limitations applicable to the Forest at issue, individuals with mobility disabilities who need to use a power-driven mobility device for reasonable access to such lands.

Status: In House Agriculture Cmte., Subcmte. on Conservation, Energy and Forestry and Natural Resources Cmte.

**H.R. 2398 – Border Security Relative to Access on Public Lands**

H.R. 2398, sponsored by Rep. Bishop (R-UT), prohibits Secretaries of the Interior and Agriculture from taking actions on public lands that impede the border security activities of the Secretary of Homeland Security. Provides that Homeland Security Secretary shall have immediate access to any public land, including wilderness areas or other specially designated areas managed by the federal government in order to conduct activities that assist in securing the border by waiving some 30 laws, including the Wilderness Act, Endangered Species Act, National Historic Preservation Act, Safe Drinking Water Act, and Wild and Scenic Rivers Act.

Status: In House Natural Resources Cmte., Subcmte. on Public Lands & Environmental Regulation and House Agriculture Cmte., Subcmte. on Border & Maritime Security.

H.R. 2919 – The Open Book on Equal Access to Justice Act

H.R. 2919, sponsored by Rep. Lummis (R-WY), requires every federal agency to begin tracking Equal Access to Justice Act (EAJA) payments again, and tasks the Administrative Conference of the United States with compiling that data, submitting an annual report to Congress, and establishing an online searchable database that will allow the public access to how much has been paid from EAJA, from which agencies, and to whom taxpayer dollars are being paid.

Status: In House Judiciary Cmte.

H.R. 3037 – The Government Litigation Savings Act

H.R. 3037, sponsored by Rep. Lummis (R-WY), requires that Equal Access to Justice Act (EAJA) filers must show a “direct and personal monetary interest,” including personal injury, property damage, or unpaid agency disbursement, in the action to be eligible for payments. Removes the net worth eligibility exemptions granted to 501(c)(3) organizations for access to EAJA funds. With this provision, any organization regardless of tax status filing for EAJA reimbursements must have net worth of less than \$7 million and individuals must have net worth of less than \$2 million.

Status: In House Judiciary Cmte.

H.R. 3409 – National Wildlife Refuge Expansion Limitation Act of 2013

H.R. 3409, sponsored by Rep. Fincher (R-TN), amends the National Wildlife Refuge System Administration Act of 1966 to prohibit the Secretary of the Interior from expanding any national wildlife refuge, except as expressly authorized by a law enacted after 1/3/13.

Status: In House Natural Resources Cmte.

H.R. 3533/S. 1731 – Amends the Endangered Species Act

H.R. 3533, sponsored by Rep. Amodei (R-NV), and S. 1731, sponsored by Sen. Paul (R-KY), amends the Endangered Species Act to permit Governors to regulate intrastate endangered species and intrastate threatened species by creating an opt-out mechanism for States wishing to regulate endangered species within their borders. Provides that once a State elects to regulate its species, it has exclusive authority to designate critical habitats, issue permits related to endangered species, and establish any goal with respect to the recovery plan on both state and federal land. Requires approval of a joint resolution for new species to be added to the federal endangered species list. All species are automatically de-listed from federal list after 5 years.

H.R. 3533 Status: In House Natural Resources Cmte.

S. 1731 Status: In Senate Energy & Natural Resources Cmte.

S. 400 - Corps of Engineers Recreation Improvement Act

S. 400, sponsored by Sen. Boozman (R-AR), includes the Corps of Engineers in the Federal Lands Recreation Enhancement Act which allows the Corps to retain recreation fees, already charged for certain activities, in the same manner as the other federal land management agencies.

Status: In Senate Environment & Public Works Cmte.

S. 1167 – Elko Motocross and Tribal Conveyance Act

S. 1167, sponsored by Sen. Heller (R-NV), directs Interior Secretary to convey to Elko County, Nevada, approximately 275 acres of land managed by the BLM to be used as a motocross, bicycle, OHV, or stock car racing area.

Status: In Senate Energy & Natural Resources Cmte.

(Continued. on next page)

S. 1554 – Hunt Unrestricted on National Treasures Act

S. 1554, sponsored by Sen. Heinrich (D-NM), requires each head of a federal public land management agency, including the NPS, FWS, USFS, and BLM, to annually make available to the public on its website: 1) a report that includes a list of land more than 640 acres in size under its jurisdiction on which the public is allowed to hunt, fish, or use such land for other recreational purposes and to which there is no public access or egress or to which such access or egress to land's legal boundaries is significantly restricted, a list of locations and acreage on such land that the agency head determines have significant potential for use for hunting, fishing, and other recreational purposes, and a plan to provide such access and egress that is consistent with the travel management plan in effect; 2) a list of roads or trails that provide the primary public access and egress to the legal boundaries of contiguous parcels of land equal to more than 640 acres in size under the agency's jurisdiction on which the public is allowed to hunt, fish, or use such lands for other recreational purposes.

Amends Land and Water Conservation Fund to require allotment from the fund of an amount not less than 1.5% of the moneys appropriated for projects that secure public access to federal land for hunting, fishing, and other recreational purposes through easements, rights-of-way, or fee title acquisitions from willing sellers.

Status: In Senate Energy & Natural Resources Cmte.



CORVA Annual Meeting

By Amy Granat, CORVA Managing Director

On Saturday May 17th, the California Off-Road Vehicle Association held its Annual Meeting in historic Santa Maria, California. The Board of Directors discussed the future of the organization, and updated members and guests in attendance on the issues facing OHV recreation and motorized access in California. The Board of Directors also voted to bestow awards recognizing the outstanding efforts of individuals and clubs for their work involved in protecting OHV access in the state.



The following awards for 2013 were given:

George Thomas Memorial Trophy for Off-Roader of the Year:

Greg Hoffman, Adopt-A-Trail Coordinator, San Bernardino National Forest

American Buggy Association Political Activism Award:

Betty Munson

Los Aventureros State Conservation Award:

Stewards of the Sequoia

Looney Duners Trophy to Charity:

AMA District 37 Dual Sport

Northern Club of the Year:

Cal Sierra ATV Club

Southern Club of the Year:

Inland Empire 4 Wheelers

The Past Presidents' award is given to an individual who has shown great merit and achieved honorable accomplishments on behalf of the off-road community, and is voted on solely by the Past Presidents of CORVA. This year, Congressman Paul Cook was awarded this honor.

Three positions on the CORVA Board of Directors were also voted on by the membership of CORVA. The Board of Directors welcomes Kim Carpenter as Vice President of Education, and Clayton Miller as Vice President of Administration, and welcomes the return of Mike Moore as Treasurer of CORVA. At the same time, the board wishes to thank outgoing Board of Directors members Terry Work and Ed Waldheim, and thank them both for their dedication and years of hard work as members of the CORVA board.

Each year CORVA welcomes and encourages our members to join us at our Annual Meeting, held in May. Monthly meetings are held by conference call the fourth Monday of every month, with the next meeting to be held on June 23rd. Please contact info@corva.org for more information about the Annual Meeting or monthly conference calls.

Managing Director's Report

By Amy Granat

Should Off-Road Organizations Intervene in Legal Cases Involving Off Road Action? Of Course!

Recently the entire off-road community celebrated when a federal judge ruled in favor of allowing motorized access on previously closed acreage located within the Imperial Sand Dunes Recreation Area. This ended a multi-year lawsuit initiated by groups intent on closing a large part of the dunes to off-highway vehicle access. Claiming a small plant called the Milk Vetch that is found within the dunes is in peril, the Center for Biological Diversity previously forced the Bureau of Land Management to close thousands of acres to OHV access. Now the judge correctly recognized there is no necessity for the closure, and has ordered the Bureau of Land Management to reopen this acreage to off-road recreation.

This story has a happy ending because of the hard work and dedication of the attorney representing a group of 10 off-road organizations, including CORVA. We legally intervened when this lawsuit was filed by retaining an attorney to argue for our concerns. In doing so, the off-road community gained an important voice, and seat at the table when negotiations were taking place. The off-road community was also able to exert pressure on the agency involved in the lawsuit, and remind them to strongly consider the needs of the recreationists who enjoy the dunes. After all, hundreds of thousands of recreation enthusiasts visit and enjoy the dunes every year, and this time their voices were heard loud and clear. Although not every lawsuit ends with such a positive ruling, this case illustrates the vital need to intervene when forces attack OHV areas and try to force closures.

Similarly, CORVA came to the same conclusion when a lawsuit was filed against Ocotillo Wells State Vehicular Recreation Area. As one of the busiest State Parks in the system, Ocotillo Wells is enjoyed and valued by thousands and thousands of visitors every year. When Public Employees for Environmental Responsibility filed a lawsuit we considered unwarranted, CORVA responded by intervening, just as we intervened in the lawsuit against the Imperial Sand Dunes. While the first decision released in this lawsuit was highly favorable to continued off-road recreation in the park, the decision was appealed, and we are again awaiting a decision by the judge as this newsletter goes to press. We engaged the best attorney we could find to defend off-road enthusiasts in this case and again gained that all-important seat at the table as well as the ability to influence the agency defending our activities at the park.

On the flip side, there was a recent lawsuit filed in California against over-the-snow travel, that contained numerous incorrect and wildly exaggerated allegations. In this case, no motorized recreation organization intervened, so the voice of the over-the-snow community went unheard during the negotiations. The Forest Service decided to settle this case, and because there was no push by interested recreation interests, the settlement contained some unfavorable considerations that have to be made when land use plans are being analyzed for over-the-snow access.

(Continued on next page)

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We need you to help CORVA make a difference.
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While CORVA can't stop lawsuits from being filed against off-road recreation, we can convey to those organizations that seek to limit or close areas to OHV access that we persevere! CORVA will remain dedicated to protecting our members' ability to enjoy motorized access. We believe the off-road community deserves these proactive measures, and will ultimately benefit from fighting for our rights, but the cost involved has to be a consideration, and must be borne by the community we seek to protect. Many of you already realize that the time has come to put our money not only into our vehicles; whether 4WD, sled or Side-X-Side, but into the legal actions that allow us to save the areas. To save our access into the future to drive, ride, rockhound and hunt, CORVA is asking you to gather with us, so together we will become engaged in the legal arena. Every issue of our newsletter contains a form you can send in to dedicate your funds to the areas you love best. Or simply donate to the general legal fund so our attorneys can keep fighting for motorized access to public land. It's a fight we can't afford to lose!

The Forest Service Wants to Hear Your Opinion

The Forest Service has slowed the process of forest plan revisions on the so-called 'early adopter forests', otherwise known as the Inyo, Sierra and Sequoia National Forests. Every forest up and down the Sierra Nevada and Cascades will undergo this process eventually, so prepare now to be involved by meeting with your local District Ranger or Forest Supervisor. As with all analyses, those who oppose continued off-road access to National Forests tend to have very loud and insistent voices, so it's up to us to make sure our voices are

heard as consistently. But as always, polite and respectful language and behavior will go a long way to presenting the best representation of off-road recreation enthusiasts.

What is Quiet Motorized Recreation?

Quiet motorized recreation should be easy to define, but federal agencies tend to act confused when this term is brought up during land planning meetings. I want to hear from you how you, and your friends and family enjoy quiet motorized recreation. It could be camping, exploring or a ride with the family, but however you enjoy quiet motorized recreation is important, and your continued motorized access is at stake. Since it hasn't been defined for the motorized community, it is up to us to define it for the federal agencies. Please contact me at: amy.granat@corva.org and let me know how you enjoy quiet motorized recreation.

Policy, Politics and Process

In CORVA we tackle the issues that are important to you, and important to continued off-road recreational access in California. Some of these issues go beyond state borders as we work on federal policy, politics and process. Each one of these terms can be defined in any number of ways, but the more we educate ourselves about these issues the better we can combat the lack of knowledge about OHV and off-road issues exhibited by federal and state agencies. CORVA has the ability to teach your club or a group of friends about policy, politics and process. If you want a CORVA Workshop, please contact me at: amy.granat@corva.org to arrange a class.

Superwinch



In 1970, Frank Tolsdorf, entrepreneur and marketing extraordinaire began manufacturing Superwinch electric winches in Connecticut. The corporate philosophy was to offer the end-user the most reliable, highest performing

winching products; all designed via problem solving innovation and from an organization dedicated to customer service. Over four million winches later, today's global Superwinch team is as dedicated as ever to building on that philosophy.

"The off-road and powersport industries have contributed to our growth and success for over 44 years" said Zach Bohn, Superwinch VP, Sales & Marketing and "it is our pleasure and honor to give back and support these market segments through great organizations like CORVA." Superwinch believes in the same solid core values regarding safe and fun off-road activities while preserving and protecting the land for many future generations to enjoy. Bohn continued, "If public land use becomes extinct, so does the vehicles, related products and an activity we all love."



The Superwinch manufacturing facilities in the USA, UK and its global manufacturing partners have grown to design, engineer, test and build a broad range of winches and is serious about safety, continuous improvements and innovative design. Superwinch is very dependant on the feedback from off-highway motor vehicle operators to keep Superwinch and the winch end user on top. Superwinch looks forward to a long term relationship with the California Off-Road Vehicle Association.

CORVA Family Fun Run 2014

By Jim Woods, Southern Regional Director

Even the wind could not dampen fun at the new Honey Valley Group Camp in Hungry Valley. In the past the CORVA Family Fun Run was located in the 4x4 training area near Camp Aliklik, but for 2014 the new group area was available. It is larger and features fire rings, a central group plaza, and plenty of amenities. Among those are bathrooms, picnic tables and a great view of the Hungry Valley mountain-sides. Everyone agreed that the new area was the best that the State Parks Department has built for OHV groups.

The CORVA committee set-up early while Vice-President Terry Work and his crew from Point Mugu 4x4 Club laid-out the Poker Run route. Many people rode in early Friday, anticipating a great event. As the sun rose Saturday morning, the booth was ready for sign-ups and soon the dirt-bikes, side-by-side's, quads and Jeeps were rolling in. After a brief safety check, the riders left from Checkpoint 1, which was located just outside the group camp area and sponsored by Katherine Kelsey and Roberta Woods from N2Dirt. Checkpoint 2 was sponsored by Dan and Rene Egar, representing the Axle Snappers. The local CORVA Club, Frazier Park 4x4, sponsored Checkpoint 3. Cortney Holland, the Ventura County Off Road Show promoter, sponsored Checkpoint 4. and the CORVA Board ran the final check point at camp.



Our emcees, Wayne Ford and John Nave followed with the awesome raffle awards and the announcements of the winners of the Poker Run. There were over three tables of donations for the raffle and Grand Prizes of a set of 4 AMS Radial Pro UTV Tires and a 10,000 lb Superwinch. Our own emcee Wayne Ford won the Superwinch and donated it back to CORVA for our Southern Jamboree this Fall. Additionally, CORVA Treasurer Mike Moore won second place in the Poker Run and donated his winnings back to CORVA!

The Family Fun Run committee would like to thank all our wonderful volunteers and our generous sponsors, including: AMS Tires, Superwinch, Genright Off-Road, Four Wheel Parts, Motocross Giant, Simi Valley Honda Canam, Simi Valley RV & Off-Road Sales, Rideavic.com Graphics, and Parts Unlimited (Steve Dickinson). Without our volunteers and participants, CORVA could not exist. Keep making your generous donations so that CORVA can continue working for continued access to public land.



When the hungry participants returned from a long ride, there were BBQ hot dogs ready on the grill. At 4:00PM Linda Wucherpennig invited all the real dogs to participate in the CORVA Dog Show. The Jaxx Toy Company and CORVA member Stacy Randall graciously donated enough toys for all of our CORVA Dog Shows. As always, every dog came away a winner!

As the sun started its way down so did the wind and that was a welcome change as the perfectly prepared Tri-Tip dinner, cooked by John Nave, Rex Hoyer and Steve Gephardt, was served. The fire pits were burning as we began our brief meeting with a message from our President Harry Baker.



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 CLARE LITTLE
 SUSAN MOELLER
 MIKE MORROW
 MARTIN NIBEL
 REGINALD PULLEY
 LARRY & JO REGO
 PETER SCHIASS
 JEFF HADLEY
 CRAIG HADLEY
 ROY & BEV HALEY
 DAVE HARRELL
 DOUGLAS MCLEAN
 KRISTIAN MEYERS
 RICK MOORE
 KYLE NUNN
 TIM DICKSON
 TODD DILLMANN
 MIKE DOLL
 DUSTIN DOLL
 FRED EGELSTON
 RICHARD EVANS
 KELVIN FARRIS
 WAYNE FORD
 DARLEEN STRONG
 EVAN GERBO
 KEVIN HEWITT
 WAYNE HORNING
 RINA JOHNSON
 SHAWN KELLY
 KENT OLSEN
 DAN OWEN
 BRIAN SCHALL
 WILLIAM RAY
 JIM WISMAR
 DARRYL CULLY
 BEN VOYTILLA
 CHUCK WRIGHT

40th Annual Modesto Ridge Runners HIGH DESERT RALLY

August 8th-10th, 2014

This year's entry fee is \$275.00 for 2 people, with 2 nights room (double occupancy Fri. & Sat.) at the El Capitan Motel and Casino in Hawthorne, NV, two dinner tickets for the Awards Banquet Saturday night, two rally T-shirts and two Event Pins.

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

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

Schedule:

Friday August 8th: Vehicle check-in at the Motel parking lot 12:00pm to 5:00pm. Re-open 7:00pm to 9:00pm.

Saturday August 9th: Vehicle check-in at the Motel parking lot at 5:00am to 6:00am.
7:00 a.m. MANDATORY Drivers Meeting in the parking lot behind the Motel
7:30 a.m. Sheriff Escort to the staging area
8:00 a.m. First Car out on the Rally
6:30 p.m. Cocktails, lies, and stories
8:00 p.m. DINNER, AWARDS, RAFFLES AND 50-50 DRAWING

Sunday, August 10th: YOU'RE ON YOUR OWN. HAVE FUN AND BE SAFE!!!

RESERVATIONS ARE ON A FIRST COME, FIRST SERVE BASIS, SO MAKE YOUR RESERVATION EARLY!

QUESTIONS OR REGISTRATION?

CALL MIKE BRADLEY 209 380-0834 OR DOUG HOUSER 209 499-9629

Or mail to:

Modesto Ridge Runners
PO Box 577911
Modesto, CA 95357

CUT OUT AND MAIL IN

MEMBERSHIP APPLICATION

☐ FREE 90 DAY MEMBERSHIP

☐ NEW MEMBER \$30

☐ LIFE MEMBER \$300

☐ RENEWING MEMBERS \$30

☐ BUSINESS AFFILIATE \$365

☐ EXTRA LAND USE FUND \$ _____

NAME _____ SPOUSE'S NAME _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

WHAT DO YOU RIDE? _____ WHERE? _____

CLUB OR BUSINESS NAME _____

MAKE CHECKS PAYABLE TO CORVA

PLEASE USE OUR SECURE WEB SITE FOR ALL CREDIT CARD AND PAY PAL TRANSACTIONS

SEND TO: CORVA TREASURER - 1500 W. El Camino Ave. #352 Sacramento, CA 95833-1945

PLEASE ALLOW 4 - 6 WEEKS FOR PROCESSING

40th Annual

Modesto Ridge Runners High Desert Rally

August 8th and 9th 2014

Print Name: _____
 Address: _____
 City, State, Zip: _____
 Phone Number: _____
 Email: _____

Club Affiliation: _____

Class of Vehicle
 (Mark one with an X)

____ A – Rail
 ____ B – Fenders
 ____ C – Side x Side

How many people in your group? _____ How many Beds? _____

****No guarantee adjoining rooms or poolside****

T-Shirts: Please mark quantity under the correct size (include additional t-shirts, if any)

SMALL MEDIUM LARGE X-LARGE XX-LARGE XXX-LARGE

ADDITIONAL COSTS:

People (\$5.00 per Night per Person) T-Shirts Dinner Tickets

| | | | |
|---|-----------|---|----------|
| Registration Fee (for 2 people) with Motel Rm: | \$ 275.00 | = | \$ _____ |
| Additional T-shirts # _____ x \$15.00 | | = | \$ _____ |
| Additional Dinner # _____ x \$25.00 | | = | \$ _____ |
| Additional People # _____ x \$5.00 x 2 Nites | | = | \$ _____ |
| Additional Vehicle Fee \$50.00 | | = | \$ _____ |
| Registration Fee (for 2 people) No Motel Rm Required: | \$ 175.00 | = | \$ _____ |
| Grand Total Enclosed: | | = | \$ _____ |

****Make check/s payable to Modesto Ridge Runners****

Vehicle Requirements to participate in the High Desert Rally:

1. ____ Spark Arrester, Fire Extinguisher and Shovel
2. ____ Seat Belts for every person in the vehicle
3. ____ Helmets for every person riding in vehicle (Side x Sides only)
4. ____ Battery Needs to be Secured Down
5. ____ No Missing Lug Nuts or Loose Bolts
6. ____ Brakes and Tires in Good Condition
7. ____ Current Vehicle License or Green Sticker

Return Application to: Modesto Ridge Runners
 c/o Teri Bradley
 P. O. Box 577911
 Modesto, CA 95357

****Registration Application MUST be postmarked by July 15, 2014****

I have read and agree to the Rules and Requirements of this Application

Signature: _____ Date: _____

If you have any questions, please contact:

| | | | |
|------|--------|--------------------|------------------------|
| Mike | Phone: | Day (209) 526-0181 | Evening (209) 380-0824 |
| Doug | Phone: | Day (209) 499-9629 | |

****Approved to make copies of this Application. as needed****

CORVA BUSINESS AFFILIATES

... PLEASE SUPPORT THOSE THAT SUPPORT YOU ...

ALL J PRODUCTS

41610 BROWNIE LANE, BIG BEAR LAKE, CA 92315
909-866-4800 <http://www.boulderbars.com>

AMERICAN LANDS ACCESS ASSOCIATION

www.amlands.org

ATVQUADSWAP.COM

CAL COAST MOTORSPORTS

5455 WALKER ST., VENTURA, CA 93003
805-642-0900 www.calcoastmotorsports.com

CALIFORNIA TRAIL USERS COALITION

www.acorausa.com

DIRTRADIOS.COM

DISTRICT 37 AMA DUAL SPORT

3550 FOOTHILL BLVD, LA CRESCENTA, CA 91214-1828
626-350-2101 www.district37ama.org/dualsport

FAULTLINE POWERSPORTS INC

351 SAN FELIPE ROAD, HOLLISTER, CA 95023
831-637-8550 www.faultlinemc.com

GENRIGHT OFF-ROAD PRODUCTS

4535 RUNWAY, SIMI VALLEY, CA 93063-3494
805-584-8635 www.genright.com

J'S MAINTENANCE SERVICES

3550 FOOTHILL BLVD, LA CRESCENTA, CA 91214-1828
818-249-4023 www.jsmaintenance.com

LONE WOLF COLONY

23200 BEAR VALLEY RD, APPLE VALLEY, CA 92308-7431
760-247-7878 www.lonewolfcolony.org

MALCOLM SMITH MOTORSPORTS

7599 INDIANA AVE, RIVERSIDE, CA 92504-4145
909-687-1300 www.malcolmsmith.com

MC KENZIES PERFORMANCE PRODUCTS

807 E ORANGETHORPE AVE STE A, ANAHEIM, CA 92801
888-426-7491 www.mckenziezies.com

MOTOCROSS GIANT

7801 CANOGA AVE, CANOGA PARK, CA 91304
818-703-1439 www.motocrossgiant.com

MOTOMART AT CARNEGIE

18600 W CORRAL HOLLOW RD, TRACY, CA 95377
925-455-1318 www.motomartatcarnegie.com

MOUNTAIN OFF-ROAD ENTERPRISES LLC

PCI RACE RADIOS, INC.

2888 GUNDRY AVE, SIGNAL HILL, CA 90755
800-869-5636 www.pciraceradios.com



POISON SPYDER CUSTOMS INC

1177 W. LINCOLN ST. STE 100A, BANNING, CA 92220-4524
951-849-5911 www.shop.poisonspyder.com

REDLANDS CHRYSLER DODGE JEEP RAM

500 W. REDLANDS BLVD, REDLANDS, CA 92373-4638
909-793-2141 www.redlandsautoplaaza.com

RUGGED ROUTES & RUGGED ROCKS

ruggedroutes.com ruggedrocksoffroad.com

SIERRA ACCESS COALITION

www.sierraaccess.com

SIMI RV & OFF ROAD

1568 E LOS ANGELES AVE, SIMI VALLEY, CA 93065-2018
805-522-1221 www.simi-rv.com

SIMI VALLEY HONDA SEADOO CANAM

4346 E LOS ANGELES AVE, SIMI VALLEY, CA 93063-2937
805-526-4122 www.simivalleyhondaseadoo.com

S-POD SERVICES

661-755-6549 www.4x4spod.com

STORM CONSTRUCTION, INC

31735 RIVERSIDE DR., C347, LAKE ELSINORE, CA 92530
(951) 245-8693

SUPERWINCH LLC

359 LAKE RD, DAYVILLE, CT 06241
www.superwinch.com

WeRMoPar.com

Scan Here to Visit the
CORVA Website





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Sacramento, CA 95833-1945

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Permit No. 1353

Address Service Requested

CORVA CALENDAR

June:

6/13-15 Big Bear Forest Fest

August:

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



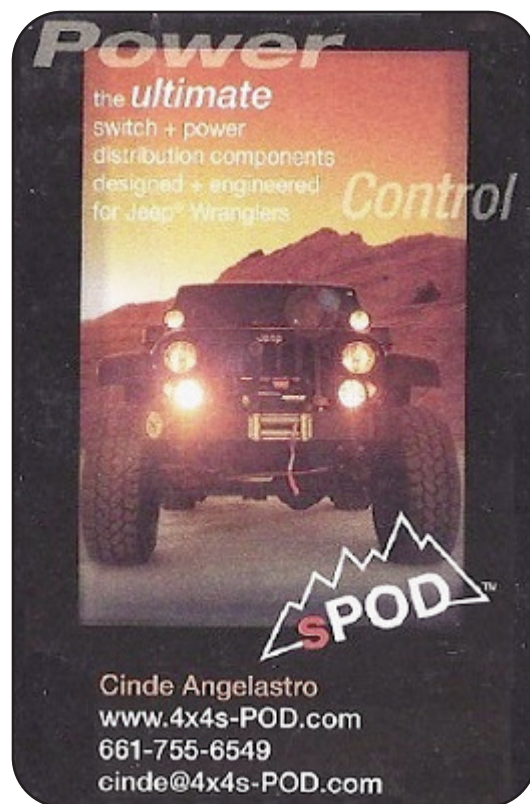
SIMI VALLEY HONDA CANAM

4346 E LOS ANGELES AVE

SIMI VALLEY CA 93063-2937

805-526-4122

www.simivalleyhondascadoo.com



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

WWW.CORVA.ORG