

**CORVA**

CALIFORNIA OFF-ROAD  
VEHICLE ASSOCIATION

www.corva.org

# OFF-ROADERS IN ACTION

## *Remembering a Great CORVA Leader, Bud Schick*

(See article on page 11)



## *The Value of Adopt-A-Trail Volunteer Programs*

by Don Alexander, Vice President - Sales & Marketing (Continued on page 12)

As a member of the CORVA Board of Directors, I get very concerned every time I look at my e-mail, and see new problems that may threaten motorized access to public land. I always hope the issues can be solved through increased communication with land managers, because I have seen this approach work amazingly well to keep public land access open. My involvement with the San Bernardino National

Forest Adopt-A-Trail program leadership team has given me a perspective representing a positive interaction with a federal agency. When land use problems come to the forefront in the San Bernardino National Forest, we have a way to immediately address the problems before they threaten motorized recreational access. The San Bernardino National Forest Adopt-A-Trail program is the mechanism which allows this.

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

## Managing Director's Report

by Amy Granat

### *CORVA Fights Back!*

One of the most gratifying meetings I've attended recently was the Carnegie General Plan meeting on November 12th, at Amador Valley High School in Pleasanton. Close to 350 people came to listen and learn as specialists and State Parks staff unveiled the preferred alternative for the Carnegie SVRA General Plan, which includes the long awaited expansion of the park. All aspects of the plan were carefully considered, and include interpretive areas, picnic areas, habitat areas set aside for critical species, and non-motorized zones for those wanting to take a break and enjoy some king or biking on dedicated trails.



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There was a component of the audience that was opposed to any expansion of Carnegie SVRA, but if these folks took the time to look very carefully at the displays set up around the room, they would see a well thought out General Plan that answered every one of their environmental concerns and/or criticisms. But while I saw roughly 300 or more off-roaders behaving in a exemplary manner, with respect and consideration to all in the room, I saw intolerance exhibited by those opposed to the expansion. I was witness to name calling and inconsiderate behavior from those professing altruistic motives.

What isn't being publicized is the considerable monetary advantage to be gained by those leading the fight against Carnegie SVRA. Those yelling the loudest also charge

\$10,000 for anyone wishing to hunt elk on the 9,000 acres above the SVRA, graze cattle polluting streams on their property, and haven't protected native archeological sites. Proving it's easy to complain and point fingers, perhaps to draw attention away from their own bad behavior.

CORVA has been involved supporting this expansion, as well as the General Plan process in Prairie City, from the moment the analysis began. Four CORVA board members attended the meeting on the 12th, along with many CORVA members, who stopped by to ask questions and lend their support. This outpouring of good will and cooperation is a model that has been repeated in the battle for Johnson Valley, and other areas throughout the state. But when will we stop playing defensive and switch to offensive actions to protect motorized access?

CORVA has been involved in a number of legal issues, and soon a lawsuit we have been working on against the Plumas National Forest will be filed. Everyone who has lived through the Travel Management planning process for the Forest Service knows how all these plans were frustrating and exclusionary. Trail systems were decimated in many forests, and the 1 car length parking rule limited the ability of anyone to park and camp in dispersed areas, or equestrian enthusiasts to stage. Everything about the Travel Management Rule was ill-conceived and poorly executed, and now CORVA is one of 4 partners fighting back with high-powered lawyers. Often legal actions have been taken against off-road recreational access, now it's time to turn the tables!

CORVA works hard for our members, to protect and expand motorized access on public land. But as we say every month, we can't do this without your help and support. During this holiday season, please celebrate with your family and friends, but remember how hard CORVA is working for you. Ask your friends and family to become members, and consider donating to expand the opportunities for the motorized sports you love. Wheeling, riding, driving...whatever type of vehicle you use, we're here for you, and we need you to be here for us!

## *Los Angeles County Residents Your Help Is Needed*

CORVA agrees that an OHV park in LA County is needed and is viable. LA County's proposed OHV park in the Littlerock area needs our help. There are a few protesters in the adjacent, but separated area that do not support the park. Unfortunately the few, less than 10 people, are vocal and have generated approximately 100 protest letters to the County Supervisors. We need all CORVA members who live in LA

County, to send letters of support to the LA Board of Supervisors in support of this proposed OHV opportunity in LA County, to counter the opposition. A simple letter saying that you support the Littlerock OHV Park is all that is needed. Letters can be sent in care of Robert Ettleman at:

[rettleman@parks.lacounty.gov](mailto:rettleman@parks.lacounty.gov)

## WHAT IS CORVA?

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

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

*We work with land managers for responsible off-highway vehicular access and recreation opportunities. Secondly, we educate our membership on the constantly changing rules and regulations and promote conservation, clean-up and trail maintenance projects.*

*We participate in lobbying activities in both Sacramento and Washington DC. We work closely with the State Department of Parks and Recreation providing input to the Off-Highway Motor Vehicle Recreation (OHMVR) program from the users' standpoint. We provide a valuable resource to land managers in the form of dedicated OHV and OSV enthusiasts who believe in using our public lands responsibly.*

*We are active at all levels of the land management public process with both the BLM and USFS as well as at the county and local levels. We do this by commenting on many environmental documents on issues that affect us.*

*We coordinate with other multiple use organizations such as snowmobiles to horse enthusiasts to protect multiple use rights that we both share. Only together can we fight the extremists. We are:*

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

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Vinnie Barbarino	S. Regional Secretary	--

Harry Baker - President  
818-705-3930     [bakerhab@aol.com](mailto:bakerhab@aol.com)

Amy Granat - Managing Director  
916-710-1950     [amy.granat@corva.org](mailto:amy.granat@corva.org)

Contact us at:     [corvabod@corva.org](mailto:corvabod@corva.org)  
Mailing Address:     1500 W. El Camino Ave. #352  
                                 Sacramento, CA 95833-1945  
Phone:                 800-42-CORVA  
                                 (Dial number above, then specific Box #)  
Newsletter Editor:     Eric Pearson     [editor@corva.org](mailto:editor@corva.org)



# PRESIDENT'S MESSAGE

**By Harry Baker**

Please join all of us in sending prayers and condolences to our President, Harry Baker, and his family on the passing of his father. Harry will resume his articles next month.

## *Fighting the Good Fight*

**By Amy Granat, CORVA Managing Director**

Perhaps it's appropriate that I'm writing this article on Veteran's Day, reflecting on all the men and women who keep America safe by dedicating their lives to the service of our country. We honor their service with our gratitude while keeping in our hearts all those who didn't make it back to our shores. The battles they left to fight are, in themselves, unimportant; it's the depth of the sacrifice we honor.

These everyday people who have done extraordinary things shouldn't have just one day of recognition; to give back appropriately we have to recognize their sacrifices by giving something of ourselves. For me and for CORVA, this dedication takes the form of making sure all people, disabled and able-bodied alike are able to access the outdoors to enjoy the god-given beauty around us.

Whether desert vista or coastal beaches, the beauty of California is unparalleled in its diverse scenery. Every part of our state, from south to north, offers a range of climates and topography unavailable in many other states, yet no state offers as many obstacles to enjoy this God-given beauty as California. It seems every day brings another regulation or another legislative mandate that seeks to bar individuals from going out and enjoying themselves. And other than a passing acknowledgement regarding disabled access from federal agencies, the same applies nationwide.

Becoming disabled due to military service, illness or accident happens in a moment, but from that minute, life is irrevocably changed. With sudden realization that nothing will ever be the same as it was, everyday events become challenges to overcome, bit by bit. And for many, including myself, the only way to glimpse a light at the end of this very long tunnel involves the promise of still being able to visit the mountains and see the beauty of a desert landscape. Both experiences fulfill something very primal in my soul.

Yet it didn't take long for the first gate to appear, blocking my access. On a trip to Panamint Valley, a trail I looked forward to driving was suddenly gated. Knowing the beauty behind that gate, I encouraged my friends to walk ahead to see it for themselves, while I stayed behind with the vehicles, unable to walk the distance. I stood with tears in my eyes, knowing from that moment on I would never be able to see the beauty beyond that gate, and neither would anybody else who was disabled or elderly. Now I was classified a second-

class citizen by my government, simply because I was disabled. The decision that led to the gate across that trail was made by the Bureau of Land Management (at the urging of an environmental group), and was not aimed specifically at me. But the unintended consequences of that decision took away something very dear to me; it took away my freedom.

We honor our veterans because they fight so bravely to protect our freedoms, yet when our warriors return wounded, unable to walk as they once did, our country now welcomes them with gates and signs saying 'no entry' to the backcountry. Over 14 million acres of land in California is currently off-limits to the disabled because of Wilderness designations, countless thousands more acres to other designations such as Wild and Scenic River, or Inventory Roadless Areas. The message we are receiving from our federal land management agencies is very clear; all those with disabilities are no longer welcome here, only those who are young and fit deserve access to the backcountry.

Whether disabled or elderly, the end result concerning access is similar. Getting older is the inevitable progression of aging all of us hope to achieve, while the onset of disability happens very quickly. But the end results of both create limitations in the ability of individuals to access buildings, campgrounds or trails. As a society, we have decided that it's unacceptable to block access to buildings and campgrounds, but it is acceptable to block access to the backcountry. Whether they call it "America's Great Outdoors" or "Wildlands" or just plain Wilderness, the end result is all the same – disabled and elderly people are locked out, irrevocably, with no apology.

When I sat at that gate waiting for my friends to return I vowed to learn as much as possible, and to fight hard to change these restrictive policies. At least a decade later I'm still fighting, and not giving up. But I am very lucky to have a lot of help. There are visionaries on the CORVA Board of Directors who understand and support this battle, and I am thankful for their hard work and service. I've learned that dedication to fight the good fight is not limited to those in uniform. While we honor those who have served us today and every day, I also honor those who help speak out for those who have a smaller voice but must be heard. These people are also my heroes.



**19<sup>th</sup> Annual TRUCKHAVEN Challenge**

Ocotillo Wells SVRA

**FUN FOR THE WHOLE FAMILY!**

**CORVA**  
CALIFORNIA OFF-ROAD VEHICLE ASSOCIATION  
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**JANUARY 11, 2014**

**PRE-REGISTER IN NOVEMBER ONLINE AT [WWW.CORVA.ORG](http://WWW.CORVA.ORG) OR PAY AT THE EVENT SITE!  
All OHV's Welcome!\***

**GREAT RAFFLE PRIZES DONATED BY THE OFF ROAD INDUSTRY**

**POKER RUN - SATURDAY, JANUARY 11<sup>TH</sup>**

Registration- Each Vehicle: CORVA Member: \$35.00 / Non-Member: \$45.00

Kids (12 and under) on ATV's/MC- \$20.00

All Prices include one poker hand and 1 raffle ticket / Great prizes for 1, 2nd, & 3rd place Poker Hands /  
Great prizes for 1, 2nd, & 3rd place in Games

**START TIME: 8:00AM / START LINE CLOSES: 11:00AM**

**ENTER YOUR DOG TO WIN GREAT PRIZES AT THE DOG SHOW**

*Course length approx. 20 miles / Alternate "difficult routes" for those willing to "GO FOR IT!" / Checkpoints have "games of skill" for more family fun and prizes! / Course closes 4:00 pm!*

**SEE MAP TO EVENT: [corva.org](http://corva.org)**



**SUGGESTED ITEMS:**  
First Aid Kit, Tow Strap,  
Spare Tire, Fire Extinguisher



**BBQ dinner to follow Poker Run**

**Trailmasters Club BBQ Dinner Menu**

<b>Hamburger</b>	<b>\$4.00</b>
<b>Hamburger w/side of chili</b>	<b>\$5.00</b>
<b>Hot Dog</b>	<b>\$2.00</b>
<b>Hot Dog w/chili</b>	<b>\$3.00</b>
<b>Bowl of chili</b>	<b>\$2.00</b>

**Registration desk will open at 2:00pm Friday afternoon (January 10<sup>th</sup>) at the event**

*Camping for the event is located in an easily accessible dirt area adjacent to a large dry wash. Plenty of room for motorhomes and trailers. This is dry desert camping, so no hook-ups. We will however, have portable toilets brought in for those "tenting it"*

All proceeds from this event to go to CORVA's Land Use Fund!

Need more info?

Email: [steve.hewitt@corva.org](mailto:steve.hewitt@corva.org) or call 951-237-0233

**CELEBRATING 19 YEARS OF GREAT OFF-ROADING!!!**

# CORVA Land Use Resources and Public Policy Report

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

## Land Use: Summary

### *Yosemite Fire Sparks Debate Over Timber Salvage*

The devastating Rim Fire has now rekindled a fierce fight over salvage logging. Some want to speed commercial removal of the wrecked timber left behind by the fire that has burned over 257,000 Sierra Nevada acres since mid-August. Others caution about the consequences of eliminating the standard regulatory and judicial reviews.

### *Federal Lands Recreation Enhancement Act (FLREA) extended until December 8, 2015.*

FLREA provides federal land agencies with the legal authority to collect entrance/user fees at various federal public lands. When Congress passed the continuing resolution to reopen the federal government, a provision was included that extended the statutory authority for FLREA until December 8, 2015.

### *Secretary Jewell Offers Vision for Conservation, Balanced Development, Youth Engagement in National Press Club Speech*

Calls on Congress to protect and support nation's lands and waters; Issues first Secretarial Order to establish Department-wide mitigation strategy to ensure efficiency, consistency, conservation in infrastructure development. "We owe it to future generations to act, and President Obama is ready and willing to step up where Congress falls short."

### *Feds Propose Listing Sage Grouse Sub-Population as Threatened, Angering Energy Developers*

Federal wildlife officials on Friday proposed to list as threatened populations of greater sage grouse in Nevada and California in an effort to save the struggling species, a deci-

sion that promises to pose new challenges for ranching and energy development in the West.

### *Los Padres National Forest Wilderness Bill Taking Shape*

Congresswoman Lois Capps has included elements of Senator Gallego's wilderness bill as a new and more extensive wilderness and Wild and Scenic River proposal for Los Padres National Forest and the Carrizo Plains. Designated routes of travel to remain open.

### *Recreational Trails Program (RTP) Update*

Our best guess is that Congress will pass a simple one-year extension of the existing transportation authorization moving the expiration date to December, 2015 rather than the current date of December, 2014. This additional one year window will allow for more time to explore alternative funding sources.

### *Parks Forward Initiative Continues Public Workshops in Southern California, Invites Public to Participate in Effort to Improve State Parks*

The Parks Forward Initiative and the California State Park and Recreation Commission continues public workshops statewide in October to gather new ideas on how to improve efficiency, create financial sustainability, and better leverage partnerships within California State Parks. (Cont. next page)

## WHEN DOES YOUR MEMBERSHIP EXPIRE?

Look on your mailing label to find out.

### 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:

#### CORVA

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### I AM DONATING TO:

Legal Fund	\$ _____
Sierra Pro Access Group	\$ _____
Lawsuit against Forest Service	\$ _____
Reopening of Clear Creek Area	\$ _____
Funding the CA Desert Legal Bills	\$ _____
Ocotillo Wells Lawsuit	\$ _____
Funding work at: _____	\$ _____
Other Area: _____	\$ _____
General Fund (non specific)	\$ _____
<b>TOTAL</b>	<b>\$ _____</b>

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

## Land Use: Full Report

### Yosemite Fire Sparks Debate Over Timber Salvage

By Michael Doyle - McClatchy Washington Bureau

The devastating Rim Fire around Yosemite National Park has now rekindled a fierce fight over salvage logging. Some want to speed commercial removal of the wrecked timber left behind by the fire that has burned over 257,000 Sierra Nevada acres since mid-August. Others caution about the consequences of eliminating the standard regulatory and judicial reviews.

The politically savvy agree that a far-reaching timber salvage bill newly introduced by Rep. Tom McClintock, R-Calif., is only the start of serious debate. "If this effort is anything more than just a press release, he's going to have to be able to sit down and negotiate with the Senate," Rep. Jim Costa, D-Calif., said Friday. The bill introduced late Thursday is a more aggressive version of a salvage logging amendment added, on a largely party line vote, a week ago to a separate piece of House legislation about public lands. Like McClintock's House amendment, his bill effectively blocks lawsuits to challenge salvage logging plans.

"If any good can come of this (Rim Fire) tragedy, it would be the timely salvage of fire-killed timber that could provide employment to local mills and desperately needed economic activity to mountain communities," McClintock declared in a statement. "But this can't happen if salvage is indefinitely delayed by bureaucratic processes or the usual litigation filed by extremist environmental groups."

"The timber salvage can go a long way to benefit local economies throughout the state," Rep. Jeff Denham, R-Calif., a co-sponsor of McClintock's bill, said during House debate last week.

Skeptics include some who agree that speedier salvage logging could help, but who also fear that the McClintock language goes too far, too fast. Costa, for one, voted for the House amendment last week, and he stressed Friday the need to "expedite the process" to get salvage logging underway. He also said, though, that he was not informed about McClintock's bill until after it had been introduced with eight Republican co-sponsors, including House Majority Whip Kevin McCarthy of California. "Once again, it appears to be an overreach," Costa said. "I've never seen on any legislation that he's introduced, on water or anything else, where (McClintock) is involved in an effort to reach out" across party lines. McClintock's office did not respond to multiple queries Fridays. The congressman did not respond to a reporter's in-person request for comment, and his office did not provide a copy of the bill language.

The offices of California's two senators, Democrats Dianne Feinstein and Barbara Boxer, were not aware of

McClintock's bill until they were informed by a reporter. His legislation has been considered in a hearing by the House Committee on Natural Resources. The rapidly scheduled hearing, and the support of party leaders, including McCarthy and the chairman of the resources panel, Rep. Doc Hastings, R-Wash., shows the bill could be on a fast-track, at least in the House. The chamber earlier passed the McClintock salvage logging amendment by a 243 to 172 vote.

The real contest awaits in the Senate. "There are ways to do this," Rep. Peter DeFazio, D-Ore., said during earlier House debate. "But this, I don't think is the best way to go forward." DeFazio is the senior ranking Democrat on the Natural Resources committee, and has supported some past salvage logging measures. He cautioned, though, that "we don't really know yet" key details about potential Rim Fire salvage logging sites, including "what the conditions are, what areas would be critical to surviving wildlife, what areas are critical to watersheds and how we will deal with those areas, how we're going to recover the recreation in that area in the future (and) what would happen with building of roads and logging and salvage logging in those areas."

McClintock countered that "up to one billion board of feet of timber" now awaits harvesting, if loggers can move quickly.

### FLREA Lifeline

The Federal Lands Recreation Enhancement Act (FLREA) was set to expire on December 8, 2014. In anticipation of that expiration, discussions have been ongoing in the relevant committees in the House and the Senate about the need to reform the program. FLREA provides federal land agencies with the legal authority to collect entrance/user fees at various federal public lands. When Congress passed the continuing resolution to reopen the federal government, a provision was included that extended the statutory authority for FLREA until December 8, 2015. The ostensible purpose of this extension is to provide Congress with more time to reform the program.

We are pleased that FLREA was extended for another year. ARRA has long supported this program because we feel that reasonable fees collected for the use of recreational areas is appropriate so long as the revenue collected goes towards managing the very areas where the fees are collected. Had the program been allowed to expire, undoubtedly many recreational areas would have been closed. With all of the other financial pressures on the federal land agencies, FLREA is needed more than ever.

This is not to say that the program shouldn't be reformed, because it does need to be updated. Having until December, 2015 to complete that task allows for all of us to engage in a more meaningful set of discussions as to the best way to make this program even more effective. (Continued on next page)



## Secretary Jewell Offers Vision for Conservation, Balanced Development, and Youth Engagement in National Press Club Speech

*Calls on Congress to protect and support nation's lands and waters. Issues first Secretarial Order to establish Department-wide mitigation strategy to ensure efficiency, consistency, conservation in infrastructure development*

In remarks today at the National Press Club, Secretary of the Interior Sally Jewell laid out a strong agenda to strengthen our economy and ensure that we pass along our nation's rich conservation legacy to the next generation – a path forward that includes balanced development and engaging and employing youth on our public lands.

“President Obama believes that we have a moral obligation to the next generation to leave our land, water, and wildlife better than we found it,” Jewell said. “Passing along the blessings that we have inherited will take action and a commitment to take the long view, particularly in this era when our lands and waters are facing unprecedented challenges from climate change and a growing population.”

In the wake of the government shutdown, Jewell underscored the real need for Congressional action to support our national parks, refuges, rivers and conservation lands, including mandatory, full funding of the Land and Water Conservation Fund by 2015.

“Protecting the special places that communities care about most and passing sustainable budgets that support our public lands are the kind of commonsense, bipartisan actions that Americans want to see Congress take – but we cannot and will not hold our breath forever,” said Jewell. “We owe it to future generations to act, and President Obama is ready and willing to step up where Congress falls short.”

As part of Interior's efforts to encourage balanced development and ensure landscape-level planning, Secretary Jewell today issued her first Secretarial Order, which calls for a Department-wide mitigation strategy. The Order will ensure consistency and efficiency in the review and permitting of new energy and other infrastructure development projects, while also providing for the conservation, adaptation and restoration of our nation's valuable and natural and cultural resources. A copy of the Order is available at: <http://www.doi.gov/news/loader.cfm?csModule=security/getfile&pageid=380602>

“This Order will help Interior create a simpler, more straightforward approach for businesses to be good partners and good stewards of our public lands,” said Jewell. “Today we have an unprecedented opportunity – using science and technology to create a better understanding of landscapes than ever before – to advance important conservation goals and achieve our development objectives. We know it doesn't have to be an either-or.”

Jewell also laid out ambitious goals to engage the next generation through education, employment and volunteer opportunities on public lands. Specifically, by 2017, Interior will work to: develop or enhance partnerships in 50 cities to create opportunities for outdoor recreation for more than ten million young people, provide educational opportunities to at least ten million of the nation's K-12 students annually, engage one million volunteers in support of public lands, effectively tripling the numbers we have now, and provide 100,000 work and training opportunities to young people.

“For the health of our economy and our public lands, it's critical that we work now to establish meaningful and deep connections between young people – from every background and every community – and the great outdoors,” said Jewell. “There's no doubt that these goals are ambitious. That's why we're going to work with schools, private and non-profit partners and communities to leverage resources to help turn this vision into a reality.”

## Feds Propose Listing Sage Grouse Sub-Population as Threatened, Angering Energy Developers

Federal wildlife officials recently proposed to list as threatened populations of greater sage grouse in Nevada and California in an effort to save the struggling species, a decision that promises to pose new challenges for ranching and energy development in the West.



Male sage grouse performing his “strut”

The U.S. Fish and Wildlife Service found that invasive species and energy development in the desert have had a devastating effect on the large, ground-dwelling bird's populations, said Ted Koch, Nevada state supervisor for the service.

“It's not the 11th hour for sage grouse here, but it is maybe the 10th hour,” Koch said. “And that's good news. It means we have some time and space to turn things around.”

The service found multiple threats facing this specific sub-population of the sage grouse, a chicken-size bird whose males have a large white tuft of feathers around their necks.

(Continued on next page)

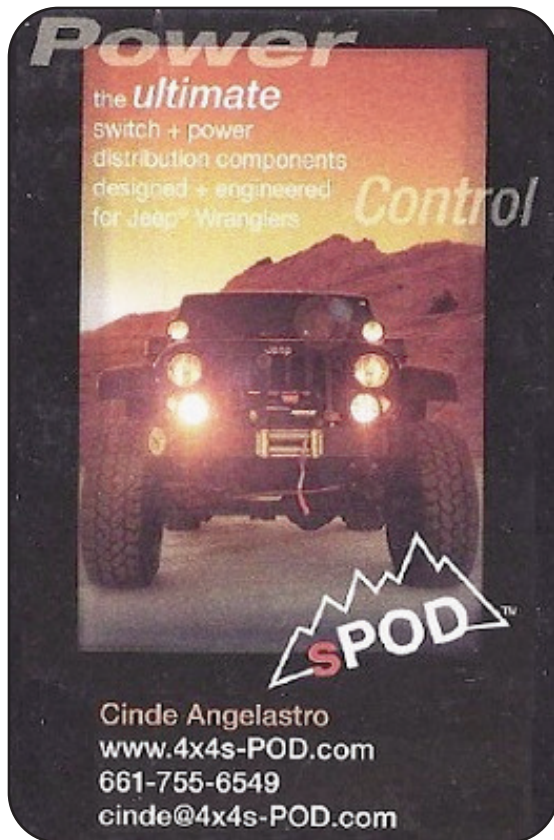


The service estimates there are only about 5,000 of the birds left. Non-native pinyon pine and juniper trees introduced to the habitat and power lines have given low-to-the-ground perches for raptors, which eat the grouse, Koch said.

The service also found that an invasive grass from Asia that burns easily has helped decimate sagebrush, which is key to the grouse's survival.

Industry, federal and local officials say a local effort already underway to save the bird is a promising start. Passed in 2012, the plan is being used by federal officials to help clear red tape for industry in the area. Some state legislators greeted the proposed listing with suspicion, saying it could have wide-ranging economic impact on the rural economies in the region. Senate Majority Leader Harry Reid of Nevada said the decision will have "major ramifications" on the way of life in parts of Nevada and California.

"This listing is further proof that we need to work together to protect sensitive species before they get to such a dismal point and negatively affect our rural economies," Reid said in a statement. The final decision on the service's proposal will occur next year, and the public will have 60 days to comment.



Ranchers, miners and energy developers who use the mostly public lands that serve as the sage grouse's habitat have opposed the listing, saying it would have a deep economic impact in the rural West.

Friday's proposed listing comes as the service is also determining whether the entire western sage grouse population

should be federally protected. Sage grouse also live in Colorado, Idaho, Montana, North Dakota, Oregon, South Dakota, Utah, Washington, Wyoming and parts of Canada.

Ranchers worry that protections will scuttle or block outright vast grazing areas. They say it adds a lot of uncertainty to any plans to expand or even launch habitat restoration plans on their lands.

"For guys talking about expansion and going to the bank for loan, I'm not sure what the bank is going to tell me," said JJ Goicoechea, a rancher and veterinarian who is president of the Nevada Cattlemens Association. "And the rural economy is heavily dependent on those ranching families, who generate revenues that help keep towns and schools running. What's going to happen to those rural communities?" he asked.

The Center for Biological Diversity, which sued the service to protect the sage grouse, said the decision was long overdue. "The sage grouse we have here in Nevada and California is a true symbol of all that is wild. What a relief that it's finally getting the protection it needs to survive," Rob Mrowka, a Nevada-based center ecologist, said in a statement.

## Los Padres National Forest Wilderness Bill Taking Shape

Some of you will remember hearing about Senator Gallego's wilderness proposal for the Los Padres National Forest last year. The Senator termed out of office and CORVA recently learned that Congresswoman Lois Capps has taken up parts of his proposal. This comes as no surprise. The Congresswoman expressed interest in sponsoring a wilderness bill last year when it became apparent that Senator Gallego's bill would not be passed.

It is our understanding that all designated routes of travel are to remain open. Although Senator Gallego's bill included a number of provisions that were favorable for recreation, including new routes available for off road recreation, the present proposal does not include any of these.

A map of the proposal is available on the California Wilderness Coalition website and may be found at:

[http://www.calwild.org/wilderness\\_maps](http://www.calwild.org/wilderness_maps).

Includes: Black Mountain Proposed Wilderness Area (PWA), Machesna Mountain PWAs, Santa Lucia Wilderness PWAs, Garcia Wilderness PWAs, Carrizo Plain National Monument PWAs, Wind Wolves Preserve, San Rafael PWAs, Piru Creek Wild and Scenic River (WSR), Salinas River WSR, Chumash PWAs, Dick Smith PWAs, Condor Ridge PWA, and Matilija PWAs.

In 2011, a court-ordered review of National Forest lands in the four Southern California National Forests by the Forest Service found no lands on the Los Padres were capable, available, or suitable for wilderness.

CORVA is carefully studying this new and extensive wilderness proposal.

(Continued on next page)

## Recreational Trails Program (RTP)

We have been quietly doing a series of meetings on Capitol Hill to gauge congressional sentiment towards the Recreational Trails Program. We do not want a repeat of the last go around when we were blindsided by the Senate Environment and Public Works Committee's decision not to reauthorize the program and had an uphill battle to preserve the program.

The good news is that we are finding strong support in the House and the Senate among Democrats and Republicans alike that this program deserves reauthorization in the next transportation bill. We are encouraged by this show of early support. The wild card issue is the funding mechanism for the next transportation bill. The current method of funding transportation programs through federal excise taxes on gas and diesel fuel no longer raises sufficient revenue to cover infrastructure costs. Since 2008, the Congress has had to transfer more than \$41 billion from the General Treasury Fund to the Highway Trust Fund in order to cover the country's infrastructure needs. At some point in time, Congress will have to either raise the tax rates on fuel or seek another revenue source because this funding shortfall cannot go unabated. Any mechanism outside of the excise tax regime will have a bearing on how RTP is financed in the future.

Our best guess (yes, we do guess at times) is that Congress will pass a simple one-year extension of the existing transportation authorization moving the expiration date to December, 2015 rather than the current date of December, 2014. This additional one year window will allow for more time to explore alternative funding sources. Our challenge is to make sure that strong congressional support for preserving the Recreational Trails Program continues at the same time Congress grapples with the overriding issue on how to pay for an aging transportation infrastructure system.

Obviously, this will be an issue on which you will be hearing more from us in the coming months and maybe years. In the meantime, we want you to know that we are actively engaged on this issue.

## Parks Forward Initiative

The Parks Forward Initiative and the California State Park and Recreation Commission began a series of public workshops statewide in September to gather new ideas on how to improve efficiency, create financial sustainability, and better leverage partnerships within California State Parks.

The workshops were part of the Parks Forward Initiative, which will undertake a top-to-bottom evaluation to improve and sustain California's under-funded State Parks System. In June, California Secretary of Natural Resources John Laird and California State Parks Director Major General Anthony L. Jackson, USMC (Ret.) unveiled the Initiative. The 12 members of the Parks Forward Commission were then announced.

Public Workshops ran from September through October throughout the state to gain public input on the topic.

Signed into law last year, the California State Parks Stewardship Act of 2012, or AB 1589, seeks to improve management and funding practices at the Department of Parks and Recreation.

The Parks Forward Commission is expected to present its final findings and recommendations to the Governor and the Legislature in Fall 2014. Learn more about Parks Forward at: [www.ParksForward.com](http://www.ParksForward.com) and by following us on Twitter at @ParksForward and liking us on Facebook at [Facebook.Com/ParksForward](https://www.facebook.com/ParksForward).

## San Gabriel National Recreation Area

*Legislation being Drafted for Park Service Management of San Gabriel Mountains*

*What is allowed/prohibited in a NRA?*

Recreational activities, such as hiking, camping, cycling, boating, fishing, and hunting are allowed in most NRAs. A wide range of recreational activities can be explicitly authorized in the legislation that establishes a particular NRA. The legislation creating each NRA is unique to the local needs and uses of the area. Many more activities are allowed in NRAs than are often allowed in National Parks, for example.

*What happens next?*

The Study is only a recommendation. It will take Congressional legislation to create a National Recreation Area. Though there is no official legislation currently written, Rep. Chu is working with many local stakeholders to draft a bill that reflects the priorities of the communities in the San Gabriel Valley and beyond.

In June, Rep. Chu hosted a series of roundtable discussions with community advocates, city officials, local public works agencies, and business leaders to discuss the results of the NPS study, share her thoughts, answer questions, and take comments. These sessions provided vital feedback that Rep. Chu will work to incorporate as she considers drafting legislation

(Continued on next page)



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## State Parks Responds to Ocotillo Wells SVRA Lawsuit

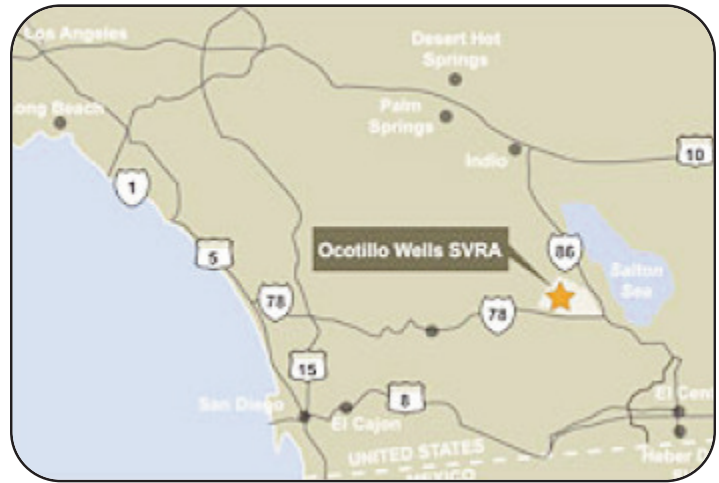
California State Parks has filed their formal response to the PEER/DPC lawsuit seeking to limit open riding within Ocotillo Wells SVRV. The response requests the judge to dismiss the lawsuit.

The response, a demurrer, cites that Public Employees for Environmental Responsibility (PEER) and Desert Protection Council (DPC) have improperly invited the court to direct State Parks how to run the SVRA, something the law does not allow. In order to pursue this lawsuit, PEER/DPC must identify a specific non-discretionary task, required by law, that State Parks has failed to perform. That is something the filing by PEER/DPC fails to identify.

The court hearing regarding the demurrer is scheduled for December 13, 2013. If granted, the entire case would be dismissed. Tierra del Sol 4WDC, CORVA and EcoLogic Partners will be filing as intervenors on behalf of California

State Parks depending on the outcome of the December 13 hearing.

The filing by State Parks has extended the timeline. There is no action required prior to the December 13 court hearing.



## Remembering a Great CORVA Leader, Bud Schick

Bud Schick was one of our founding members and most will remember him as Bud, the Manager of the CORVA Store. Bud could be seen at most of the CORVA Events, Off-road Expos, and of course our annual meetings. Along with Bill Salmon he became the unofficial face of CORVA, with his Panama hat, Orange CORVA jacket and a personality that won everyone over! Bud would arrive at events across the state, RV full with items from the CORVA store, and open his doors to greet everyone with a big smile and a wave.

the Store and recommended that I should take it over (something he asked me to do for many years). Unfortunately for Bud, I took another position with CORVA, and Bud stayed on at our CORVA store for at least the next 15 years, always stating that he was “in the process of retiring from the store!”

Bud became a part of our CORVA family, with both of my children looking forward to the events and hanging with him. But above all Bud was a family man, as he was always talking about his children, grandchildren, and his wife Flo, and would frequently bring them to events.

Though Bud was very involved with CORVA and OHV issues, he was active in other areas as well. I remember Bud talking with me about a parking situation in his area that would not allow parking of an RV overnight in front of your own home. Next thing I knew there was a article in the newspaper with a picture Bud and Flo, sitting in their RV, and Bud stating the facts and raising public awareness. That was Bud, a man who could express an opinion with great knowledge of the subject in a down home manner with a smile.

But Bud was not all seriousness, and was never above poking fun at himself. At one point there was a note on the dash of his Samurai saying “Lock It In You Stupid Schick”, that he placed there after forgetting (as we all have done) to lock it in.

I learned a lot from Bud as I know others have as well. He was a good friend and a man I have always looked up to. Bud Schick will be missed by all of us at CORVA; he truly was one of a kind.



Bud Schick 3/3/1926 to 10/26/2013

I remember the first CORVA annual convention that I attended for the American Buggy Association (ABA), where I met Bud, who after meeting told me that he was retiring from



## Adopt-A-Trail Volunteer Programs (Continued from page 1)

There are many reasons for closing motorized vehicle access to public lands:

- Environmental extremism
- Damage from flood and fire
- Budget Cuts
- Off designated route travel

average for the last five years over 20,000 man-hours. The program is fortunate to have a very strong leader from the Forest Service. Greg Hoffman created the program in 1993 and has led it ever since. His title is OHV Manager for the San Bernardino National Forest, and he has fought tirelessly to keep OHV and street legal access in our mountains.



The San Bernardino National Forest Adopt-A-Trail program has helped minimize each of these issues, and as a result, maintained access for motorized vehicles, especially street-legal vehicles, in this forest.

- When environmental extremists take pot shots at the San Bernardino National Forest, the fact that the San Bernardino National Forest Adopt-A-Trail program expends on average of 20,000 man-hours annually caring for the forest, forces the environmental extremists retreat, because their arguments are of little importance considering that their groups, though much larger, do little to maintain public lands.
- San Bernardino National Forest Adopt-A-Trail program volunteers are instrumental in repairing damage to roads, trails and water shed from floods and fires, even earthquakes and landslides.
- Since the San Bernardino National Forest Adopt-A-Trail program consists solely of volunteers, they save the Forest Service huge sums of money. In addition, the Adopt-A-Trail hours are used as matching funds for state OHV grants, which exponentially increase the value of the program.
- When motorized vehicle users create illegal routes, National Forest Adopt-A-Trail volunteers repair the damage and rebuild fences to discourage further travel off trail.

This September, the San Bernardino National Forest Adopt-A-Trail program celebrated its 20th year of operation, growing from one club in 1993 to over 50 clubs in 2013, maintaining nearly 400 miles of roads and trails and contributing on



To say that the program is a success is an understatement. Even our local District Ranger admits that the San Bernardino National Forest would not have nearly the current motorized access if not for the hard-working volunteers of the San Bernardino National Forest Adopt-A-Trail program. While Ranger Greg is a Forest Service employee, he has extensive duties beyond the Adopt-A-Trail program. The program itself is completely volunteer-run. Recently the program formed a non-profit in order to seek funding solely for needs of the program, including equipment and training. But in total the program runs on less than \$10,000 annually. One of the perks for the volunteers is training. Since the volunteers pay their own expenses to work on the roads and trails, training is at little or no cost, which is a considerable benefit.





The program undertakes road maintenance training, a crucial element of the program, but also provides limited chain saw and bulldozer training for those highly-skilled and dangerous jobs. Additionally, the program offers other classes like vehicle recovery, winter four wheeling, first aid and ham radio training. The volunteers really enjoy the training sessions.

One of the major expenses of the program is equipment purchase and maintenance. The Forest Service provides some of the gear, tools and safety equipment, but in the last couple of years, budget cuts have reduced the available funding and expenditures. This is one reason the leadership team decided to create a 501c3 non-profit, the SBNF Friends. We are now in a position to meet our limited funding needs with no help from the Forest Service, just in case.

The top five clubs from 2013 are:

1. SoCal FJ Cruisers: 1605 Hours
2. Inland Empire 4 Wheelers: 1355 Hours
3. My Jeep Rocks: 1348 Hours
4. Orange County 4 Play: 1311 Hours
5. Lost Jeeps SoCal: 1186 Hours



One of the great by-products of this program is the cleanliness of the San Bernardino National Forest. This summer, when CORVA Managing Director Amy Granat and her husband Joe visited Big Bear, I took them on a trail run. Amy was amazed at how clean the forest is. My reply was simply "That's what 20,000 man-hours of volunteer work each year can accomplish".

About three years ago, the USFS designated the San Bernardino National Forest Adopt-A-Trail program as the model for all USFS Adopt-A-Trail programs across the US. While many Adopt-A-Trail programs exist in California, all programs need guidance and funding. As the VP of Marketing for CORVA, I am working on a program where CORVA can help clubs and groups get involved with, start, and enhance Adopt-A-Trail programs. An Adopt-A-Trail program can make all the difference when it comes to preserving land access for motorized vehicles on public lands. I've asked the question before: "Who are the true conservationists?" I would challenge any environmental group to top the volunteer man-hours chalked up by Adopt-A-Trail programs and other OHV volunteer programs.

While we are getting our Adopt-A-Trail program act together, if you need more info about Adopt-A-Trail programs, contact me at: [don.alexander@corva.org](mailto:don.alexander@corva.org).



Every year, each Adopt-A-Trail club surveys its trail and then creates a maintenance plan. With clubs new to the program, Greg Hoffman or one of the highly experienced old-timers will help survey and develop a maintenance plan. Unless major work is needed, the clubs can set their own schedules for carrying out the maintenance plan. The work gets done in a very timely manner. Sometimes other clubs will pitch in to help, and occasionally, some work gets done by volunteers on trails other than their adopted trail when the task is obvious and easily undertaken. An example would be fallen rocks or trees blocking a road or trail.

The clubs compete yearly for the most volunteer program hours. Currently, the record is held by MyJeepRocks with nearly 3000 volunteer hours, set a few years ago. The hours went towards reopening their adopted trail, Holcolm Creek Jeep Trail, which was devastated in the Butler II fire several years ago. The effort of MyJeepRocks, along with help from many other clubs, is the only reason that Holcolm is now reopened and is currently in great shape.



## 2013 Southern Jamboree: Another Great Weekend in the Desert!

By Clayton Miller, Southern Regional Director

Every year in the fall, CORVA looks forward to hosting both old and new friends alike at our Southern Jamboree. We try to vary the locations to keep the event exciting, giving everyone a chance to see all the different OHV areas CORVA fights to keep open to recreational access. Over time we've held our event at state and federal areas, and this year had an exciting event planned at the Spangler Hills OHV area, under the auspices of the Bureau of Land Management.



While still waiting for our event permit to arrive, the government shutdown started October 1st. Not knowing how long the shutdown would continue, we waited as long as possible, but finally had to make the tough decision to change the venue of the event, even after it had been advertised to our members and supporters. CORVA was very lucky to have a great opportunity offered to hold the Southern Jamboree at Alta Vista Ranch, located near California City, by a longtime member and supporter.

Lou Peralta, owner of AV Ranch, offered CORVA the use of his ranch as the staging location for the jamboree. We jumped at the chance! AV Ranch has been home to several off-road events and poker runs in the past, and Mr. Peralta is one of the main organizers behind the return (after 27 years) of the California City Grand Prix scheduled for December 20-22, 2013. See: [www.averacing.com](http://www.averacing.com) for more information about what promises to be an exciting event.

The turnout for the jamboree was great. Many people said that they really liked the poker run course that covered a variety of terrain and was very scenic. Bypasses for the more difficult sections of the route allowed all vehicle types and riders and drivers of varying levels of experience to participate.

Registration for the poker run, challenge games and raffle ticket sales opened early Saturday morning. Following the mandatory drivers/riders meeting, the poker run and games began at 10:00 a.m. Many enjoyed the wet lap and potato stab games and vehicle teeter-tooter that were open to all comers throughout the afternoon. At the end of the day certificates were given for each game for different age brackets and vehicle types.

CORVA would like to thank all of the volunteers who made the Jamboree possible. This includes those who covered registration, the information table, and the poker run check points along the route. Check point 2 was covered by Vinnie Barbarino and Darren Kelsey, and check points 3 and 4 by members of the Bear Valley 4x4 Club. Check points 1 and 5 were located at the CORVA main camp area and were covered by volunteers throughout the morning and afternoon. CORVA thanks all the volunteers at each of the check points. Their help and enthusiasm is greatly appreciated!

The challenge games were also sponsored by CORVA volunteers. A big CORVA "Thank you!" goes to Point Mugu 4WD Club for setting up and overseeing the wet lap and teeter-tooter, and CORVA's own President, Harry Baker, for the potato stab game. Following these, the dog show was a big hit. Thank you to Linda Wucherpfennig for organizing and running the show, and to all the talented dogs and their people for putting on a good show!

As in many Jamborees in the past, the evening activities began with a delicious slow-cooked tri-tip dinner prepared by Tom Edwards and John Nave. This was followed by a brief and informative update by Bruce Witcher, CORVA VP of Land Use, on some of the many challenges the off-road community faces, and some of the important successes achieved in California.





Wrapping up the evening were the awards ceremony for the challenge games and poker run, and the raffle drawing. Thanks to the generosity of our donors and sponsors, there were some great prizes donated this year by the companies and families listed below. CORVA member Wayne Ford emceed the Jamboree throughout the day and evening. Many groups have benefited from Wayne's engaging and entertaining style behind the mic at a variety of shows and promotional events over the past couple of years. We are very appreciative for all his time and help.

The Southern Jamboree was a success because of the participation of its members, and their friends and guests. Thank you to everyone who supported CORVA this year by attending the Jamboree. Also, all the time and effort of CORVA's volunteers must be recognized. Their dedication allowed the Jamboree to happen. Welcome to the new members who signed up, and thank you to those who renewed their memberships.

**CORVA would like to thank:**

**CORVA 2013 Southern Jamboree**

**Planning Committee**

- |                             |               |
|-----------------------------|---------------|
| Harry Baker                 | Lou Peralta   |
| Mike Moore                  | Darren Kelsey |
| Kim Carpenter               | Helen Baker   |
| Vinnie Barbarino            | Terry Work    |
| Wayne Ford                  | Ed Waldheim   |
| Linda Wucherpennig          | Amy Granat    |
| Katherine Kelsey            | Aaron Lasley  |
| Clayton Miller, Event Chair | Jim Colln     |
| Jim Woods, Event Co-Chair   | Roberta Woods |

**Poker Run Checkpoint Volunteers**

- |                      |                                   |
|----------------------|-----------------------------------|
| CORVA Volunteers     | Checkpoint 1, 2, 5 & Registration |
| Bear Valley 4x4 Club | Checkpoint 3                      |
| Bear Valley 4x4 Club | Checkpoint 4                      |

**Challenge Games Volunteers**

- |                     |                        |
|---------------------|------------------------|
| Point Mugu 4WD Club | Wet Lap Challenge Game |
| Point Mugu 4WD Club | Teeter-Tooter          |
| Harry Baker         | Potato Stab Game       |



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## Comment to Sierra Club

By Diana Mead, Northern Regional Director

*In response to a website article suggesting members should support East Bay Regional Parks in keeping the land purchased with OHV funds for CARNEGIE SVRA expansion, part of their General Plan.*

The letter from Deputy Director Conlin clearly outlines state parks position on the Tesla property. As a resident of the E Bay Parks district, I find EBP to be misinformed and prejudicial in their approach to off highway motorized recreation.

There are no opportunities within the EBP system for this type of recreation that is enjoyed by many Alameda and Contra Costa families.

Having toured the Tesla area, I can assure you that it is not the pristine area, Friends of Tesla, would have you believe. The mine tailings are big and ugly, worse than a maintained OHV trail, in my opinion. The town ruins are littered, criss-crossed with degraded plumbing and depressions signaling compromised mine shafts. These features are a fair indication of the costly environmental mitigation that is needed. That, of course, is only the "surface" features. What of the waste from a turn of the century mining operation?

Then there are the ever present indicators of cattle grazing. Funny how in California, we have come to accept the single oak in the middle of a pasture as "natural", when nothing could be further from the truth.

Carnegie SVRA is a prime example of sustainable recreation. Although many may find the sight of a trail on an open hillside to be an eyesore, the wildlife within the park is very healthy and plentiful. Care is taken to maintain the trail system and the environment. There are many protected archaeological sites.

I understand your negative perspective on OHMVR, but a goal to eliminate places for your fellow citizens to ride is counterproductive. The Off Highway Vehicles registered each year in California are going to be used somewhere. Remember, there are no public riding areas in the EBRP district.

As Deputy Director Conlin stated, a partnership helping us to develop a park which includes other opportunities along with the OHMVR would be welcomed. Beyond that though, an understanding that managing this recreation and ensuring that our parks are sustainable is more realistic than attempting to eliminate or constrain a legal form of recreation.

Carnegie SVRA, like every other State Park, is obligated by law to protect habitat and archeological sites. This has been done at the current park and is a part of the expansion plan.

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## Remembering Off Roader Thomas Nosala

By Terry Work, Vice President - Administration

Thomas W. Nosala, father to former CORVA Board Member Wayne Nosala, was a longtime supporter of OHV recreation, especially in the Mojave/California City area, where he could be seen at all the OHV Events having a great time riding in his Dune Buggy. I will always remember seeing him at our CORVA Southern Jamborees that were held in Cal City. In fact he was at the last one, enjoying doing the Teeter Totter - Balance beam challenge in his rail, not an easy thing to do. After trying it a few times, he handed me his tickets to the game and said, "Spread these around to others so they can have fun too." Thomas will be greatly missed by the off roading community.





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*Thank You*

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AUSTIN JONES

## WELCOME NEW MEMBERS

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## SIMI RV & OFF ROAD

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## S-POD SERVICES

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## STEWARDS OF THE SIERRA NATIONAL FOREST

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[www.sotsnf.org](http://www.sotsnf.org)

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# CORVA CALENDAR

**December:**

12/7 Toys 4 Tots – Hungry Valley

**January:**

1/11 CORVA Truckhaven Challenge

1/18-19 San Diego 4 Wheelers  
16th Annual Superstition Run – El Centro

**February:**

2/2-10 King of the Hammers – Johnson Valley

**March:**

3/9-10 Lobby Days - Sacramento  
3/22 Family Fun Day – Hungry Valley

**May:**

5/17 CORVA Annual Meeting

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Big Bear Lake, CA 92315-1888

## On-Going Meetings

Friends of El Mirage ([www.elmirage.org](http://www.elmirage.org)): 2nd Wednesday  
Friends of Jawbone ([www.jawbone.org](http://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](http://WWW.CORVA.ORG)