



Off-Roaders in Action

2017, volume 2

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

PRESIDENT'S LETTER

Diana Mead, CORVA President

Spring is in the air. For me, this means the beginning of another hillclimb competition season and the 38th annual rally for the buggy club that has been a part of my off road family since 1992.

There is history and tradition to what we do in off highway recreation. Like other forms of recreation, several generations can be found playing together. The elders teach safety, skill, etiquette and some things we wish they wouldn't. The young develop lifelong passions that they too, will one day teach.

It was freezing cold Presidents Day runs to Stonyford that kept my girls close through those awkward teenage years. It was our home built 4 seater buggy that first introduced us to the wonders of duning and getting really, really dirty doing the barrel loop. It was a Suzuki 50 quad and a DS80 that moved my kids from that back seat to rocketing under their own throttle.

Our off road family has supported us in many ways beyond the obvious scheduled runs. It was our off road family elders that extended the loan for my husband to start our family business many years

ago. It has been our off road family that has willingly provided the periodic moving truck or trailer. These same people are also a part of many traditions. Halloween without the CORVA N. Jamboree just wouldn't be the same. Nor would Thanksgiving without a Weber cooked turkey either at Stonyford or Dumont. I imagine many of you have the same or similar tales to tell.

The off road club I referenced earlier, Escarabajo, was founded the same year as CORVA. Sometime in the mid 70's we began hosting a rally over Memorial Day Weekend in Virginia City NV. Over time, we were forced to alter our venue, our rally and also reflective of change, we have begun to share our event with another club. On May 6th, in Patterson, CA, the 38th annual rally will be held by both Escarabajo and the East Bay Hi Tailers. The theme this year is, "Common Ground". This is the place or places where we put aside our differences and bask in what we have in common.

I invite you to attend our rally. But where ever you find yourself, enjoy those sharing the trail with you.

Cheers, Diana

CORVA ELECTIONS!

We welcome all our members to join us at CORVA's annual meeting that will be held on May 20th in Bakersfield, CA from 9:00am to 5:00pm.

This year we will be holding elections for:

- President
- Secretary
- Vice President of Land Use and Public Policy
- Vice President of Sales and Marketing

Every CORVA member and business supporter has a vote. If you cannot attend in person, please go to the website and download a voting proxy. You can give your proxy vote to a friend who will be attending the meeting, or to a club representative.

Club Proxy:

corva.org/Resources/Documents/proxy.club.pdf

Non-Club Proxy:

corva.org/Resources/Documents/proxy.non.club.pdf



KEEP OFF-ROAD ON TRAIL

Amy Granat, Managing Director

There's an old sports metaphor; "There is no 'I' in team". The meaning is clear – all people on a team have to work together to succeed and win.

Even the best quarterback can't win a game by himself if there isn't a talented receiver on the other end of the field. Hitting home runs helps run up the scoreboard, but add a good pitcher and dedicated teammates, and you will have experience a winning team. Keeping off-road recreational travel on trails throughout California is a goal that will take all of us working together with CORVA, and we will be a strong team.

that will determine the future of OHV recreation in California, now is the time to see the similarities between us, rather than the differences. We haven't a moment to lose.

Much to the surprise of the environmental community, we insist on defining OHV enthusiasts as conservation advocates who take conditions on public land very seriously. We prove this everyday through our extensive volunteer efforts protecting roads, trails and areas on federal, state and county lands throughout California. As drivers and riders we see and experience environmental conditions firsthand, and serve in as many volunteer capacities as allowed by land managers. When challenged, those opposed

We believe as an organization CORVA represents you with the best knowledge, strength and experience. We bring all of this to the table as we advocate for off-road access, rights and freedom to travel.

CORVA was created initially almost 50 years ago to break down the barriers that separate us as off-road enthusiasts, by representing and advocating for ALL those that use roads and trails on public land. With CORVA it's all about the team! We believe as an organization CORVA represents you with the best knowledge, strength and experience. We bring all of this to the table as we advocate for off-road access, rights and freedom to travel. Because we have the good fortune to listen and understand the concerns of all our members, no matter type of vehicle or reason for travel, we are able to develop a holistic picture that in itself defines the entirety of off-road recreation in California.

Now, as we face adversaries in our Legislature who propose to limit our access, usurp our funding, and create wholesale change making it near to impossible to run our State Vehicular Recreation Areas, the issues of what may divide us are irrelevant. Motorcycle rider, 4 Wheeler, dune buggy or sand rail driver, we all value that same indefinable sense of freedom that off-roading provides. It is what unites us that make us stronger and able to meet our opponents across the table secure in our knowledge that we represent a diverse but strong community.

At this juncture in time our community cannot afford to define ourselves to the exclusion of others who use the same roads and trails. This includes our friends who hunt, fish, rockhound and hunt with hounds. Because we are now facing serious legislative actions

to off-road access are forced to agree, which gives us a position of strength at the bargaining table. Keep up the good work!

An off-roader knowledgeable of an area is the best person to assist in trail evaluations. At times our community has been shut out of the decision process to close trails we have traveled on in a sustainable manner for decades. Whether it's standing up for off-road travel in Red Rock State Park, or creating new adopt-a-trail agreements between Houndsmen and the Forest Service, CORVA is a strong believer in taking action appropriate to the situation at hand. The public shall no longer be ignored and their opinion discarded, and we must respectfully ask for all analyses be conducted in an appropriate manner with the assistance and cooperation of local governments, communities and enthusiasts.

We ask everyone to unite together with CORVA to keep off-road on trail. United in strength we walk together with an intention and purpose none can divide. What can you, our members and supporters do to help? Spread the message of unity by bringing your friends and family to stand with CORVA as we face these difficult times facing OHV access in California. Just as you have faith in us to represent and advocate for our community to the best of our ability, we have faith in you to bring together more and more supporters, friends and family so we can continue to do what we do best!

CORVA LAND USE REPORT MAY 2017

by Bruce Whitcher, VP Land Resources and Public Policy

LEGISLATIVE AND REGULATORY UPDATE

California OHV Division Reauthorization Update

There are currently nine different OHV-related bills that have been submitted to our California legislature in 2017. All of the bills will have to go through various committees and be approved. Minor to major changes to the bill is to be expected during the process. The two bills that would affect the state OHV program which runs under the Off Road Motorized Vehicle Recreation Division (OHMVR) of the California Department of Parks and Recreation will be the first to be reviewed. Bills that affect the financing of the state OHV program will be reviewed in a later article.

Our state OHV program started in 1971, through the enactment of the Chappie-Z'berg Off-Highway Motor Vehicle Law. In 1982, the principals of the law were expanded upon enactment of the Off-Highway Motor Vehicle Act. Numerous amendments to the act have been enacted. The current legislation regulating the OHV program, SB742, was passed nine years ago with a sunset (expiration) date of Jan. 1, 2018. If no legislation is passed this year to change the expiration date, our state OHV program will no longer exist.

Senate Bill 1: This is the major transportation bill that you have been reading about in the media. This bill narrowly passed after some serious arm twisting by the Governor. The bill has the potential to affect the OHV Division because of language that states the following:

(B) Commencing November 1, 2017, the revenues attributable to the taxes imposed pursuant to subdivision (c) of Section 7360, any adjustment pursuant to subdivision (d) of Section 7360, and Section 7361.2, and otherwise to be deposited in the Off-Highway Vehicle Trust Fund pursuant to subdivision (a), shall instead be transferred to the State Parks and Recreation Fund to be used for state parks, off-highway vehicle programs, or boating programs.

(3) The Controller shall withhold eight hundred thirty-three thousand dollars (\$833,000) from the monthly transfer to the Off-Highway Vehicle Trust Fund pursuant to paragraph (1), and transfer that amount to the General Fund.

The effect this change will have on the OHV Division is unknown at this time. Although the fuel tax funds were previously transferred to the OHV Trust Fund, not to State Parks, the OHV Division has always been subject to oversight by Parks Department and the Departmental Budget is set by the Department

of Finance. The Governor's Budget recommended the OHV Division receive funding this year similar to previous years and no cuts are anticipated. We'll monitor developments on this front and keep you informed.

Senate Bill 249: This bill proposes major changes to the state OHV program, most of them bad for the off roading community.

1. The bill would require the Director of Parks and Recreation to assemble a science advisory team to advise and assist the department and the division in meeting the natural and cultural resource conservation purposes of the act, as specified. The bill would also prohibit any expansion of an existing or development of any new, state vehicular recreation area or allocation of grant program funds for new or expanded units of the system until the science advisory team completes its review and submits its recommendations to the department, and the department implements the recommendations.

2. Existing law requires any money temporarily transferred from the Off-Highway Vehicle Trust Fund to the General Fund to be reimbursed, without interest, within 2 fiscal years of the transfer. This bill would delete this provision

3. Currently a major portion of the funding for the OHV program comes from the Motor Vehicle Fuel Account and that money is deposited in the Off-Highway Vehicle Trust Fund. SB-249 would change this:

This bill would initially require these fuel taxes to be transferred to the State Parks and Recreation Fund. The bill would require the Director of the Department of Parks and Recreation, in consultation with the State Park and Recreation Commission, to include, in the annual budget submitted by the Governor to the Legislature, a proposed allocation of fuel taxes for the purposes of the department, including support for state parks and the Off-Highway Motor Vehicle Recreation Program. The bill, upon enactment of the Budget Act, would require the portion of fuel tax revenues allocated by the Budget Act for purposes of the Off-Highway Motor Vehicle Recreation Program to be transferred to the Off-Highway Vehicle Trust Fund. The bill would make statements of legislative intent in this regard.

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PROJECT SUMMARY: VOLUNTEER TREE PLANTING

March 4th, 2017

A buffer was established around the portion of Corral Hollow Creek that flows through Carnegie SVRA approximately 7 years ago, with the intent to let the area recover through passive restoration.

This entailed removing active disturbance within the buffer area, and allowing plants to recolonize bare areas through natural propagation. An increase in vegetation density in areas proximate to the creek would increase overall storm water quality in this waterway. While many native shrubs and forbs have been the initial successors to this area, the end goal of restoring riparian habitat has been proceeding at slower rates. Fremont cottonwood tree saplings could be observed throughout the creek, but not many other young tree species. This slow rate of recovery was very likely exasperated by the Statewide- drought from 2012-2014.

Large, bare area within the creek buffer, located west of the ATV track.

Park staff decided to take more of an active restoration approach to help the buffer area's vegetation density improve. In February 2016, native plant materials (seeds and pole cuttings) were collected from within the park for contract propagation off-site. The species included in this effort included three riparian tree species and one riparian shrub species: Fremont cottonwood (*Populus fremontii*), California sycamore (*Platanus racemosa*), red willow (*Salix laevigata*), and

mule fat (*Baccharis salicifolia*). The rooted plants were ready for delivery in December 2016, but park staff was having difficulty allotting the time and personnel needed to get everything in the ground during the wet season.

In late February 2017, Superintendent Randy Caldera reached out and let the ridership at Carnegie SVRA know of the park's dilemma.

Results

Several riding groups responded to this call for help by establishing a volunteer date in early March and exhaustively circulating the details amongst the park visitors and local OHV communities. District 36 let the public know they would be providing a barbeque lunch for all volunteers. The day of the event, members of Carnegie Forever and the Carnegie Advisory Team stopped every visitor entering the park and let them know where and when tree planting would take place. As a result, approximately 140 volunteers donated their time between 10:00 am and 2:00 pm to restore the creek's buffer with native riparian species.

Other groups in attendance included: CORVA, Blue Ribbon Coalition, Wandering Wheelers, Redneck Roosters, City Bike, Elevated Action Sports, Bay Area Riders Forum, Hayward Motorcycle Club, Dirt Diggers, Diablo 4x4, and California Conservation Corps (volunteers).

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OHVMR COMMISSION TOUR OF JOHNSON VALLEY AND HAMMER TOWN

Ken Clarke

I crossed into the Southern District to attend King of the Hammers 2017 for nine days this month.

I took time out from the festivities to join the OHVMR Commission tour of Johnson Valley and Hammer Town on Thursday. I left Hammer Town to attend the OHVMR Commission meeting in Victorville on Friday. Ted Cabral was upset with State Parks for not publishing the Commission's report for the Legislators. There was some discussion on the Re-instatement of the program and Ted wanted the report for the Legislators. Ed Waldheim, Bob Ham and I all addressed the Commission during public comment. Both the Commission's Council and the Director were please to here that the Carnegie SVRA User Groups had made the decision to become Intervener in the lawsuit.

As you have all heard I was presented a check for \$2,400 from the Modesto Houndsmen, which hopefully will be the first of four payment over the coming year in return for CORVA to lookout for their Travel Management issues. If the Modesto Houndsmen feel we are not being effective the payments will stop if we continue to do a good job they will continue. As Amy mentioned myself, my wife Kay and Joe attended the Modesto Houndsmen Annual Crab Feed,

there was 575 people there, Amy, myself and the representative from the NRA were the only people that were introduced by Jim the MC, and I'll tell you I felt quite humbled. This was all due to Amy's hard work, we should all give Amy a thank you and big hug for her wonderful effort.

I am working with a group of scale R/C Rock crawlers on printing some 1/10th scale CORVA sticker plus discussing CORVA and the scale R/C Rock crawlers doing events with or at least attending. This in an effort to bring a more non-traditional CORVA member in to the family.

Members of the Wandering Wheelers Jeep Club and I will be planting trees at the Carnegie SVRA Volunteer Day this coming weekend.

I am in the process of securing a booth for CORVA at this year's 65th Jeepers Jamboree Vendors Show Wednesday July 26th on the streets of historic Georgetown. It looks like they are doing a classic car show the same day.

That's about it folks. Happy Trails,

Ken Clarke
CORVA No. Director
Wandering Wheelers
www.wanderingwheelers.com



CORVA MEMBERS RECIEVE A 10% DISCOUNT WITH TPI!

CORVA members get a 10% discount on all Trail Products purchased from www.trail-products.com.

Unfortunately, these discounts are not available on our Amazon or eBay stores and cannot be combined with other promo codes or already discounted items including Dealer Demos and Bundles. All prices and discounts are subject to change without prior notice.

We are continually researching and developing new products so following us on Facebook, Instagram and Pinterest or visit www.trail-products.com.



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4. The OHMVR Commission is made up of 9 political appointees. Under current legislation, there is flexibility in the makeup of the Commission members. Under SB-249, tighter adherence to the diverse representation would be required. No more than two Commissioners may serve under the same qualification at the same time.

Update – CORVA representatives found very little we could live with in this bill. We prepared a detailed analysis for discussion and to help prepare letters to the author and committee members. CCORVA representatives including Bob Ham and Amy Granat attended the hearing on this bill, along with many other representatives of the off roading community and offered testimony in opposition to the bill. Although the bill passed out of committee, committee members expressed many concerns about the bill. An understanding was reached that the bill would be subject to negotiation among interested parties, with the negotiations to be managed by the committee's chief consultant and the author.

Negotiations were broken down into three subject areas:

- Governance and Structure
- Fiscal and Grants
- Science and Environmental

The first meeting was held, and it became apparent that the author was interested in hearing about what improvements could be made to the program, not dismantling the program. It became very clear that it will not be possible to resolve all the issues raised by proponents of the bill in the short time available, so the decision was made to utilize AB 1077 to extend the existing program for one year so that negotiations can continue.

Assembly Bill 1077: This bill would have eliminated the sunset date on CA's OHV program. The bill was amended to allow the OHV program to continue for one year. This will allow time for negotiations related to SB 249.

AB 533: This bill essentially doubles the fines on reckless driving of an OHV that causes severe bodily injury. Also goes after people who intentionally try to injure OHV riders. These sections were added to the OHV statutes way back in 1974 when we collaborated with CHP, DPR, and DMV to enact the Off Highway Vehicle Code. As I recall, the section on removing or altering trail directional signs was added in the mid 1980s after the Earth-First enviro-terror group was changing course arrows at the Barstow to Vegas motorcycle race to direct riders towards a cliff, It has been over 30 years since the maximum fines were last amended (1983 or so) and it is probably time that this is done.

AB 382: Assembly Bill 382 by Assemblyman Randy Voepel was approved unanimously by the Assembly Transportation Committee yesterday. It was also recommended for the Consent Calendar for Assembly Appropriations Committee. According to the official analysis CORVA, SDORC and ASA all wrote in support of the bill. This is the bill that will stop the taking of \$10 million of OHV gas taxes and send the money to the General Fund instead of the OHV Trust Fund.

Assembly Appropriations have sent the bill to the suspense file which means it will not get a hearing until after the budget is passed because it redirects \$10 million this year.

CONGRESSMAN JIMMY PANETTA INTRODUCES CLEAR CREEK NATIONAL RECREATION AREA AND CONSERVATION ACT

Press Release, April 5, 2017

WASHINGTON – Today, California Reps. Jimmy Panetta (CA-20), David G. Valadao (CA-21), Jeff Denham (CA-10), and Paul Cook (CA-08) introduced H.R. 1913, the Clear Creek National Recreation Area and Conservation Act. This bill directs the Bureau of Land Management (BLM) to reopen the 63,000-acre Clear Creek Management Area in San Benito and Fresno counties for use by off-road vehicles. The legislation would also protect 21,000 acres of BLM land adjacent to Clear Creek by designating the area the Joaquin Rocks Wilderness.

"As a Californian on the Natural Resources Committee, it is important to me to protect and preserve California's public lands for future generations. This bipartisan bill not only bolsters our area's conservation efforts, it also promotes recreation and tourism in our region," said Congressman Panetta. "When this bill passes, locals and visitors will no longer be restricted from enjoying all that Clear Creek Management Area has to offer."

"Californians have been enjoying the natural beauty of Clear Creek for decades. This legislation is a common-sense solution which not only reopens the land for off highway vehicle use but also directs additional land to be preserved for future generations," said Congressman Valadao. "I am excited to reintroduce this bipartisan legislation with my colleagues and look forward to reopening the Clear Creek Management Area for our constituents and the entire state to enjoy once again."

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FAMILY FUN RUN 2017

By Jim Woods — So. Regional Director

After months of planning for the 2017 CORVA Family Fun Run, the committee of Friends of CORVA held a very successful event.

The Pt Mugu 4WD Club led by Terry Work volunteered to lay out the route – with both easy and hard trails. Check points were sponsored by Frazier Park 4x4 Club and Trail Crew 4X4 Club, along with Hungry Valley Interpretive Team.

It was a real success considering that a week before our event the weather started changing and rain lurked. Well, luckily enough there was only a brief rain shower which meant no dust and only a bit of wind. The several hundred participants enjoyed a beautiful day as the wild flowers were just starting to bloom.

Aaron and Courtney Lasley took care of all the sign-ups, with and a safety-check with Brian Gray and Vinnie Barbarino at 8am, the first vehicles left at 10am following a marked trail with Easy (or family friendly routes) and Hard (more challenging) options along the way. The challenging splits were just that: rutted, rocky and hard with a little tight trip up Vicks-Cat trail. On the east route the wild flowers were just coming out providing spectacular views of the valley. There really isn't a bad trail in the Hungry Valley SVRA and going up and around the mountains make it all really fun. Spread out along the route there were three checkpoints all with challenge games with a final checkpoint back at camp, and sponsored by the California State Park with their famous "Scat Challenge". Mike Johnson president of Eastern Sierra 4x4 club joined us all the way from Bishop, CA. He was very proud to announce to his club that he is now earned the State Parks Golden Scat Award! Welcome to the club Mike.

After the ride, participants enjoyed the teeter-totter provided by Pt Mugu 4WD club, and the rock climbing exercise and mud-hole at the Alilik OHV area. In the afternoon, we all assembled back in camp for a special kid's raffle with beautiful toys supplied by Jakks Pacific (with special thanks to Stacy Randall). This was followed by with a wonderful BBQ hamburger/hot-dog with chili dinner prepared by the Off Road Animals led by our Southern Secretary Vinnie Barbarino. As the sun was setting, we all got warm

around the firepits and started the awards presentation and raffle.

And what a raffle it was! Emcee Wayne Ford, along with help John Nave and Brian Gray, kept the crowd happy as they tossed candy, cookies and t-shirts into the crowd as well as announcing the winners of the bigger prizes all donated by our fabulous sponsors. They included a superwinch, two tents, an off-road welder, hand held radios, a GPS system, a helmet, garage cabinets, a fire-pit, side-by-side luggage, off-road gear and multiple gift certificates. All donated by our gracious sponsors including:

4WHEEL PARTS – THOUSAND OAKS
AMERICAN SAND ASSOCIATION
AVIK GRAPHICS
BOSCH
DETROIT TORCH MFG
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FRAZIER PARK 4X4
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MAGELLAN GPS SYSTEMS
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MOTOCROSS GIANT.COM
NAPIER – SPORTZ BY NAPIER TENTS
OFF-ROAD ANIMALS
PT MUGU 4WD CLUB
ROCK AUTO
RUGGED RADIOS
S&S OFF ROAD MAGAZINE
SIMI RV POLARIS
SUPERWINCH
THE FORD FAMILY
THE WOODS FAMILY
TRAIL PRODUCTS
TRAIL CREW 4X4
TRICOUNTY POWERSPORTS

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SPONSOR HIGHLIGHT—TRAIL PRODUCTS INC.

“WE GOT YOU COVERED”

Support those who support your access!

Who are Trail Products, Inc? Matt Savage, TPI co-founder explains, “we design and manufacture Jeep Wrangler front & rear bumpers, tire carriers, corner guards, rock sliders, and winch plates at a fraction of the price of other American made competition. We are approved by the manufacturer (Jeep) to receive the OEM CAD data for

in the competition. In their ongoing pursuit of perfection, they manufacture and distribute the highest quality after-market parts possible. All products are thoroughly tested in places like the Mojave Desert, Death Valley, Johnson Valley, Moab and the Rubicon. They know their customers go places the

to ensure rigidity a lifetime of use. Optional accessories include an off road (aka HiLift) jack mount, 2 full size gas/water can holders, and a combination axe and shovel mount. Our cutting edge design allows the driver to see out their rear view mirror with all the accessories and oversized spare tire without sacrificing departure

As always, we encourage you to support those who support your access!

Visit TPI at www.trail-products.com and be sure to use the **CORVA10** coupon code at check out to save 10%!

Jeep vehicles. We use the OEM data specific to each vehicle to design our parts. Once a design is complete we manufacture and thoroughly test every part before it goes into production. We only bring products to market that have been thoroughly tested and actually used on each of the vehicles (JK, TJ, LJ, YJ, & CJ). This is an iterative and time consuming process but it ensures every TPI product is going to be a superior American made product.”

TPI started in 2013 and was incorporated in 2014 by off-road enthusiast and business partners, Steve Lewis and Matt Savage. They founded TPI out of frustration with exorbitant prices, fitment issues and product quality found

Auto Club doesn’t, so every part is engineered to get customers home safe.

From it’s earliest days TPI’s slogan has been, “WE GOT YOU COVERED.” Steve and Matt had successful careers before founding TPI, and they have leveraged complimentary backgrounds to ensure their products work as designed, and that TPI will be around for a long time.

Matt continues, “We recently launched a rattle free oversized swing away tire carrier for JKs with a \$999.99 purchase price. It pivots on a sealed double bearing trailer axle rated for 3500 pounds, uses a double locking latch rated for 2500 pounds and has an innovative sub-frame design

angle or the factory trailer hitch mount. We have a full pipeline of new products undergoing testing which should be hitting the market in the near future so we will keep you posted. ”

CORVA is proud to have TPI in our corner. Matt also shared with us that CORVA impressed them with our knowledge, dedication and stakeholder investment. Those qualities along with our commitment to environmentally sustainable recreation, sold them. We are happy to tell our members that TPI extends a discount to CORVA members. Use the code CORVA10 at checkout when you buy online from www.trail-products.com.

CORVA MERCHANDISE

CORVA accepts donations for all merchandise listed below.

Although your donation is not tax deductible, they are one way CORVA raises funds to continue to fight for Off-Road recreation access. When you promote CORVA by wearing a shirt or hat, displaying stickers, etc. you are helping spread the word to your fellow off-roaders. Show them you support CORVA – Order Today!

Just fill in the items you want, mail the form with your check and we will get your order processed quickly. Once we have received your order, we will send you a confirmation email so you will know when your items have shipped. All orders, other than stickers, are sent via US Priority Mail.

T-Shirts are available in sizes Small, Medium, Large, XL, XXL and XXXL. Please indicate desired size in the space provided.



CORVA Merchandise Order:

- CORVA T-Shirt (Shirt size: _____) \$20.00
- CORVA Cozies (set of two) \$10.00
- CORVA Trucker Hat \$20.00
- CORVA Stickers (new) - Small \$2.00
- CORVA Stickers (new) - Medium \$2.00
- CORVA Stickers - Large \$10.00
- T-Shirt and Hat Combo (Shirt size: _____) \$26.00
- Gift Pack Combo #1 \$40.00
(Incl. 1 trucker hat, 2 coffee cups, 2 cozzies and 1 sm sticker)
- Gift Pack Combo #2 (Shirt size: _____) \$40.00
(Incl. 1 t-shirt, 1 trucker hat, 1 coffee cup and 1 sm sticker)
- Gift Membership \$30.00
(Incl. 2 stickers and monthly newsletter. We'll send an acknowledgement along with your gift.)

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

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

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« Carnegie Tree Planting, continued from pg. 8

Two areas of the park's floodplain were targeted for planting: the creek buffer between Carrol crossing and the ATV track (south of the campground), and the creek buffer north of the MX track and 4x4 play area. The first area was planted with 108 sycamores, 62 cottonwoods, 60 willows, and 73 mule fat shrubs (303 plants total). The second site was planted with 121 sycamores, 54 cottonwoods, 2 willows, and 128 mule fat shrubs (305 plants total). At the end of the day, the park volunteers planted a grand total of 608 native plants in four hours, stopping only because they ran out of trees to plant. Additionally, the weather contributed to success by raining ~0.5 inches several hours after the event.

The event surpassed the goal of planting 50 trees by a longshot. Riders brought their own tools, and came ready to sweat and get the job done. It was an amazingly successful community event and Carnegie SVRA staff is immeasurably grateful for all the hard work park visitors put in to help out!

Peripheral Benefits

While the main purpose of restoring native riparian habitat to Corral Hollow Creek for this event was to improve storm water quality, other benefits must be acknowledged:

Beautification. The creek buffer, while closed to most forms of disturbance, is open to pedestrian traffic. This planting effort will enhance the perceived aesthetics of these areas, by providing groves of trees, rather than bare ground, to view. It will also provide shaded areas for visitors to explore and learn

about the natural resources of their local park's riparian zone.

Habitat. Many local wildlife species live and/or breed in trees and shrubs located within the creek's buffer area. Amongst these are barn owls, great-horned owls, several bats, red-tailed hawks, and many smaller birds. By increasing the number of available trees for roosting, an increase in the amount of wildlife able to use the buffer area can be expected (although limited by natural boundaries: food availability, home range/territories, etc.).

Climate Resiliency. Lastly, park visitors were dismayed to find the entire park closed for a week after a flood in February 2017 damaged the park's facilities on the valley floor. While the creek channel braided and damaged resources throughout the canyon, areas with mature trees were often relatively unscathed. Many of these stands of older, deep-rooted trees withstood the force of the flood waters and, in certain cases, prevented the creek from meandering too far from its original channel and acted as a natural form of protection for facilities. At the opposite end of the spectrum, during periods of intense drought, thickets of taller vegetation provide havens for wildlife as well as smaller statured, shallow-rooted plants. The trees planted by park visitors during this event will increase the overall resiliency of the park's floodplain for local flora and fauna during extreme periods of climate conditions.

Example of vegetated area within the buffer: mule fat shrubs in the foreground with cottonwoods behind.

« Land Use Report, continued from pg. 8

A similar bill, H.R. 1838, to reopen the Clear Creek Management Area for recreational use was introduced in 2015 by Congressman Sam Farr. Once considered a premier off-road vehicle recreation site, Clear Creek was temporarily closed in 2008 to the public after an Environmental Protection Agency analysis about the risk created by naturally occurring asbestos. The bill instructs the BLM to develop a rigorous plan to minimize the risk from asbestos exposure and educate visitors about the naturally occurring asbestos. The BLM would also be required to find ways to reduce the impact of off-road vehicles to protect the area's habitat.

FEINSTEIN DESERT CONSERVATION AND RECREATION ACT

Jeremy P. Jacobs, E&E News reporter: E&E News: Friday, January 6, 2017

Sen. Dianne Feinstein (D-Calif.) introduced legislation yesterday that would expand protected areas in the California desert and establish 142,000 acres as permanent recreation areas for off-road vehicles.

Her "California Desert Protection and Recreation Act" would create five new Bureau of Land Management wilderness areas spanning 230,000 acres.

Feinstein's legislation, which she said is the culmination of a decade of working with interest groups, would also permanently establish five existing BLM areas for off-highway-vehicle, or OHV, use. In sum, the areas would cover 142,000 acres of desert.

"I've worked with off-roaders for years because I believe their use of the land should be protected just as it is for conservation purposes," Feinstein said in a statement. "I gave them my word that I'd fight for them and I intend to do so."

Recreational motor vehicle groups immediately applauded the legislation.

"Sen. Feinstein made a commitment to the motorized recreation community to designate and recognize key areas of the California desert as national off-highway recreation areas," Larry Smith, the executive director of Americans for Responsible Recreational Access, said in an email.

"The introduction of the 'California Desert Protection and Recreation Act' today is a big step in that direction," he said.

Feinstein's legislation would also create a nearly 19,000-acre scenic area in Inyo County called the Alabama Hills National Scenic Area, preserving it for recreational use.

Parts of the bill are similar to a bill Feinstein introduced about a year ago that competed with legislation from California Republican Rep. Paul Cook.

Cook's bill would have provided more expansive OHV use, and some environmental groups saw it as insufficiently protective (E&E Daily, Dec. 7, 2015).

Feinstein's previous bill was more broadly focused on protecting three areas of the Mojave Desert — spanning 1.8 million acres that President Obama designated as the Mojave Trails, Sand to Snow and Castle Mountains national monuments last year (Greenwire, Feb. 12, 2016).

Cook said in a statement that he will review Feinstein's latest proposal. "I look forward to reviewing the senator's latest draft and will continue working in the House on these crucial desert issues on behalf of my constituents," he said.

Feinstein emphasized that there are still issues that must be addressed and noted that her bill would designate 77 miles of waterways as Wild and Scenic Rivers, and expand Death Valley and Joshua Tree national parks.

"The new desert monuments designated last year form a cornerstone for future desert protection," Feinstein said, "but our work isn't complete."

RELEASE OF FINAL WEST MOJAVE PLAN (WEMO) DELAYED

The DRECP Record of Decision has been signed and the West Mojave Plan will now be subject to the restrictions of the DRECP.

The West Mojave Plan's preferred alternative would designate approximately 10,000 miles of route as "open" to off road vehicles, but this seems unlikely due to the more restrictive DRECP that places a 1% "disturbance cap" on most of the California desert.

The DRECP sets aside large areas of BLM lands for conservation purposes and has the potential to restrict the use of many of the "limited use" areas, known as "L" lands.

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

These Forest Plan Revisions were due out last fall. Draft documents have been released with Alternative B listed as the preferred alternative. Alternative B does not call for any reduction in the semi primitive motorized opportunity, although there may be changes to the boundaries of areas classified as Semi Primitive Non-Motorized.

Continues next page »

GRANTS & THE OHV TRUST FUND—YOU CAN MAKE A DIFFERENCE.

By Ed Stovin

Green sticker money is available in the form of grants to a wide variety of government agencies and nonprofits. The public is able to comment on these grants and CORVA reads and comments on many of these. I comment on grant applications in the southern part of the state. While most are fine, some raise an eyebrow or are worthy of praise or other comments. Here are a few of the interesting parts I found.

"In the California City Ground Operations I noticed the Maintenance Worker line item asks for 6240 hours pay for two maintenance workers. By my calculations, a full time year of work is 2080 hours. Times two workers would be 4160 hours. Three workers would work 6240 hours. I believe you need to either hire another worker or reduce the grant request to 4160 hours and \$104,000.

In the California City Law Enforcement grant under direct expenses 2, it says 6 full time LE working 40% in OHV. 6 times 2080 = 12480 times .4 (40%) equals 4992 hours, less than the 6240 listed in the grant. Aside from these minor errors, this grant does a wide variety of tasks to improve

OHV within the city of California City and should be funded as fully as possible."

The Imperial County Sheriff's Dept applies for a law enforcement grant to watch over a great deal of OHV. In their grant they mention visitation is going up every year in the Imperial Sand Dunes. I am Vice Chair of the Dunes Advisory and at our meetings the BLM tells us visitation has been dropping for each of the last ten years. I invited the Sheriff's to attend our meetings to learn more.

Kern County Sheriff's ask for grant money and in their match (all grants must supply a minimum of 25% match) they say they use their own vehicles for OHV patrols on big weekends and use equivalent rental fees for the match. From my comment,

"I'm not sure how you arrive at \$299/day to rent a Durango, but I see them for as low as \$75/day.

All the vehicle rental fees seem way too high. If a guy off the street goes to rent a truck/ATV etc they might pay these fees for one day, but when you rent 6 of them for 30 days, its easy to negotiate a better price. This should be factored into the rate you rent

from your own agency. Normally renting a vehicle includes the cost of maintenance. Here you are charging top dollar for your rental, then adding maintenance on top. Sounds crazy to me. I understand that this goes to the match, but it should be calculated fairly"

Riverside County is asking for \$250,000 for a Feasibility Study to try to create an OHV park in that county. I wish them luck, as it is a tall order to make a new park anywhere these days.

The California Trail Users Coalition is asking for \$94,000 to update their trail app. Right now they have 12 map apps with 7 more on the way. They want to put all the maps into one app, which will make it easier to download, update and maintain. With this new app, you can pull whatever map you want up. When I read about this I downloaded maps I am interested in and look forward to having all the maps in one app.

The Barstow BLM Law Enforcement grant says they go after spark arrestors, registration, DUI, noise, damage to resources and trespass. This is just what we want law enforcement to look for.

« Land Use Report, from previous

UPDATE – PLANNING PROCESS DELAYED – SEIS TO BE PREPARED

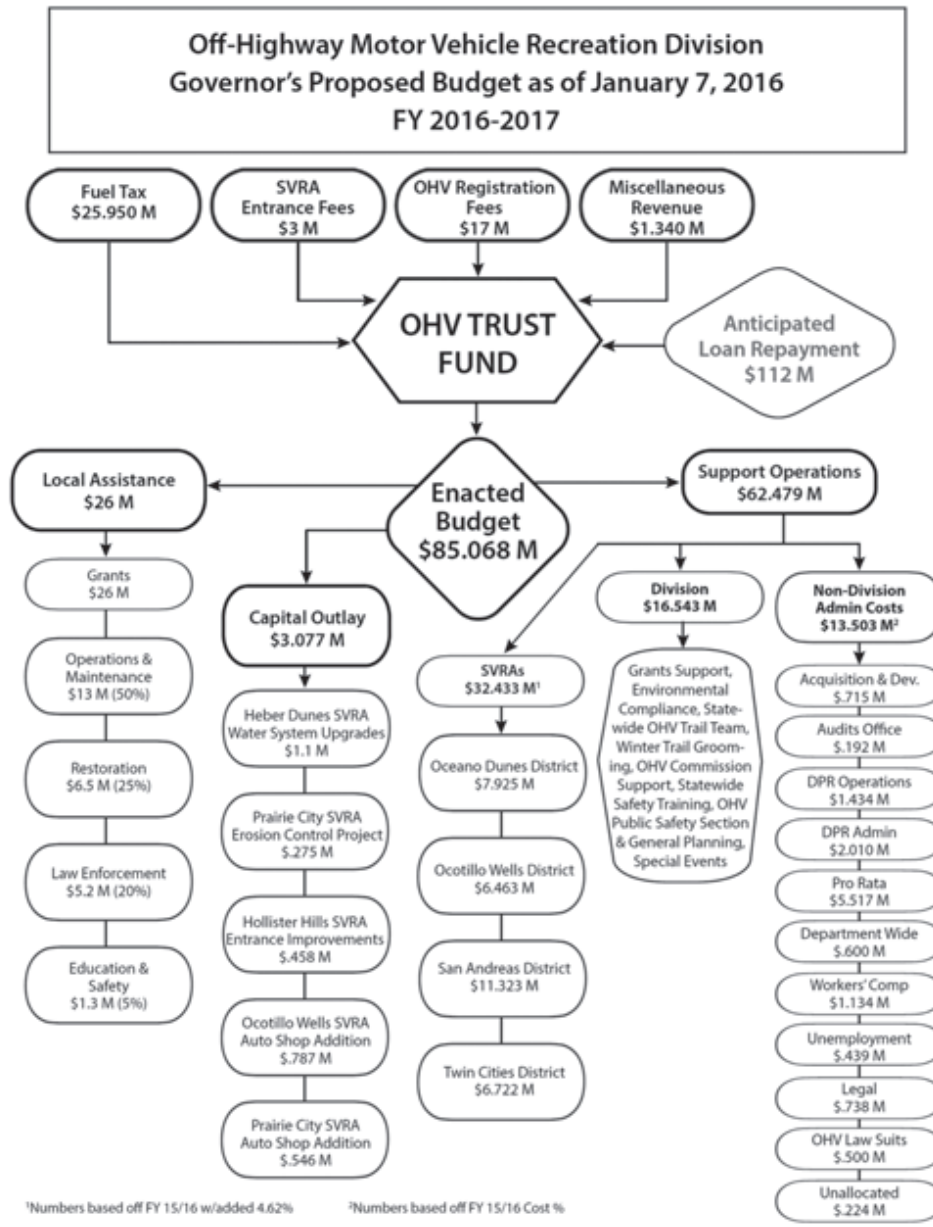
The Forest Service recently announced that a Supplemental EIS will be prepared for the Sierra and Sequoia National Forests, and that they will continue to take public comment on these revised Forest Plans. The Revised Plan for the Inyo NF will follow the DEIS that has been issued

The Forest Service recently released their Wilderness Evaluation and Inventory process for the three Forests. CORVA submitted over 17 pages of comments on the draft wilderness evaluation pointing

out that the majority of areas being evaluated did not meet the definition of wilderness. Only the Inyo National Forest will receive wilderness additions.

The Pacific Crest Trail, however, will receive a one mile wide corridor, one half mile from the center line. Although this designation would not close any designated roads, non-system motorized trails, especially those in the Piute region of Sequoia, could only be designated taking into account effects on the PCT.

OHV GRANTS — WHERE DO YOUR GREEN STICKER DOLLARS GO?



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CORVA Appreciates All Business Supporters - Making Our Events Special!

« Family Fun Run, continued from pg. 10

The crowd was very impressed by all the donations. Our sincere thanks our sponsors and to the participants. On top of donating two gift certificates for the event, Trail Products became a CORVA associate member and donated an additional \$500.00 to help restock our CORVA store!

This event would not be possible without the efforts and dedication of Friends of CORVA chairpersons Linda and John Wucherpennig, our volunteer team,

the various 4x4 clubs and the cooperation of the State Parks. We rose over \$5000.00 to help keep off-road access to public land. CORVA could never do this without all of you!

We hope you will continue to support CORVA. Please, join us next year. If you look at the weather, and it looks a little wet, just come! Think of the fun we had in 2017. Get yourself to Hungry Valley SVRA. After all, you might win a great raffle prize or even the coveted Golden Scat Award!



Common Ground, a family off road play date.

May 6, 2017

Off Road Rally and Dinner

by

the East Bay Hi Tailers & Escarabajo off road clubs!!



Tour the park on a marked trail and participate in games along the way. Come get dirty with East Bay Hi Tailers and Escarabajo Off Road Club. Raffle prizes, Taco dinner (beef tacos, Spanish rice, refried beans & dessert), placement awards, live band and All flavors of off road transport welcome.

Rally Master Don Rued: 707-217-8851

Common Ground, where our differences don't matter and what we have in common is pure FUN!!!!!!

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OFF-ROADERS IN ACTION
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www.jawbone.org
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CORVA Board Conference Call
4th Monday

Get in Touch

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

WHAT IS CORVA?

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

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

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

We participate in lobbying activities in both Sacramento and Washington DC. We work closely with the State Department of Parks and Recreation

providing input to the Off-Highway Motor Vehicle Recreation (OHMVR) program from the users' standpoint.

We provide a valuable resource to land managers in the form of dedicated OHV and OSV enthusiasts who believe in using our public lands responsibly.

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

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

We are dedicated to protecting our lands for the people, not from the people.

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

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