



Off-Roaders in Action

2016, volume 1

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CORVA

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

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FAMILY FUN RUN

APRIL 2

DETAILS PG 13

FRAMEWORK FOR SUCCESS

Amy Granat, CORVA Managing Director

CORVA encourages enthusiasts to build relationships with land managers as a key component to help maintain multiple use access to roads, trails and areas on public land. CORVA life member Doug Barr developed the following steps to help in this endeavor, a process we are calling a "Framework for Success". Feel free to use all or part of the suggestions below, as they fit your specific circumstances.

The goal of this framework is to provide ideas for a better system of management to benefit OHV recreation and motorized access on public land, whether the land is under federal, state or county management. Both users and land managers have their own roles and responsibilities, and success will be measured by the willingness of everyone to engage. Because many land managers come into their positions understanding a lot about regulation but little about OHV recreation, some responsibility falls on enthusiasts to help educate and inform. On the flip side, many enthusiasts have an incomplete understanding of the myriad rules and regulations that must be obeyed by agencies before maintenance or management efforts can break ground on OHV roads, trails and areas, so we have to come into the relationship open and willing to understand those parameters.

For the first step, a chain-of-command needs to be established so one person(s) can take the lead for both the agency and the enthusiast groups. To differentiate from terminology commonly used by fire and emergency responders, we'll call this person the:

Coordinating Supervisor: Providing leadership, continuity and knowledge.

- For the agency: **A Coordinating Supervisor** is required to understand and take control of the day to day issues facing OHV and motorized access and it is critical that the coordinating supervisor has decision-making power. Since personnel turnover is a major issue facing enthusiasts, should this agency person move out of the district, forest or field office, he/she will be required to 'pass the baton' by compiling a knowledge base to pass on to the next coordinating supervisor. The beauty of the system is based on the need for each community to have one generalized point-of contact. There may be one or two people responsibility as this point-of-contact.
- Enthusiast community: A team or club acting together as a **Coordinating Supervisor** makes

it easier for agencies to know who to call and where to turn for questions and/or information. Similar to agencies, enthusiasts have issues with job changes or family responsibility that may hinder their ability to continue as Coordinating Supervisor. In this case as well, the knowledge base needs to pass onto the next person, team or club who will work with the agency.

- A unique phone number and email address to report issues and problems as they arise is a great way to make sure information is reaching the coordinating supervisor.
- Benefits to this system include:
 - Consistency in decisions,
 - Better response times to issues,
 - Better efficiency,
 - Better coordination of efforts,
 - Less confusion

The beauty of the system is based on the need for each community to have one generalized point-of contact. There may be one or two people, a club or team taking responsibility as this point-of-contact. The coordinating supervisor should have the ability to bring in other team members and engage in 'team building' when the needs arise to fulfill specific responsibilities. The 5 positions outlined below are the *minimum* in what would be required for an active and productive team.

- 1. Public relations:** In charge of getting the word out to others. Both agencies and enthusiasts have struggled to inform each other about critical issues, whether it involves an emergency closure or an adopt-a-trail work party.
- 2. Law enforcement:** A necessary part of the team sharing knowledge, changes in law and regulation.
- 3. Road engineers:** Each forest has a crew knowledgeable about roads, sedimentation problems and other critical maintenance issues facing OHV roads, trails and areas. This knowledge will be critical for maintenance projects and other on-the-ground activity.
- 4. Social media:** Both the agency and enthusiast groups should find a person to take on the duties of keeping the wider community informed on issues, upcoming projects, etc.
- 5. Finance:** Funding is an integral part of OHV management and maintenance. Multiple sources should be researched and pursued each season to ensure that the needed projects are fully

funded by applying for grants and making budgets.

- CA State Parks OHV grant: this is the go to source for OHV funding.
- Recreational Trails Program (RTP): from the Federal Highway Administration, managed through the OHMVR Division of State Parks.
- Other grants: Yamaha & Polaris have grant programs for roads and trails, and the State of California has specific grants dealing with water problems.

With a goal of increasing efficiency, each one of these areas should be fully understood by all parties and be reassessed on a regular basis. Once communications protocols are set, for example, everyone knows how and when to contact each other. Similarly, if material is needed for an upcoming work party,

how that material is procured should be understood in advance. Emergency medical contacts, how and when to hold certification classes, and generally the agreed upon progression of events become part of the everyday protocol.

Important notes for the enthusiast community:

It has to be understood by OHV users and volunteers that agencies do not have an unlimited amount of funding and manpower to immediately address every OHV issues that arises. That's why an Adopt-A-Trail (AAT) program is a great help to help achieve overall goals.

Important notes for agencies: Get the local enthusiast community involved during planning will lead to the best in ultimate results for trails, roads and areas. Local knowledge of trails and ways to maintain the trails is a huge resource that may be ignored.

PROPOSED CHANGES TO THE CORVA BY-LAWS

CORVA has received the following proposed changes to the CORVA by-laws. These proposed changes will be voted on at the next CORVA annual meeting in May. As indicated below, underlined text is proposed for inclusion in the by-laws and the strikethrough text is proposed for removal.

The suggested changes will be considered at the next CORVA annual meeting to be held May 21, 2016, at the Carnegie State Vehicular Recreation Area. By-law changes require a two-thirds (2/3) majority vote of the Supporting Members represented at the Annual Meeting to go into effect. Each proposed change will be considered and voted on independently of the others. In other words, the individual proposed changes do not need to be voted on collectively as all or nothing.

A copy of the by-laws can be found on the CORVA website here: bit.ly/1UyZgzG

ARTICLE XVII BY-LAWS AMENDMENTS

B. Suggested by-law change(s) may be submitted to the Board of Directors by any Supporting Member, any member of the Board of Directors, or by a committee established for that purpose at least one hundred twenty (120) days prior to the next Association Annual Meeting. The Board of Directors will convene within sixty (60) days upon receipt of requested by-law changes. The Board will either:

1. recommend approval of the suggested change(s); or,
2. remain neutral on the suggested change(s); or,
3. recommend rejection of the suggested change(s).

In either case, the suggested change(s) to the by-laws will be submitted to the Supporting Membership for final approval. The Board of Directors will append a summary to the suggested change(s) summarizing any action the Board has taken regarding those changes.

C. The ~~approved~~ proposed changes will be published on the CORVA web site and the newsletter no less than forty-five

(45) days prior to the time of the meeting which is to consider the change. ~~If a Supporting Member has elected to forgo a mailed copy of the newsletter, an email notification containing the suggested changes will be made to that Supporting Member's last known email address no less than forty-five (45) days prior to the time of the meeting which is to consider the change. It is the member's responsibility to notify CORVA of his/her current email address. Supporting Members will have 30 days from the time of notification to submit their vote by way of email or regular mail. Submission addresses will be included in the notification. Submission of votes may also take place at the location of the Association Annual Meeting if the proposed changes are scheduled to be voted upon at the meeting.~~

ARTICLE VI OFFICERS OF THE ASSOCIATION AND THEIR DUTIES

Section 8 Term Limits

~~The President~~ No Officer may not serve more than three (3) consecutive terms in the same position.

CORVA LAND USE REPORT

by Bruce Whitcher, VP Land Resources and Public Policy

PUBLIC LANDS UPDATES:

- California Desert National Monument designated under Antiquities Act
- California OHV Division Update
- Report from latest OHV Commission meeting
- Update – Flat Tailed Horned Lizard Proposed for Listing

BLM AND FOREST SERVICE UPDATES:

- Desert Renewable Energy Conservation Plan – Final plan and Record of Decision signed; CORVA files protest.
- WEMO - West Mojave Plan - Final Supplemental Plan delayed; comment period now closed.
- Forest Plan Revisions for Sequoia, Sierra, and Inyo National Forests –
- Wilderness Evaluation released for comment
- Development of Draft Revised Forest Plans continues Forest Service Travel Management Subparts A, Road Analysis, and Subpart C, Over Snow Travel, remain in draft stage

PUBLIC LANDS UPDATES

President Obama Designates New National Monuments in the California Desert

Despite legislation moving in both Houses of Congress, the Administration designated three new monuments on February 12, 2016. These include the Mojave Trails National Monument, Sand to Snow National Monument and Castle Mountains National Monument in southern California.

Senator Feinstein (D-CA) and Representative Cook (R-CA) each had introduced legislation (S. 414 and H.R. 3668) that previously provided for the management of the lands covered in the National Monument designation. These bills were developed over time and were the result of collaboration and compromise between various groups with often competing interests. Senator Feinstein has now introduced S.2568, the Desert Conservation, Off-Road Recreation and Renewable Energy Act (see page 14 for additional information).

The monument designations do not include the multiple OHV recreation areas designated in the Feinstein and Cook bills. As for the areas designated as National Monuments -while motorized recreation

and other multiple uses are not specifically prohibited in National Monument areas, history has proven that even the most responsible multiple uses are banned or restricted once an area is designated.

Areas to be included:

Mojave Trails: 1.2 million acres, including 105 miles along Route 66, to be managed by Bureau of Land Management, plus another 253,000 acres added in Bristol Dry Lake, Cadiz Valley and Sacramento Mountains.

Castle Mountains: 21,000 acres next to Mojave National Preserve to be managed by National Park Service.

Sand to Snow: 154,000 acres, including just over 100,000 acres of already congressionally-designated Wilderness creating a low- to high-elevation corridor linking Joshua Tree National Park to the San Geronio Wilderness. The plan includes an additional 6,350 acres of Black Lava Butte and Flat Top Mesa. It will be managed jointly by the Bureau of Land Management and the U.S. Forest Service.

Areas left out

The proclamation omits many areas in Sen. Dianne Feinstein's legislation that can only be added by Congress. They include:

National Park additions: Death Valley (39,000 acres), Mojave National Preserve (22,000 acres) and Joshua Tree (4,500 acres)

Off-Highway Recreation Areas (142,000 acres) would remain under existing BLM plans.

Additional Wilderness designations (250,000 acres)
Additional Wild and Scenic Rivers (77 miles), including Deep Creek and Whitewater River in the San Bernardino National Forest and the Amargosa River and Surprise Canyon Creek near Death Valley

Alabama Hills National Scenic Area (18,610 acres) near Mount Whitney in Inyo County – would remain under BLM management. Rep. Vargas' bill would address land use planning in the Imperial County areas.

Rep. Vargas Introduces the "Imperial Valley Desert Conservation and Recreation Act of 2015"

Washington, DC (November 18, 2015) - Today, Congressman Juan Vargas (CA-51) introduced the "Imperial Valley Desert Conservation and Recreation Act of 2015" (H.R. 4060). This bill designates and transfers land in order to protect key habitats and creates new recreational areas including permitting motorized recreation on designated routes.

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UPDATE ON SOME IMPORTANT SOUTHERN CALIFORNIA OHV ISSUES

By Ed Stovin, President SDORC, CORVA Assistant Southern Regional Director - Grants

There are a few issues going on in San Diego and Imperial Valley that are of interest to local off-roaders now. In December I went to El Centro to the Desert Advisory Council (DAC) meeting to hear what's going on with the BLM in the desert. There were two topics of interest. First, there was a presentation by Ormat, a geothermal company. They are interested in putting geothermal on the very east side of Ocotillo Wells. Turns out they own property along the dump road and are considering that location for a facility. Before any decisions are made, they are going to investigate to see how much hot water is down there. Right now, nothing is solid with this potential project, so we will continue to monitor the updates.

Second topic was the Desert Renewable Energy Conservation Plan (DRECP). In it, a variety of agencies (California Energy Commission, California Department of Fish and Wildlife, BLM, U.S. Fish and Wildlife Service) have examined the 10 million acres of California BLM desert and decided which areas will be available for renewable energy, transmission lines and which areas will be protected. The plan has been under construction for a couple years and it just passed the final phase. DAC member Randy Banis made a PowerPoint presentation showing which areas are getting renewables, transmission and protection. He stressed there is a major problem here. He pointed out that when you put all these overlays up together, all the limited use areas are covered. This is a real shame, because exploring way "out there" is the most fundamental joy of seeing the desert. Yes, the open areas are being kept out of this, but there is so much more to the desert than open areas.

The final publication of the DRECP marked the beginning of a 30-day protest period. I am sure a variety of recreation and conservation groups have protested. I personally submitted a protest on behalf of the Friends of Ocotillo Wells, as vice president of FoOW. CORVA submitted a protest letter as well. I protested that they included the eastern side of Ocotillo Wells as available for geothermal energy development. I'll keep you posted on whether my protest is accepted or not.

The Imperial Sand Dunes also has an advisory council and I sit on that. We had a meeting in December to see how the dunes are doing mid-season. The BLM makes three reports, operational management, emergency medical and law enforcement. Management is going well. They continue to

push sand off the roads, have the trash dumped and maintain the signs around the Pierson's Milkvetch critical habitat. They have 4 full time people maintaining these signs! In emergency medical, there have been fewer injuries, but the ones that happen have been more severe. At Thanksgiving, there were four fatalities in the dunes. One drowning in the canal, one alone crash of an ATV and two separate head on collisions. The BLM continues to use their two rescue buggies for emergencies in both the north and south dunes. Law enforcement has been busy, as you might guess. They have a deal with the forest service and you may see forest service rangers out there doing law enforcement on big weekends. The BLM set up a checkpoint on the sand highway by 78 on the big weekends and caught a few people doing things wrong. Funny thing about this checkpoint is you don't have to go through it. You are legally welcome to go out in the dunes around it. (I wouldn't go immediately around it)

After the presentations, we discussed the Gecko Ranger Station. This station is very outdated and the BLM very much would like a modern facility constructed. The subgroup has begun a process, working with the BLM and United Desert Gateway to begin the planning steps for such a station. While it will undoubtedly take years to complete, that will never happen if we don't start.

Did anyone see the article on the dunes in the San Diego Union Tribune? I was interviewed by the author and we spoke for at least half an hour. He kept trying to get me to admit that it is a lawless, crazy place. I didn't budge because it's not. I made a number of points with him and stressed that even though a few people were hurt, died and arrested, statistically the numbers are not much different from any population of 100,000 people (that is approximately how many people visited the dunes over Thanksgiving). I stressed while there were a few people that had problems, 99% of the visitors had a great time. The article turned out to be very positive for off-roaders.

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EASTERN SIERRA 4X4 CLUB MEMBERS CLEAN UP AN ABANDONED HISTORICAL SITE

By Pat Woods - ES4x4 Club

Several members of the Eastern Sierra 4X4 Club participated in a self-initiated volunteer public service project to help rid our beautiful area of unsightly and offensive graffiti at an abandoned local historical site known as Janie's Ranch.

But first, a little historical information that I dug up so you will better understand the significance of this restoration...

Janie's Ranch was a brothel located on Highway 6 between Bishop, CA and Tonopah, NV. The main building was constructed of multiple old mobile homes, connected side by side with connecting rooms and hallways. Half of the trailer complex was designed as a private living area for the women and the other half was used for entertaining clients. The entertaining rooms ranged from a basic small bedroom to the deluxe suite that was decorated with floor to ceiling shag carpet and a built in, heart shaped, hot tub. The former owner, Betty, lived in her own private mobile home.

The ranch was built on land located near a group of fresh water springs. The land was originally developed as a water stop for the steam engines of the narrow gauge Carson and Colorado Railroad that ran between 1882 and the early 1940s. The RR stop was called "Queen" because it was located in Queen Valley, NV.

Back when Janie's Ranch was in full swing they advertised in the nearby California towns of Bishop and Mammoth Lakes. The ranch always ran ads in the local newspapers during the annual trout fishing opener. Gals from the ranch sometimes participated in the annual Mule Days parade.

There was even a private dirt landing strip so that highflying customers could land their airplanes.

Janie's Ranch closed sometime in the mid-1990s, and Betty moved to Reno. Mid 1990s...that makes it historical, right?

Now back to this important project...

Janie's had a large white steel water tank along Hwy 6 adorned with their logo to show customers where the dirt driveway was. Remember, this place is out in the middle of nowhere. In the last couple of years, some people with no respect for historical sites, vandalized the tank with unsightly, offensive graffiti and the brutal winds had blown the tank about 30 feet off of its original rock perch.

So a couple of members of our 4X4 club and a Forensic Archeologist spent a few hours putting the tank back on its rocky perch, covering the graffiti with a fresh coat of paint, and restoring it back to about 1995...after someone had appropriately painted "CLOSED - BEAT IT" on the side.



« Land Use Report, from page 4

“The Imperial Valley desert is home to vast amounts of diverse terrains that are of incredible importance to the people of our region and to the State of California,” said Rep. Vargas. “This bill would enable residents and visitors to enjoy the unique desert while partaking in outdoor activities in the appropriate designated areas.”

The bill would impact three major areas within Imperial Valley and transfer or designate over 86,000 acres of land. The Bureau of Land Management (BLM) would transfer land to the Anza-Borrego Desert State Park to be managed as state wilderness.

BLM would also be authorized to transfer land to Imperial County to expand the Holtville Airport. Finally, the Imperial Valley Desert Conservation and Recreation Act would establish the Vinagre Wash Special Management Area, a total of 81,000 acres in eastern Imperial County, to protect and enhance wildlife management, recreational, cultural and ecological resources.

“Imperial County is one of the most environmentally diverse areas in California, with thousands of miles of BLM wilderness areas, wildlife and desert vistas,” said

Rep. Vargas. “I want to make sure we take care of the incredible natural resources Imperial Valley offers, to ensure that our children may enjoy them for generations to come.”

OHV Division Deputy Director Chris Conlin announces his retirement

Director Conlin has served since his appointment by Governor Brown in 2013. He served with distinction as a highly capable administrator. He indicated that he is leaving to be able to spend more time with his family, he will be greatly missed.

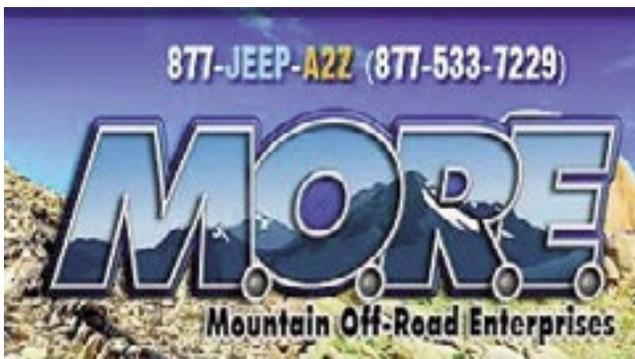
Diana Perez also left the commission, and Erin Halfkenschiel has also resigned as Commissioner to move out of state with her family.

Tom Lemmon was appointed to replace Diana Perez, who is leaving to pursue other interests.

Tom Lemmon, San Diego, California

Appointed by Speaker of the Assembly Toni Atkins in 2016, Commissioner Lemmon is a native Californian. He currently resides in San Diego with his wife Karen of over 25 years and daughter Katie who shares her parents' passion for the outdoors.

Commissioner Lemmon is a desert rat by birth having been raised in Ocotillo Wells. His exposure



and participation in the off road community spans over five decades before there were green stickers, site maps or road signs.

Commissioner Lemmon has served on numerous non-profit boards such as the Old Mission Beach Athletic Club that promotes youth athletics, the United Way, and the San Diego Workforce Investment Board. He has participated in oversight committees for bond expenditures including chairing the construction committee for San Diego Community College, as well as being a past chair of the Construction Tech Academy at Kearny High School.

Carnegie SVRA General Plan – OHV Commission hears public comment at February 5th meeting

At a highly contentious meeting, the OHV Commission heard public comment from a wide variety of opponents and supporters of the Carnegie SVRA expansion. No vote to approve the plan was taken.

The majority of comments did not address the General Plan itself, but voiced impassioned objections to use of the expansion area for its legal and intended purpose. Many comments addressed the lack of specificity of the plan. More detailed project level plans that follow the General Plan and will be developed once the General Plan is adopted.

Rep. Sam Farr to retire – effect on Clear Creek bill remains unknown

Rep. Sam Farr (D-Carmel), who announced Thursday he will not seek reelection, says he wants to focus on being a "full-time grandpa."

Farr, 74, made his retirement announcement at a news conference in Salinas, saying it's time to come home after more than two decades in Congress.

Farr was first elected to Congress in 1993 in a special election to succeed Leon Panetta.

Farr serves on the House Appropriations Committee, which oversees the federal budget. He is the highest ranking Democrat on the House agriculture appropriations subcommittee.

He also led the 2012 effort to re-establish Pinnacles National Monument into the country's 59th national park.

Farr represents California's 20th District, which includes Monterey and San Benito counties and the cities of Salinas and Santa Cruz.

Update – Flat Tailed Horned Lizard Proposed for Listing

The California Fish and Game Commission, responding to a Center for Biological Diversity petition, made the flat-tailed horned lizard (*Phrynosoma mcallii*) a candidate for species protections under the California Endangered Species Act. The lizards are

now protected under California law, making it illegal to kill, harm or capture without state authorization.

The Commission recently approved the Department's request for a six month extension to complete the status report and peer review process for the petition to list the flat-tailed horned lizard as an endangered species.

Flat tailed horned lizards are found throughout the Imperial Dunes and Ocotollo Wells SVRAs. Listing of the species could adversely impact these important recreational areas.

BLM AND FOREST SERVICE UPDATES

The Desert Renewable Energy Conservation Plan (DRECP) Final Environmental Impact Statement Record of Decision Signed

CORVA files Protest

Summary:

- DRECP is a landscape level plan that amends the California Desert Conservation Act of 1980.
- "Open, Limited and Closed" designations will be replaced by new land use designations as National Conservation Lands, Area of Critical Environmental Concern (ACEC's) and Special Recreation Management Areas
- Route designation is site specific and will follow in the West Mojave Plan and other travel management plans but will need to conform to conservation provisions of the DRECP.
- The DRECP covers over 9 million acres of California's desert
- DRECP designates areas for specific uses
- Development Focus Areas – slated for renewable energy development
- ACEC's have been expanded and require a 1% maximum disturbance cap
- National Conservations Lands (NCL) are designated for conservation purposes and include a 1% disturbance cap
- Special Recreation Management Areas (SRMAs)
 - No energy development allowed
 - SRMAs may allow or limit motorized use
 - BLM worksheets for SRMAs include details of what use may occur and where, but use must conform to conservation limits as specified.

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CORVA WELCOMES TRAIL PRODUCTS, INC. AS A NEW MEMBER

Trail Products Incorporated (www.Trail-Products.com) is pleased to join and partner with the California Off-Road Association (CORVA) for continued and sustainable access to public lands, trail maintenance and conservation.

Trail Products Inc. (TPI) is a California based corporation specializing in the manufacturing and distribution of American made custom Jeep and UTV bumpers, rocker guards, corner guards and winch plates. TPI's mission is to provide the highest quality off-road parts and accessories at an exceptional value. Our customers, like you, appreciate exceptional quality and engineering sold at affordable prices. Given all TPI parts are designed and manufactured in California, joining CORVA is a great opportunity for us to give something back.

TPI was formed in 2014 by off-road enthusiast and business partners, Steve Lewis and Matt Savage, who simply got tired of purchasing brand name after-market parts for their Jeeps that did not fit properly and /or were excessively expensive. We founded TPI out of frustration with exorbitant prices, fitment issues and product quality. In our endless pursuit of perfection, we manufacture and distribute the highest quality aftermarket parts designed and manufactured. All of our products are thoroughly tested in places like the Mojave Desert, Death Valley, Johnson Valley, Moab and the Rubicon. We know our customers, like CORVA members, go places the Auto Club doesn't, so we engineer all our products to get our customers home safe.

What makes TPI different is 1) high quality, 2) all of our product lines are designed and made in the USA (specifically in California) and 3) we sell our products at affordable prices thereby providing exceptional value to our customers. We started TPI with our Trail Series product line geared toward off-roaders who prefer trails, dunes and hunting over rock crawling. The Trail Series is lighter than our Rock Series, but

make no mistake, the Trail Series is extremely rugged and strong. Due to customer demand we launched our Rock Series line specifically designed for Rock Crawling and racing enthusiast. Our Rock Series uses the same great engineering as the Trail Series which includes maximum protection, clearance, articulation, departure/approach angles, strength and ease of installation; however, it is made out of thicker steel to take the extreme demands of our Rock Crawling and racing clientele. Finally, we offer a UTV line in matching factory colors for side by sides.

We are continually researching and developing new products. Keep up to date by following us on Facebook and Instagram or visit www.trail-products.com.

The entire TPI team is so excited to partner with CORVA. We want to extend CORVA Members 10% off the purchase price of all TPI products. This offer is only for CORVA members only and cannot be combined with any other offer or coupon. Simply go to our website at www.Trail-Products.com, pick your item(s) and enter the Coupon Code: **CORVA10** at check out.

We look forward to seeing you at a CORVA event near you.

Your Next Adventure Begins With Us!

Contact Trail Products, Incorporated:

Steve Lewis, CEO
Trail Products, Inc.
stevel@trail-products.com
805-416-4929

Matthew Savage, CFO
Trail Products, Inc.
matts@trail-products.com
805-587-6550

« Important Issues, from page 6

While talking about the dunes, there is still a legal action by the Center for Biological Diversity against the recreational area management plan going. It is sort of stalled right now, but you never know what will happen until it's over.

The Cleveland National Forest is going through a process now to close routes that have been identified on the ground that are not in the official route system. Early last year I wrote comments at the scoping (or beginning) phase of this action. They recently came out with the draft of what they want to do and surprise! They want to close Carveacre Road! This is the road that goes from Lion's Valley Road up Mt Lawson to Pancake

Rock. (Named by San Diego 4 Wheelers who put on a pancake breakfast there). I have asked a variety of like-minded folks to comment against this closure. The comment period ended before this was published or I would ask all of you to comment. If you like San Diego Off-Road Coalition (SDORC) on Facebook or are on our email list, you heard about this and how to comment. If you care, but aren't getting our dispatches, please go to sdorc.org and give us your email. (We don't send that many, one or two a month)

CORVA heard that the plaintiffs in the Ocotillo Wells lawsuit want to review some evidence. (I am also a CORVA director). We decided that we want to send our lawyer to this meeting to make sure no funny business takes

place. The problem is it will cost money that we didn't budget for. We spoke to Desiree Bates, who runs the Fight for Ocotillo Wells group (different from Friends of Ocotillo Wells, of which Desiree and I are directors). Desiree decided to open a GoFundMe drive and promote it on Facebook. In one week we raised the money we need to send our guy to the meeting.

There are a variety of organizations working to keep off-roading alive. Please join a few and like them all on Facebook, as well as give them your email address so you can find out when we need you to do something to help.

See you on the trail.



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)

Ordered by:

Name _____

Email (for order confirmation) _____

Address _____

City/State _____

Zip _____

This is a gift for:

Name _____

Address _____

City/State _____

Zip _____

Mail payment and order form to:

ATTN: CORVA STORE
1500 W. El Camino Ave. #352
Sacramento, CA 95833-1945

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.

Family Fun Run

APRIL 2, 2016

Aliklik
Campground

Hungry Valley
SVRA
Gorman, Ca.

POKER RUN

Prizes from:



Prizes from:



EVENT INFO

- WHERE:** Hungry Valley SVRA- Gorman, Ca
Registration at Aliklik Campground, Follow signs from either entrance.
Registration 8:00 a.m. to 12:00 p.m. Saturday 4-2-16
Pre-Registration available at www.corva.org
- WHEN:** Saturday, April 2nd, 2016
Rider meeting 9:30 a.m. at Aliklik Campground. Poker Run starts at 10:00 a.m. Last participant starting course 12:00 p.m. Games at check points on Poker Run, Off Road Games at campground, Dinner 5:00 p.m.
Raffle 6:00 pm and Camp Fire following dinner
- WHAT:** CORVA FAMILY FUN- POKER RUN (5 cards per hand)
CORVA family members: \$20.00 1st hand and registration Non-members \$30.00 Extra cards \$5 each
Dinner: \$10.00
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- HOW:** POKER RUN- BEST 5 CARD HAND WINS
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Contact
Linda Wucherpfennig
626-483-1891

PRESIDENT DESIGNATES THREE NEW CALIFORNIA DESERT MONUMENTS

On February 12, 2016 President Obama designated three new National Monuments in the California Desert: Mojave Trails, Sand to Snow, and Castle Mountains. Most of this acreage was similarly proposed for protection by two bills pending in Congress that would have also designated five OHV recreation areas. Although the president's proclamation may have removed the centerpieces from these bills, CORVA continues to work with both Senator Feinstein and Representative Cook on their respective efforts to protect OHV recreation in the California desert.

In response to the President's designation, Senator Feinstein has introduced S.2568, the *Desert Conservation, Off-Road Recreation and Renewable Energy Act*, a revised version of her desert legislation introduced last year as S.414. The Senator wrote in a news release accompanying the text of the new bill, "Of note, the legislation includes permanent protection for five Off-Highway Recreation Areas covering 142,000 acres. 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. I gave them my word that I'd fight for them and I intend to do so."

Rep. Cook's bill, H.R.3668, the *California Minerals, Off-road Recreation and Conservation Act* proposes most of the lands designated by the President be a Special Management Areas rather than a National Monument. Nonetheless, the bill similarly protects same five OHV recreation areas as Sen. Feinstein's proposal, and even goes further by expanding them by an additional 61,000 acres. CORVA supported S.414 and H.R.3668 because any congressional protections obtained for OHV recreation areas will need to come from both houses.

One of the many important reasons behind CORVA's decision to support S.414 and H.R.3668 was knowing that the president was most likely to designate the National Monuments with or without the legislation. In recognizing this, CORVA assisted in the crafting of these bills to include significant protections for OHV both inside and outside the proposed National Monuments and Special Management Areas. Our hope was that congress would act and balance the designation of National Monuments with assurances for continued motor-based recreation and protections for our OHV recreation areas.

The president designated these three new National Monuments on his own, and over the objections

of Senator Feinstein, Congressman Cook and the two Democrat congressmen (Ruiz and Aguilar) whose districts include the new monuments, each of whom publicly requested the president to give our bi-partisan comprehensive legislation an opportunity to pass the Congress before acting unilaterally.

CORVA is reviewing the language of the presidential proclamation in hopes of gleaning an understanding on the future of motor dependent activities such as green sticker OHV use, event permitting, rockhounding and hunting, and how the designated route network might suffer the closure of our road, trails, and traditional campsites. CORVA is also working to understand the upcoming management planning process and what collaborative opportunities will be available to us to ensure that roads and trails remain open.

In the meantime, we urge our CORVA members to examine both the the *Desert Conservation, Off-Road Recreation and Renewable Energy Act*, and the *California Minerals, Off-road Recreation and Conservation Act* and continue to push Congress to protect our OHV recreation areas and motor dependent recreation activities in the California desert.



« Land Use Report, from page 9

- Current OHV Open Areas – Spangler, Dumont, Rasor, Stoddard, and El Mirage
 - No energy development will be allowed
 - These will have SRMA planning requirements but do not have conservation overlays. At this time, it does not appear that they will be subject to disturbance cap calculations.
 - Exception is Christmas Canyon ACEC within Spangler Hills

What is at stake:

- Over 14,000 miles of route are within planning area
- Land ownership and management patterns make establishing route connectivity a potential challenge
- DRECP will not affect travel within the vast majority of the desert because this is already restricted by existing designations; however the “limited use” lands may be affected.
- How routes that cross private land will be addressed is still an open question
- Routes within DFA’s will mostly remain available
- Renewable Energy Rights-of-Way –
- Where development affects trail management corridors, an analysis must be performed to ensure that it does not substantially interfere with the nature and purposes of the trail, and that mitigation/compensation results in a net benefit to the trail.

Concerns:

- Conservation designations may restrict OHV use in areas traditionally open to motorized travel
- Adaptive management could be a problem for users
- Language in some sections of the plan is intentionally vague
- Could be ripe for litigation
- Effectiveness of monitoring may be an issue
- Budgetary limitations
- Lack of adequate staff

Release of final West Mojave Plan (WEMO) delayed

- We recently received information that the WEMO Plan Comment period has been extended until January 2016. We are very concerned because the DRECP has been signed and the West Mojave Plan will now be subject to the restrictions of the DRECP.
- Many groups, including the California Off Highway Division, requested more time to study the draft plan and to provide comments.

- 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.

USFS Forest Plan Revisions for Inyo, Sequoia, and Sierra National Forests–

The Forest Service recently released their Wilderness Evaluation and Inventory process for the three Forests. The Draft Environmental Impact Statement for the Forest Plan revisions will be released in the fall.

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.

US Forest Service Travel Management Subpart A

This complex and rather confusing effort by the Forest Service to determine the minimum necessary road system continues. Although this planning project specifically excludes roads and trails previously designated by Travel Management Subpart B, many of these Forest designated route systems are heavily dependent on Forest roads for connectivity. In some cases road closure proposals have recommended the destruction of key connecting routes leaving OHV routes as isolated segments that cannot be accessed. This requires careful attention by local user groups who have an intimate knowledge of local roads and trails. CORVA has been monitoring and facilitating developments in these areas.

Continues on page 16 »

« Land Use Report, from page 15

Travel Management Subpart C – regulation of over snow vehicle use

Five-Forest Over-Snow Vehicle Use Designation Analysis

- The Lassen, Tahoe, Eldorado, Stanislaus, and Plumas National Forests are beginning an analysis, based on Subpart C of the Travel Management Rule, to allow, restrict or prohibit over-snow vehicle (OSV) use through the designation of roads, trail and areas on National Forest System Lands. These analyses will support the decisions to designate over-snow vehicle use on National Forest System roads, trails, and areas on National Forest System lands.
 - In addition, the national forests will combine the analysis needed for OSV use designations with analysis to formalize the identification of National Forest System Snow Trails that will be groomed for OSV use.
- An over-snow vehicle is defined as “a motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow” (36 CFR §212.1).
 - These forests are undertaking the Subpart C analysis in order to:
 - provide a manageable system of trails and areas designated for over-snow vehicle use, consistent with and to achieve the purposes of Travel Management Regulations at 36 CFR part 212;
 - ensure that over-snow vehicle use is well managed to promote safety of all users, minimize impacts natural resources, and minimize conflicts among the various uses
 - These forests are also undertaking the analysis to identify and formalize the system of over-snow vehicle trails that will be groomed to meet the terms of a court-required settlement agreement.



- The project will undergo analysis under National Environmental Policy Act (NEPA) which provides opportunities for input from local communities, local government, and all interested parties.
- The Lassen National Forest began their NEPA analysis first, followed by the Tahoe, Eldorado, Stanislaus, and Plumas National Forests. Each Forest will prepare a separate Environmental Impact Statement.
- The Forest Service's goal in designating over-snow vehicle use is to ensure that the use of over-snow vehicles is well managed to promote the safety of all users, minimize impacts to natural resources, and to minimize conflicts among the various uses. Once the NEPA decisions for the designation of roads, trails and areas have been issued over-snow vehicle use that is inconsistent with the designations would be prohibited under 36 CFR part 261.
- These designations will apply to the lands on each of these five national forests that receive

adequate snowfall for over-snow vehicle use to occur.

- Currently, the five national forests manage approximately 1,000 miles of groomed OSV trails. These estimates, by forest, are currently being validated and refined utilizing Geographic Information Systems (GIS) and will be updated, if needed, once this validation step is completed.

National Forest	Groomed Miles of OSV Trails (Approximate)
Eldorado	50
Lassen	400
Plumas	200
Stanislaus	60
Tahoe	300

There are financial limitations on the size of each forest's snow trail grooming program and the frequency at which the grooming occurs.

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Please join us at the CORVA Annual Meeting

Saturday, May 21, 2016

Hollister Hills SVRA, Hollister CA, at the HHORA Training Building

9:30 am until end of day

Join the Board of Directors for a weekend of education and events. More information to follow on corva.org or contact info@corva.org.

NOW ACCEPTING NOMINATIONS FOR THE ANNUAL CORVA AWARDS

Each year CORVA honors those in our community for exceptional efforts benefiting the OHV Community. The following awards will be presented at this year's CORVA Annual Meeting on May 21st at Hollister Hills SVRA, Hollister CA. If you know of anyone deserving of one or more of these awards send an email to clayton.miller@corva.org.

George Thomas Memorial Trophy for Off Roader of the Year: This trophy is presented to the individual whose contributions to the betterment of off-roading during the preceding year are worthy of this very special recognition. The recipient may be any individual who has provided special help to off-roading. The person does not have to be a member of CORVA or any affiliated organization. The nomination should be submitted with an explanation of the individual's accomplishments.

Looney Duners Trophy to Charity: This is a Club Award, and to be eligible for this award, the club must belong to CORVA. The award goes to the club that donates the most time and effort to charity. Money is not a factor.

Northern & Southern Club Award: This award is given annually to one club in each region, Northern and Southern. Each club shall submit what it deems to be its outstanding project for the year. The Board of Directors shall award the trophy to that project it deems best bolsters the image of off-roading.

Los Aventureros State Conservation Award: This award is presented to the individual club which during the year has contributed the most towards conservation.

American Buggy Association Political Activism Award: To have one's name added to this plaque requires exceptional activity in dealing with elected officials and civil servants. While significant success is not always possible, it is important that some progress toward a goal was achieved. In addition, this person's efforts should always increase the perception of CORVA as a political powerhouse.

CORVA RECEIVES GENEROUS DONATION – THANK YOU FOR YOUR SUPPORT!

Off Road Animals (Vinnie's Gang)

The weekend of January 22-24, 2016 would have been the traditional TRUCKHAVEN event. Our group, OFF ROAD ANIMALS, (Vinnie's Gang) decided to go out there anyway. We were very pleased that all of our families and lots of our friends were able to spend the weekend with us. In tradition of TRUCKHAVEN we had a big potluck dinner on Saturday and even "passed the hat" for donations. We collected \$500 to donate to CORVA.

Thanks to CORVA these treasured lands and many other places are kept "for the people and not from the people."

Donations from:

- Ralph/Cathy Casteel Family
- Arnold Family
- Dave Montgomery
- Tim/Lori Carnahan
- Janet/Alan Gottfried Family
- Johnson Family
- Steve/Ashlea Davis and Jim
- Vinnie/Kathy Barbarino and Family



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For more information please contact one of our Board Members, or send an email to: advertising@corva.org.





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CORVA needs your help!

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

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OFF-ROADERS IN ACTION

Volume 28 Issue 2

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3rd Wednesday

CORVA Board Conference Call
4th Monday

Upcoming Events

CORVA Family Fun Run
Hungry Valley SVRA
April 2, 2016

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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