



PROTECTING PUBLIC LAND FOR THE PEOPLE NOT FROM THE PEOPLE



Photo taken by: Randy Emslie. This was taken at the CORVA Truckhaven Challenge.

Off-Roaders in Action

SPRING 2022

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What is CORVA?

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

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

We work with land managers for responsible off-highway vehicular access and recreation opportunities. 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

President's Report

KEN CLARKE

Welcome to 2022! This is going very busy year for CORVA as the number of issues that we're addressing at one time is overwhelming.

In Northern California, Clay Pitt SRVA is working on their Wildlife Habitat Protection Plan and asked for help from CORVA. The BLM is developing a new OHV Recreation Plan for South Cow Mountain OHV Recreation plan and is asking for public input. Berryessa Snow Mountain National Monument is working on Travel Planning including analysis for OHV travel. Prairie City is working on planning for new OHV opportunities. Stanislaus National Forest has drastically reduced Over Snow Vehicle travel, with the rest of the northern forests poised to follow. Carnegie SRVA is being sued again due to State Parks rescinding their General Plan as part of the loss of Alameda-Tesla Expansion Area. The OHV Community must get involved with the planning of new SRVA's such developing OHV opportunities in Henry W. Coe State Park. EcoLogic Partners and Friends of Oceano Dune Dunes both have lawsuits that are working through courts, trying to save access to Oceano Dunes SVRA. Riverside County is working on planning for a new OHV area. In Southern California, the West Mojave is under attack again with a lawsuit filed by Center for Biological Diversity filing a lawsuit on the the finalized BLM motorized recreation plan. With so much going in, I'm sure there are other OHV issues I have missed! CORVA is involved with all these areas plus working on many others. CORVA supports all types of OHV Recreation throughout California. We are working closely with CA State Parks to expand and protect OHV Recreation everywhere in California.

CORVA would like to invite you to our annual meeting for 2022. The first 2 days, April 28th and 29th, we're working with our partners in the Off Road Vehicle Legislative Coalition to sponsor a 'State of OHV Recreation in California' at Prairie City SVRA. We're calling this an OHV Summit, and invite anyone and everyone who wants to make a difference with OHV recreation to attend, including clubs, enthusiasts and businesses. We are working on having legislators speak with us on Thursday, April 28th. Friday we will have presentations from CA State Parks along with Forest Service and BLM. Saturday will be the CORVA Annual Meeting with additional presentations. For those who will be traveling to this event, Prairie City SRVA will allow camping onsite. Folsom and Rancho Cordova are both just 10 minutes away where you can find several hotels and restaurants. If you are bringing your toys, the SRVA will be open for your riding pleasure. The world-famous Rubicon Trial is an hour and a half away from Prairie City. Fordyce, Slick Rock and Deer Valley trails are all close by in the Eldorado National Forest. Be aware these trails may still be snow-covered in April, making them impassable except for Over Snow Vehicles, or closed due to wet weather closures. Stay tuned and save the dates! We will have more information as this event evolves.

I am intrigued how OHV is evolving. Some time ago I can remember a coworker who raced open MOTOCROSS coming into the shop on Monday morning showing me a picture and asking; "I saw this on Factory Works bikes at the race; can we make one just like it?" It all started with longer swing arms, then we were laying the shocks down.

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Betrayal by a Federal Agency

AMY GRANAT, MANAGING DIRECTOR

This is a true story about a reality that off-roaders know all too well. The final chapter has yet to be written, but it illustrates why CORVA works so hard to change policy, and change land planning paradigms that hurt off-road opportunities and unfairly target our community. CORVA has been dedicated to keeping public land open for the people and not from the people for over 50 years, and our work is as critical and important now as it ever has been.

To continue with the narrative:

The script starts with off-roaders working diligently with their local forest and engaging decision makers through every step of the process. This includes taking time off from work to attend weekday meetings, which are convenient for agency personnel but not always easy for enthusiasts, writing substantive comments on draft documents and consistently following up with officials to make sure off-road concerns are considered as part of the process.

This planning analysis continues for 5 years. The Forest Service makes all the right responses when asked by off-road enthusiasts how their recreation is being considered in the planning process. They show photos of family trips to beloved areas and talk about the value of their years of experience recreating on motorized vehicles in the forest. And each time they get the same canned response; 'We hear you and we're going to make sure this process is fair. Your community will get equal access'. This analysis is all about you, agency personnel promise over and over again through the 5 years of planning undertaken as part of the Travel Management Rule.

At this point most of us can guess what happens – but there's a twist. At first, the Forest Service releases documents that show off-roaders they will still have access to some of their favorite areas, but other areas will be off-limits in the future. Looking at the plans off-roaders work together and determine this is a compromise they can accept. They don't like having to compromise and the reality is they should not have to compromise. But with the sense of fairness and honesty that is integral to the psyche of an off-roader, they agree to the plan.

Everything moves along, with the final draft documents illustrating the compromise reluctantly agreed to by enthusiasts. All that is left is to for the agency to release the final, signed decision. The community waits for a few months, then hears a rumor that is hard to believe. The Forest Supervisor has released the final signed documents in secret, without informing the off-road community. When enthusiasts are finally able to track down the document and read the decision, they are shaken to the very core of their being. The Forest Supervisor has radically changed the terms of the plan and removed almost 90% of the the desirable access for off-roaders, and left a few areas open that are less important. He has ignored 5 years of collaboration and discussions with the community. The community looks for answers and finds it in the introduction of the document itself. The Forest Supervisor states clearly that this plan was devised to benefit the non-motorized community. After years of promises from the agency that this plan was all about motorized recreation, at the 11th hour the decision-maker disregarded all input and all consideration for motorized recreation enthusiasts. The end of the story has not yet been written. The

motorized community has filed a lawsuit against the Forest Service which is at the very beginning stages. In the past, CORVA has also filed a lawsuit against the Forest Service and the Travel Management Rule, which was ultimately lost on appeal. That doesn't mean we stop fighting because we still need to fight for our rights! We can never know which argument is finally going to get through to the court that the Travel Management Rule is inherently unfair and biased against motorized recreation enthusiasts. We have seen too many examples that prove this point without question.

But other issues are also at play that need to be addressed. The anti-access community came together very strongly from the beginning with a plan to eliminate motorized recreation from public land. They've pursued that strategy non-stop, and have been more successful than they should have been. Part of the reason is because they've worked together, another part is that because of their success in filing multiple lawsuits. Agencies are scared of anti-access organizations in a way they are not afraid of the off-road community.

Working together, we can change this reality. First, the entire active recreation community has to work together, not necessarily with the same voice but with common objectives. We can use the strength of multiple voices stating issues in different ways as long as we are all pointed in the same direction. Our coalition includes all forms of active recreation, from motorcycles to overlanders, UTV enthusiasts to rock crawlers, mountain bikes and snowmobiles. CORVA represents all these forms of recreation throughout the state – from the very southern part of California in Imperial County to Modoc County in the north state. People may have different ways of recreating on public land whether located on Northern or Southern California, but all share one thing in common – the importance off-road freedom to explore, freedom to travel, and freedom to ride and drive.

Know that wherever you are located in California, whatever form of active recreation you enjoy most, CORVA has your back and is fighting for your rights. Talk to your family and friends, club members and off-road businesses about becoming members of CORVA. Because when we have the strength of all our voices together, we can achieve great success.





<< President's Report, from 3

Next, we were trying to build a mono-shock frame. We would scrounge the wrecking yards on weekends for parts to beef up our Jeeps. Back in the day, it was basically impossible to be an off-roader unless you could build your own ride. Our community has changed. Unfortunately, as a group, we're not always raising the next generation to respect our land. People no longer start off-roading as we did learning to build, fix, and repair our toys. While we welcome everyone to become part of the OHV community, we still have to remember these core values. Now, all anyone needs is good credit and they can walk out with a Side x Side that is more capable than most of our home-built rigs. You can buy a Jeep with Dana 60's from the factory and 37" tires. We can buy tracks for our Jeeps, trucks, Side x Sides and bikes making them capable Over Snow Vehicles. We now have Electric Bikes, Side x Sides, Jeeps and trucks that are every bit as capable

as their gasoline counterparts. The OHV community is changing, and we need to be on the forefront of this change. We need to educate and mentor our new members on sustainable OHV use. We will need to expand OHV opportunities as well as maintain what we have now.

One thing that has not changed is CORVA dedication as we continue our work to develop OHV policies and opportunities. CORVA will continue this battle in every corner of California for all types of OHV recreation. CORVA does not limit itself to one form of OHV recreation, our goal is to represent everyone.

The Truckhaven Challenge was a great success! Thank you to everyone who participated and worked hard to pull of the largest event that CORVA has had in years.

Remember to save the dates April 28th through 29th for the 'State of OHV Recreation in California' at Prairie City SRVA and the CORVA Annual Meeting on April 30th. I hope to see all of you at this event!

CORVA Land Use Report Feb-Apr 2022

BRUCE WHITCHER, VP LAND RESOURCES & PUBLIC POLICY

Oceano Dunes Update

NEW OCEANO DUNES LAWSUIT CHALLENGES DUST MEASURES PERMITTED BY COASTAL COMMISSION

A new lawsuit filed in the San Luis Obispo Superior Court alleges the California Coastal Commission “abused its discretion” by allowing California State Parks to add more dust pollution mitigation measures at Oceano Dunes State Vehicular Recreation Area in December.

The lawsuit was filed by the Friends of Oceano Dunes on Jan. 20. It is in the latest in a string of lawsuits filed over several years that argue the various efforts by State Parks, the Coastal Commission and San Luis Obispo County Air Pollution Control District to reduce the unnatural dust pollution emitting from the Oceano Dunes are illegal.

On Dec. 17, the Coastal Commission approved a proposal by State Parks to install 130 acres of permanent dust control mitigation measures in the dunes. Every year since 2011, State Parks has implemented dust control measures to curb emissions from the dunes. Although they are naturally dusty, studies show that areas with more vehicle activity emit more dust than other areas at the Oceano Dunes.

In total, 413 acres of the off-roading park in southern San Luis Obispo County are set aside for dust mitigation, including for temporary sand fencing, permanent re-vegetation or foredune restoration.

Friends of Oceano Dunes’s lawsuit alleges that a recent court ruling invalidates the authority by which the Coastal Commission can approve additional dust mitigation proposals by State Parks.

Meanwhile, the California Coastal Commission upholds that it was within its authority to approve the dust control measures.

DUST MITIGATION RULE AT HEART OF LAWSUIT DEBATE

The argument is over Rule 1001, a dust mitigation standard agreed upon by the San Luis Obispo County Air Pollution Control District (APCD) and State Parks in 2011.

The rule requires State Parks to find a way to reduce dust emissions from the dunes when an air quality monitor on the Nipomo Mesa downwind of the riding area of the dunes measures particulate matter levels that are 20% higher than an air quality monitor that is not downwind from the riding area.

However, that rule was challenged in court by Friends of Oceano Dunes shortly after it was first implemented. Although the Friends initially lost they appealed the ruling and earned a partial win that meant the APCD could not require a permit from State Parks to implement the dust control measures. While that appeal was still in court, the APCD and State Parks entered into a legal agreement so the dust control measures outlined in Rule 1001 could still be implemented — aside from the permit requirement.

That agreement was adopted during a September 2014 APCD board meeting in closed session and included language that appeared to modify the original dust mitigation requirements under Rule 1001.

Friends of Oceano Dunes sued in October 2014 to invalidate that agreement on the basis that it substantively modified the district's Rule 1001 without proper public hearing. On Oct. 7, 2021, a county judge ruled in favor of Friends of Oceano Dunes, invalidating the 2014 agreement.

By 2019, State Parks and the APCD agreed to a stipulated order of abatement, which sets a clearer and stricter timeline for State Parks to cut dust emissions at the dunes: 50% by 2023. In the lawsuit filed Jan. 20, Friends of Oceano Dunes purports the 2014 agreement was “the sole mechanism for implementing Rule 1001,” according to court documents.

Just before the Oct. 7 court ruling, SLO County Air Pollution Control Officer Gary Willey explained in a court declaration that the 2014 agreement had not been implemented since 2017, when the stipulated order of abatement process first began. Instead, State Parks has since worked to implement dust control measures that fall within the more stringent requirements of the stipulated order of abatement. Even so, it appears Rule 1001 still exists and is still valid — even if it is not being enforced — as the APCD has never retracted the rule

Should the court agree with Friends of Oceano Dunes in its most recent lawsuit, it would invalidate the Coastal Commission's Dec. 17 approval of State Parks' installation of 130 acres of new dust mitigation measures at the Oceano Dunes. That acreage would then likely be reopened to off-roading activities.

Omnibus lands bill working its way through Congress

It has been some time since we've seen an Omnibus Lands Bill pass Congress. These bills typically combine several wilderness and wild and scenic river bills into one big package that has something for everyone. This helps build bipartisan support which is usually need to pass sweeping wilderness legislation. Keep in mind that the voting public doesn't enjoy outdoor recreation as much as you do and are generally in favor of environmental protection.

The pressure to pass such a bill is increasing. Some of this is due to the failure of Congress to pass Biden's Build Back Better legislation, which is making the Democrats in Congress desperate for a victory in advance of the November Mid Term elections.

Here is the latest bill, HR 803, introduced last year into the 117th Congress for 2021–2022. This would close lands to public access from Maine to California, including large areas in Colorado

Colorado Representative Diana Degette is sponsoring the Protecting America's Wilderness Act, also known as the PAW Act.

This proposed legislation includes designating 1.3 million acres of land as Wilderness and over 1,000 miles of river as Wild and Scenic. Many of the areas being proposed are currently designated as wilderness study areas or areas with wilderness characteristics. This bill would officially designate them as Wilderness, resulting in lost access forever.

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Now Accepting Nominations For the CORVA Awards

The following awards will be presented at this year's CORVA Annual Meeting. Email info@corva.org for more information.

George Thomas Memorial Trophy For "Off Roader Of The Year"

This trophy was sponsored by Cranley's Desert Cats and is presented to the one 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 to the above address with an explanation of the individual's accomplishments.

Looney Duners Trophy to Charity

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. These projects will be considered by the Board of Directors, which shall award the trophy to that project it deems best bolsters the image of off roading. If your club has done a project to promote off roading, please send your letter today.

Los Aventureros State Conservation Award

This award is presented to the individual club, which during the year, has contributed the most towards conservation.

- I. Land Conservation
 - A. Acquisition
 - 1. Land grants or open new areas to ORV use.
 - 2. Opening closed areas to ORV use.

- B. Rehabilitation
 - 1. Reforestation (fire or flood)
 - 2. Rebuilding (bridge, building, etc.)
 - 3. Removal (rocks, trees, etc. from roads and trails)

- II. Clean up
 - A. Public Lands
 - 1. Trash pick up to enhance ORV opportunity
 - B. Camp Areas
 - 1. Clean up camp areas (not your campsite)

- III. Public Service
 - A. Civic Obligation
 - B. Promotion of CORVA
 - C. Clean Up Private Lands or Leased Lands
 - D. Recycling Aluminum Cans
(Proceeds donated to CORVA)

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. This means personal contact as well as effective letter writing. 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.

Past Presidents' Trophy

This trophy is sponsored by the Past Presidents of CORVA. Unlike the aforementioned trophies which are voted upon by the CORVA Board of Directors after hearing nominations, this trophy is at the sole discretion of the Past Presidents. The recipient is an individual who has shown great merit and achieved honorable accomplishments on behalf of the off-road community.

Let Us Hear From You!

What has your club done this year for Off-Roading? Your club may be eligible for any one of the awards listed above. Send us your list of club accomplishments for the last calendar year including participation in clean-up events, charity events or trail maintenance projects, help at CORVA events, attendance at OHV meetings, letter writing, trail patrols, adopt-a-trail, list of donations to CORVA or other OHV groups, and number of new CORVA members you brought in. **Here's your chance to be recognized. Every club should make a list and send it in today!**

<< Land Use Report, from 8

Within the bill there are 6 acts that will affect substantial areas in Colorado, California, and Washington: Colorado Wilderness Act, Northwest California Wilderness, Recreation, and Working Forests Act, Central Coast Heritage Protection Act, San Gabriel Mountains Foothills and Rivers Protections Act, Rim of the Valley Corridor Preservation Act, Wild Olympics Wilderness and Wild and Scenic Rivers Act.

It is through designation of vast acreages of wilderness that the 30×30 Initiative will be implemented, and we must work together to stop the lock up of our lands, natural resources and recreation areas. This legislation has already passed the House of Representatives, and the Senate tried to sneak it into the NDAA back in December of 2021. This bill will greatly hinder recreation access across the western United States and we need everyone to contact their representatives to oppose this bill.

Inyo Adventure Routes Under Attack!

DOCUMENT PREPARED BY ANTI-ACCESS GROUPS SEEKS TO CURTAIL THE INYO ADVENTURE ROUTE PROJECT

In 2011, the California legislature passed AB628. The bill allowed Inyo County, California, to make exceptions to California vehicle code §38026 by designating road segments up to 10 miles in length on county-maintained streets and roads for combined use by both off-highway vehicles (OHVs) and motor vehicle traffic as part of a unified OHV trail system (“Adventure Trails”). Although intended as a pilot project, no baseline data were collected before the program began, and only limited observations

of the program’s effects were collected directly from the combined use routes when the program was implemented.

The report claims that reports of noise and air quality impacts, proliferation of routes, and impacts to adjacent lands were dismissed when they did not occur directly on the combined use routes themselves. The program has been extended twice, most recently in 2019.

However, a 2019 amendment to evaluate whether the combined use system is “workable” included a measure requiring Inyo County to detail “the operation and impacts of the pilot trail system, including impacts on the neighboring lands, cultural resources and archeological sites, streambed modifications and water quality, protections for wildlife and aquatic habitat, native plants, and wildlife, traffic, particulate pollution, and noise.”

Due to difficulties in reporting, a lack of complete implementation of Inyo County’s implementation plan, and a perceived gap in data collection and analyses of impacts, a group of Inyo County residents established a website for easier and more standardized reporting of illegal use.

143 reports of illegal OHV use were collected between March 08, 2020 and October 31, 2021. These reports claim to find impacts to neighboring lands and communities, water quality, wildlife and aquatic habitat, native plants, and air quality.

Anti Access advocates claim that the combined use system is not workable in its current form without significant costs to wildlife, the environment, and the health and lives of Inyo County residents.

CORVA is working with local OHV Groups to plan a response.

The Yolo County Board of Supervisors voted to approve an ordinance to ban the use of off-highway vehicles in Cache Creek.

Cache Creek is a well known OHV area near the Knoxville BLM area near Clear Lake in Northern California.

During the meeting, supervisors also heard about potential options for an OHV park, recognizing the need and growing interest in OHVs. No exact locations were identified as potential sites for an OHV park due to several constraints, however supervisors directed staff to continue to develop concepts and partnerships for other area options for OHV use.

Since 2015, the supervisors have been hearing regular updates about the use of off-highway vehicles (OHVs) in Cache Creek as a result of increasing complaints from residents, landowners and visitors.

Major concerns and complaints included vandalism and property damage, exposure to liability in the event of catastrophic injury or death, noise, littering, illegal dumping, abandoned vehicles, fire danger and impacts to water quality and the wildlife. The board also more recently heard from emergency response personnel who were worried about the resources they were having to devote to responding to calls related to OHV use.

Over the course of seven years, the board has occasionally taken action in an attempt to regulate the activity in Cache Creek. In 2016, the board approved hours of operation for OHVs, effectively prohibiting nighttime riding and funded the sheriff's office to increase OHV enforcement patrols.

In August 2021, the board approved ordinance amendments to prohibit the possession and consumption of alcohol in Cache Creek. They also imposed a countywide mandate for all riders to use safety equipment including helmets and safety flags.

During the October board meeting, a Technical Advisory Committee (TAC) described environmental degradation alleging that this occurred due to OHV use. The TAC team also found water quality impacted due to gasoline, oil and other petroleum products that have the potential to enter the creek over time.

The motion was approved in a swift 5-0 vote with strong support from all public and written comments. Final approval of the ordinance is expected at the next meeting on Feb. 22.



CORVA Membership Matters!

The California Off-Road Vehicle Association (CORVA) is a varied group of outdoor recreationists 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, bajas, and desert racers.

CORVA's main purpose is to work with the 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 clean-up and trail maintenance projects.

We coordinate with other multiple use organizations ranging from snowmobiles to horse enthusiasts to protect multiple use rights from the environmental extremists. We are "dedicated to protecting our lands for the people, not from the people."

CORVA proudly provides its members:

- 50 plus years of continuous promotion of multiple land use objectives!
- Continuous appeals of unfair and unjust closure of access to public lands!
- Extensive oversight of the California OHV "Green Sticker" Fund and OHMVR Commission
- **OFF-ROADERS IN ACTION** Quarterly Newsletter subscription to keep you informed of off-road legislative battles.
- Membership Kit with I.D. cards & decals!

We have 4 ways to join as a CORVA member.

A. ANNUAL MEMBERSHIP

Annual Members are individuals or families of individuals who are interested in off-road vehicles. Their goal is to keep our legal riding areas open now and in the future. Supporting membership is \$40.00 a year.

B. SPONSOR MEMBERSHIP

Sponsor Members are representatives of manufacturers, wholesalers and dealers of vehicles, accessory equipment, services and/or parts for off-road vehicles. Sponsor Members shall be recognized as Supporting Members of the Association. Sponsor memberships start at \$365.00 a year. Please [click here](#) for more information on Sponsor Membership.

C. LIFETIME MEMBERSHIP

Lifetime Members are individuals or families of individuals who have paid a one-time membership fee. Lifetime Members shall be recognized as a Supporting Members for the life of the member. Lifetime Membership is currently a one time fee of \$400.00.

D. SUSTAINING DONOR

This is in addition to your CORVA Membership Dues. [Donate Now!](#)

Disclaimer

We encourage our members to support our **business sponsors**, who help us keep roads and trails open to off-road vehicles! CORVA may share your information with our business sponsors so they can send you discounts and gift cards as a special perk of your CORVA membership.

History of CORVA

In 1969, Bob Ham was a member of Los Aventureros an off road club out of Pasadena and the San Fernando Valley.

He had a Bronco as did several other members, they also had a bunch of Jeeps and we had a bunch of buggies. Bob told the club that he thought they needed to get involved in some of the land use stuff that was happening so they gave him permission to apply to Cal4 wheel to become a club in the association. Cal4 said no way because they didn't allowed buggies and to be a Cal 4 Club you had to be 4WD ONLY. So after that, he heard that American Buggy Association was also interested in getting involved so he got in touch with Gary Funk from that club and they decided to go for it. The two of them came up with the name of CORVA, and with the help of Hildamae Voght of the California Outdoor Recreation League and Al Kramm of the California Rockhounds, we got incorporated and drew up bylaws, etc (we copied a lot of the language and structure from Cal4 Wheel's bylaws) we started going from club meeting to club meeting during 1970 and finally when we had enough clubs that were interested we had a meeting in a park in Downey, CA and decided to make it official and we were given the OK to file for corporation status with the secretary of state in 1971. They formed CORVA to always be about land use and not club politics.

CORVA from the beginning was always about 2 wheel, 4 wheel and 4 wheel drive and when new vehicles came along like 3 wheelers and ATVs etc. we were already set up to welcome them. CORVA has a rich history of always accepting everyone from the beginning. The number one purpose hasn't changed: **"Protect the Land FOR the people, not FROM the people!"**



Filing a Lawsuit Against the Stanislaus

KEVIN BAZAR, SIERRA SNOWMOBILE FOUNDATION

The Sierra Snowmobile Foundation came together specifically to unite the snowmobile community, to help them get involved with the Forest Service during over-snow planning analyses.

We knew the community had a fight in front of us with over-snow planning. We foresaw a situation when legal action would be necessary to fight for our access. And in October of 2021, that need became a reality when Sierra Snowmobile Foundation, along with other stakeholders, filed a claim in federal court, challenging the documentation that largely eliminated over-snow access in the Stanislaus National Forest.

CORVA has been an invaluable ally every step of the process. The board even recently voted to dedicate \$5,000 to help our cause. We are always grateful for

the knowledge, experience and connections CORVA has spent decades establishing.

We still have a long legal fight, and large financial burden before us. But you likely know this story because it's happened to you as a dirtbiker, as a jeeper, as even just a camper or fisherman. The following is a true account of what happened to your fellow off-roaders.

The local snowmobile community was enjoying some of the most open dialogue with the US Forest Service that it had seen in decades. The new deputy supervisor of the Stanislaus National Forest returned phone calls, and it seemed the forest was beginning to recognize snowmobilers as human beings!

In the past, the Stanislaus National Forest had a terrible reputation with almost everyone. One law enforcement officer was fired for holding a taser to



Sierra National Forest

the head of a gentleman working his legal mining claim, and law enforcement officers were known to lie in wait with firearms drawn targeting motorized recreation. The Stanislaus made it clear that if you visit, you better be engaging in only 'their' approved activities.

But as the Forest worked on their Travel Management Subpart C implementation, they started talking to snowmobilers. The new supervisor showed he was willing to respect long-standing accessible snowmobile terrain

And then they went silent. When the plan was signed, it became obvious. The forest backtracked and took away almost all relevant high elevation snowmobiling terrain. They made it illegal to travel on 12 inches of hard ice out of a parking lot. They cut our season short at the highest elevations, at peak snowpack, to protect an endangered species that

isn't endangered at all. Even though hundreds of thousands of acres of designated Wilderness areas were already closed to snowmobile use, they caved. They let themselves be bullied by parties that had sued them in the past and had a track record.

We formed the Sierra Snowmobile Foundation in 2018 because we knew this lesson already. We knew this agency couldn't be trusted. We knew they would cave. We remembered the aggression coming from a green and tan uniform.

We're all the same family with an underfunded, dysfunctional agency acting as the gatekeepers between us and our public lands. We need to stick together as a large off-road family or else we will all get cast out by the stroke of a pen, whenever the fear of an anti-access organization starts threatening the Forest Service.



Truckhaven Challenge Update

VINNIE BARBARINO

The annual Truckhaven Challenge Poker Run was a couple of weekends ago. We start working and preparing for it 6 months ahead. Securing a permit from State Parks is the first hurdle which includes getting the route approved. Once the permit is approved we can start advertising the event. Hitting up clubs to help out is always a challenge. I don't personally know all the people in the clubs but they are always eager to support our cause and most of them are ready and willing to come and help with a checkpoint, communications, cooking or the registration booth. A big thanks goes out to The Off Road Animals, Creeps N Jeeps, San Diego Off Road Coalition, The Dirt Devils and Empire Jeep club for running the poker run checkpoints and games.

The trail Masters came and cooked for everyone again this year and donated the proceeds back to Corva. A big thank you goes out to all the vendors and businesses that donate to the event. A list of supporters is as follows:

Nexen Tires, Eaton Differentials, Bilstein, Keeper Products, Napier Tents, Rhino USA, TireTable, All Terrain Concepts, VP Racing Fuels, Tierra Del Sol 4WD Club, Perfect Bungee, Pro Taper, Genright, Motion Pro, 4 Wheel Parts, RuffStuff, TemboTusk. Some of the clubs donated too. Thank you to everyone that donated, supported and helped out at the event. Unfortunately I, Vinnie Barbarino, had to leave Ocotillo Wells early due to getting sick and I didn't want to be Typhoid Mary and get others sick so I missed to whole event. We couldn't have done it without the help of Corva members Jim and Roberta Woods, Scooter and Brittany Howard, Alan and Janet Gottfried, Jared Mcleod, Randy Emslie, my son Joe, Mike McGarity, John Nave, Claire, Ralph, John Boy, Zach and everyone that helped put this on. I know I've missed someone so forgive me.

Most of all I want to thank everyone that came out and supported Corva and our efforts to keep our trails and riding areas open. There was a diverse group of off roaders that came out. As you know, Corva represents ALL types OHV and they were all out there, with the exception of the Over The Snow cloud and their snowmobiles. I look forward to the day when the snowmobile crowd host's and event in the snow for Corva. I've never ridden a snowmobile but am looking forward to some day.





2022 CORVA Annual Meeting April 30th, 2022

Prairie City SVRA

9:00am to 5:00pm

Come to CORVA's Annual Meeting
Learn about Land Use Issues
Vote in Board of Directors Election

All CORVA members and supporters are encouraged to come to the 2022 Annual Meeting, April 30, 2022 held at:

Prairie City SVRA, Rancho Cordova, California. Camping is available onsite.

[https://goo.gl/maps/KnrmCwj45A19KC
iMA](https://goo.gl/maps/KnrmCwj45A19KCiMA)

Nominations will be made from the floor and voting will be held for the following Board of Directors positions:

- Vice President of Administration
- Vice President of Education
- Treasurer

Bring your toys!

Enjoy Prairie City SVRA, one of our great State Parks in California!

**Looking forward to seeing you at the 2022
CORVA Annual Meeting**

For more information, contact Amy Granat at info@corva.org

In addition to the Elections for statewide offices for the Board of Directors of CORVA, the Northern Region will be holding elections for all offices within the Northern district. All Northern CORVA members are invited to vote for these offices.



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The Journey to Recovery:

The Comeback Story of the South Cow Mountain OHV Management Area

July 27, 2018, marked the beginning of record-breaking devastation caused by the Ranch Fire and River Fire, later known as the Mendocino Complex Fire. It took firefighters 160 days to fully contain both fires, and 311 days after the start of the fires, before the South Cow Mountain OHV Management Area could safely be reopened to the public.

The resulting fire damage to BLM managed lands, especially for South Cow Mountain OHV Management Area, was overwhelming. Roughly 82% (25,561 acres) of the Cow Mountain Recreation Area (mostly South Cow Mountain) had a moderate to high fire damage from the River Fire alone. Approximately 104 of the 126 miles of OHV trails and roads within the fire perimeter were severely affected. Roughly 80% of the pre-fire vegetation was consumed, several recreation facilities were damaged, and numerous acres of sensitive species' habitat and cultural resources were damaged or destroyed.

In response, countless volunteers from the local community, OHV clubs and organizations, and from all over California showed up to South Cow Mountain to help. They worked tirelessly with BLM staff on weekdays, weekends, and even holidays, to make needed repairs to fire damaged facilities, trails, and roads. Volunteers, within 24 days, worked over 3,143 hours on South Cow Mountain, which resulted in the BLM being able to re-open the OHV area to the public on June 3, 2019.

Due to the devastation of the Mendocino Complex Fire and the dedication and commitment from the volunteers that followed, we've all learned the importance and value of our public lands and recreation areas, especially for the OHV community.

That is why, the BLM Ukiah Field Office is in the process of developing the South Cow Mountain OHV Management Area Implementation Plan. This implementation plan aims to improve and increase access and recreational opportunities for the public, address safety and maintenance concerns, while also protecting the cultural and natural resources found within South Cow Mountain.

The public is invited to provide their input which the BLM will review and assess for possible inclusion in the South Cow Mountain OHV Management Area Implementation Plan. BLM is asking the public to help identify new locations for OHV trails and reroutes, locations and thoughts on new facilities and improved facility amenities, and input on redesigning routes for better connectivity, safer solutions for shared trails, improved public access, and input on how we can offer a more enjoyable recreation experience.

How you can provide your input:

Please provide your comments by February 25, 2022

- 1) Enter your feedback through the Public Engagement Interactive map:
<https://arcg.is/1H4GfLO>
- 2) Email us at:
BLM_CA_UK_SouthCowPlan@blm.gov
- 3) Write to us at:
BLM Ukiah Field Office
2550 North State Street, Suite #2
Ukiah, CA 95482

Thank you for all of your continued help and support to make South Cow Mountain better for us all!



On Road Motorcycle Comments

ED STOVIN

The California Air Resources Board recently accepted comments on their proposed plan to reduce allowable emissions from road going motorcycles, including dualsports and adventure bikes. These are CORVA's comments:

I would like to thank the Air Resources Board and staff for the opportunity to comment on the proposed amendments to the On Road Motorcycle Regulatory Proposal for emissions. I have reviewed the CARB ON ROAD MOTORCYCLE (ONMC) WORKSHOP dated January 12, 2022 and have these comments to make on behalf of the San Diego Off-Road Coalition and the California Off-Road Vehicle Association. I see you are looking at tightening tailpipe emissions, OBD, diurnal and reliability of motorcycles and aligning with Euro 5 standards to some degree. I also see that Euro 5 is substantially tighter than current California standards. Just tailpipe emissions for HC and NOx are five times tighter than current California standards. I keep up with the motorcycle industry and I understand that Euro 5 has been quite a challenge for manufacturers to meet. It is so tough that for many smaller displacement motorcycles it is prohibitively difficult to meet the standards, so they will no longer be sold. Nonetheless, manufacturers are building bikes to meet the standards. I read in the current proposal that staff recommends even tighter than Euro 5 standards regarding diurnal, OBD for fuel and reliability. It has been 24 years since motorcycle standards have been updated and to me you are really turning the screws too tight. Euro 5 standards are much tighter than current standards and if California went to pure Euro 5, we would see a very significant reduction in emissions inventory. By going beyond Euro 5, you will effectively be eliminating a number of desirable motorcycles from the marketplace with little effect on emissions inventory. This is unfair to consumers and manufacturers. What I believe

the Air Resources Board should do is simply adopt Euro 5 as it is and enjoy the large-scale reduction of emissions as well as make it easier on manufacturers and allow consumers to have more choices in the marketplace. We do appreciate the change of sales from less than 300 units to less than 1000 units sales limit. Euro 5 has been a significant challenge for manufacturers to meet and to ask them to go that much further for just California with another OBD sensor for fuel, harder diurnal tests and longer reliability will penalize manufacturers and consumers. We believe that manufacturers will stop selling many models that consumers would like to buy, especially small displacement bikes that are seldom ridden very far. I just searched for Honda Groms for sale in the southwest US and found the highest mileage one is at 2000 miles. We recommend that you simply require California motorcycles to meet Euro 5 standards. The Air Resources Board may want to coordinate with the people who direct the Euro standards so that future changes can be harmonized between California and Europe. Millions of Californians love riding motorcycles. Please don't create unnecessary hardships for those of us who just want to ride.



Ed Stovin

President SDORC
Director CORVA



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Spring 2022

VINNIE BARBARINO

Today is February 6, 2022. It's my birthday and I'm a ripe 63 years old. I've had the "Off Road Bug" for over 50 years.

It started on Christmas when I was 12. Santa delivered a Honda Mini Trail 50. I used to ride it right out of the garage into the oil fields by my house in Long Beach. I can remember starting it in the alley behind my house first thing every morning that winter wearing a big coat, that Santa also brought , and warming it up. Those days are as clear in my head as if they were yesterday. Boy was I a big shot. My younger brother only got one of those mini bikes that had a Briggs and Stratton lawn mower engine in it. I rode that Mini Trail every day after school and every Saturday morning and on Sundays after church. When I got older our dad upgraded us to bigger motorcycles. Mine was a Suzuki 90. It had a license plate. I took the plate off, painted the tank, put a knobby tire on it and opened up the exhaust to make it really go. I remember scaring the heck out of my grandma when we had her watch us go off the jumps we built for the track that we made across the street. We even hooked a bunch of garden hoses together to reach so we could water down the track.

Those were the days. Not a care in the world. We could ride for miles, anywhere we wanted, right out our back door. We used to follow the railroad tracks over to the "Boondocks" where there were lots of trails. I don't think we were supposed to be there but nobody cared or bothered us. We used to visit Grandma and Grandpa on the way there too.

Well, the Boondocks are long gone now. I think they're condos. The Dominguez hills out past the Boondocks are all houses now. Soon we had to load up our bikes in the back of dad's Ranchero or onto a trailer and haul them somewhere just to ride. We

didn't see it as a big deal though. We had our drivers license's and could go out to Saugus and ride the miles of trails out there. We weren't supposed to ride there either but we did. Well, Saugus is all houses now, except for an area called Rowher Flats that you can still ride at but it's way smaller now.

My point is, that I grew up riding motorcycles and it helped form me into the off road advocate that I am today. Even though we weren't supposed to ride many of the places we did, (because we were harming the land?) I guess it was OK to develop that land into condos, housing tracts and retail stores. We've been pushed out of every riding area and forced to go farther and farther away to go riding. My kids (in their 30's now) don't even know what it's like to be able to ride right from you back door. We've adapted. We now have street legal dirt bikes that we can ride to the trail. Or at least connect the "legal" trails together. The 2 stroke dirt bike is now against the law to ride in California unless its in a race on a closed course. How do you adapt to that? Register it out of state? Not so fast. It's still illegal to ride it in California. I was talking to an old time dirt biker a few years ago and he told me "They're making us all outlaws." I think there is some truth to that but there has got to be a better way. That's why I joined Corva and have been on the Corva board for several years. Think about how far you have to travel just to enjoy your form of off road recreation. Can you go off roading from you back door? Do you have to drive 10 miles of pavement to hit the dirt? Or is it more like 100-150 miles of pavement before you hit the desert or forest? Think that desert or forest will always be open for off road? Think again. In the name of climate change, renewable energy, wilderness protection, species preservation, historic or natural resources protection or whatever other reason they can come up with there will always be someone out there trying to stop us from going off road. It might be wrong or illegal for us to ride a certain desert area but it's perfectly ok to fence that area off and put solar panels or wind turbines on it. Do you see what we are up against?

Three New Business Sponsors!

MIKE MCGARITY

We're excited and extremely grateful to announce that Trail Gear, Clawson Motorsports and Skull Hunter 4x4 has just come on as a CORVA Business Sponsors. We appreciate the support!

TRAIL GEAR:

TrailGear from Fresno has just come on as a Platinum Business Sponsor! Trail-Gear operates with three things in mind: Purpose, Mission, and Vision. Their purpose begins with design, develop and distribute off road products that promote and inspire their customers' off road adventures wherever that may be. Their mission is to make products available worldwide. Their products will always be affordable, high quality and ready to ship. Their vision is to have their products become the world's standard and first choice in the off-road market by always giving their best effort as a company to fellow employees and to customers before and after their purchase.

CLAWSON MOTORSPORTS:

It all started In 1936 when Jack opened the doors of his boat building company, Clawson Motorsports Boatworks. By the mid-1960s, Honda Motorcycles were added to the inventory and in the early 1970s, Clawson Motorsports was awarded the 12th Honda Automotive dealership in the United States and the first in the valley. In November of 1975, the McKoane family became the new owners of Boatworks and Honda of Fresno.

Jim McKoane began his automotive career while attending college at USC. He moved his family to the valley in the late 60's to operate his first dealership in Hanford. This led to the purchase of Honda and Motorsports in Fresno. Over the years, the McKoane family has grown and so has the business they love. In spring of 1986, the Honda motorcycle and Honda car business had grown enough to require two different locations, both on N Blackstone. By 1991, the motorcycle business was moved to the building behind the auto dealership.

The following year, Clawson became a Yamaha dealer as well, and the name was changed to Clawson Honda

Yamaha. By November of 1993, Clawson had added both Kawasaki and Suzuki to the line-up, requiring another name change to accommodate the broad diversity of brands, and Clawson Motorsports was born. The Clawson Motorsports stable continued to grow with the addition of SeaDoo watercraft in 1997 and the Polaris line in 2004. This growth spurt prompted a move to their current and much larger location at 6334 North Blackstone. In 2011 Clawson Motorsports was proud to expand their offerings with Polaris snowmobiles, rounding out their inventory and making Clawson truly the Motorsports Superstore, where you always find more to ride.

The McKoane family has been there every step of the way. Today, Jim McKoane's children, Caroline, Larry, and John continue his legacy. After 64 years in the business, Jim McKoane will still tell you, "We are here to stay. It's important to give back and be a part of the community. This is a pretty darn nice place to live."

SKULL HUNTER 4X4:

Their adventure began when they became owners of a Jeep Wrangler and started to experience the off road world. They never thought that in just a couple of years of owning a Jeep that they would have this blooming business. They have always had the desire to own a business and the opportunity came with Skull Hunter 4x4.

Skull Hunter 4x4 started out as a fun idea husband and wife Alejandra and Diego Madrid had for a while. Their name started out when we were trying to decide if our Jeep should have a name and when it landed on Skull Hunter 4x4, they knew that eventually they wanted to make a business out of the name. They love the idea of having a business for the 4x4 community. A business where the 4x4 community can interact and meet new exciting people. A business where you can instantly get products and discover new things.

If you own a business and want to join us as sponsor, please email us at: info@corva.org. Check out all the current business sponsors on our website:

<https://corva.org/Sponsors>

Become a CORVA Business Sponsor

CORVA Sponsors are representatives of manufacturers, wholesalers and dealers of vehicles, accessory equipment, services and/or parts for off-road vehicles. Any business or club may join.

BASIC BENEFITS FOR ALL LEVELS:

- Listing on the Homepage and Business Sponsor webpage with link to website
- Listing on Business Sponsor quarterly ORIA Magazine page
- Receive a digital copy of the quarterly ORIA Magazine, can request extra copies
- Promotion for Business Sponsor through CORVA Instagram & Facebook pages

All three types of sponsorship are annual memberships. A renewal invoice will be mailed to you approximately 30 days prior to your expiration date in order to facilitate the renewal of your Sponsor Membership.

BUSINESS. PLATINUM LEVEL SPONSOR – \$1,000.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common to all Business Sponsor Levels:

- Logo on homepage of website and listing on Business Sponsor page
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Platinum and Gold Business Sponsor Level can be achieved with a minimum Silver Level Business Sponsor (\$365.00) payment plus raffle donation calculated at retail value.

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- Logo with link to business on homepage

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We make the process easy too. **Order online at the CORVA Store** 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 are shipped via USPS. You can expect to receive your order quickly, usually no more than a week.

Thank you for helping to support CORVA. Don't forget to order extras to give along with a Gift Membership for all those off-roaders in your family! If you have any suggested items that you might want that are not listed, **send us an email**. We are always looking to promote CORVA!



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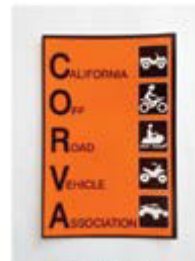
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By-Law Change Proposal

MIKE MCGARITY

The pandemic of 2020 has highlighted the need to expand the ability for CORVA members to participate our meetings. Additionally, advancements in technology now allow our members to engage with one another in a virtual environment. Ultimately, CORVA hopes to utilize this technology to overcome limitations that may impair or prevent full participation from our members.

Proposal to add section 6 to Article XI:

ARTICLE XI

MEETINGS

Section 6 Electronic Meetings

- A.** The Board of Directors may hold meetings solely by means of remote communication. Participation in a meeting held by remote communication shall constitute presence in person at the meeting for all purposes, including quorum and voting.

- B.** The technology used for the electronic meeting shall allow attendees full access to and full participation in the meeting.
- C.** Any action that could be taken at an in-person meeting may also be taken at a remote meeting held pursuant to this provision.
- D.** Procedural rules related to the conduct of electronic meetings shall be established and promulgated by the Board of Directors.

By-law changes require a two thirds (2/3) majority vote of the supporting members represented at the Annual Meeting on April 30, 2022 to go into effect.



You keep us going

Thank you for your donations

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Brian & Julie Petrie	\$30	JeffreyCoxen	\$10	Alexander Woods	\$10
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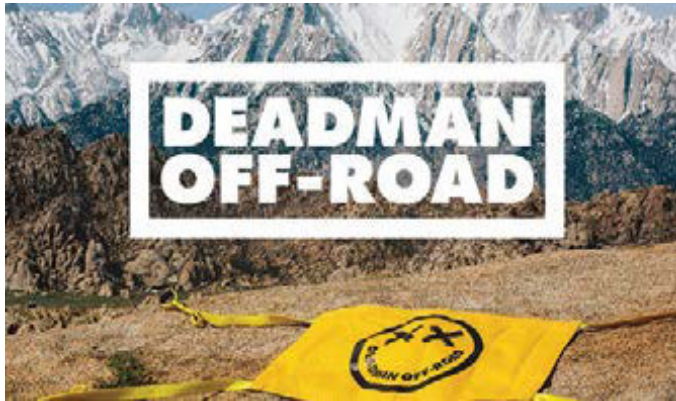
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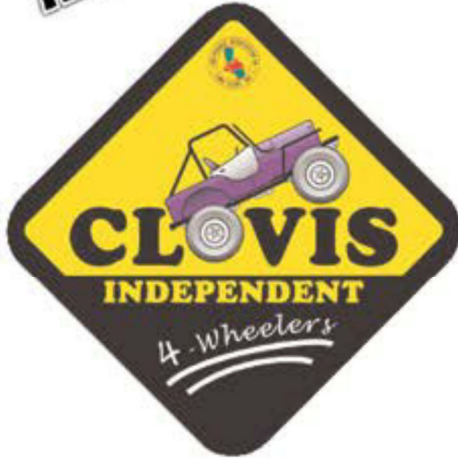


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2022

JUNE 24, 25 & 26

On Bald Mountain



Presented by the Clovis Independent Four Wheelers by special use permit from the Sierra National Forest. Join us and see the stars at 'Hollywood Hill', enjoy the view overlooking the San Joaquin Valley from Check point #1 (elevation 7862 ft.) at Bald Mountain look-out tower. Relax in the great outdoors with some great people and awesome Clovis Independent 4 Wheelers. Don't delay, make your plans today. Get online and register today: www.clovis4x4.info. We have a strict limit of 140 rigs per run and spots fill up quick!

Self-Check Safety Requirements

1. Roll Bar or Hard Top
2. Seat Belts for all occupants
3. First Aid Kit & Fire Extinguisher w/Gauge
4. Properly Secured Battery
5. Tow Hooks Properly Mounted
6. Jack Capable of Lifting Vehicle
7. Tire Pressure Max 15 lbs
8. No Antennas over 60 inches
9. Current Vehicle Registration
11. Rock Buggies/ SXS must have Green Sticker

Reminders:

SXS Welcome!!

Plenty of dry camping available with room for motorhomes on a first come/first serve basis.

**SPEED
LIMIT
5**

There is a strict 5 mph speed limit in camp. If you are creating dust, you are driving too fast!

If you pack it in, pack it out. Please do not leave behind any trash.

Check before you burn – remember your fire permit, if applicable. [CLICK HERE](#)

FRIDAY 24^h

- Registration 5-7 PM
- RTI Ramp Competition 6-8 PM

SATURDAY 25th

- Registration 8:30 AM - 7:30 PM
Must be checked in by 7:30 PM
- Safety Inspection 8-10 AM & 4-6 PM
- Day Run(s) leave at 10 AM
- Raffle prizes for Kids at 4 PM.
- **Night Run leaves at 7 PM**
- **De-Registration 10 PM-??**
- Pick up Raffle prizes at De-Registration.

SUNDAY 26^h

- Pick up Raffle Prizes at De-registration.

Pre-order raffle tickets!! All tickets are per dollar amount (1 ticket = \$1). For every \$50 of tickets you purchase, receive 10 extra tickets!!

Check us out on our Website for more Information: www.clovis4x4.com
Email: steve@calaccess.net

CORVA SPONSORSHIP PROGRAM

Sponsorship Program Highlights

- Free event advertising in our monthly Off-Roaders In Action (ORIA)
- Free event advertising on CORVA website
- Direct emails to CORVA members promoting your event
- General Liability Insurance coverage for non-competitive events
- Introductory rate of \$495.00 includes:
 - One event Certificate of Insurance.
 - Additional event Certificates of Insurance are only \$195.00 each!

Qualifications: Club qualifies for program if club it is a CORVA Sponsored Club.

Sponsorship Program FAQ

The following are the most popular questions and answers about the program.

1. WHY HAS CORVA DECIDED TO SPONSOR CLUBS?

The sponsorship program is seen as beneficial to clubs and to CORVA. It is a win-win situation. The new sponsorship program will allow clubs to continue to have the same events as they have always done – only now – clubs will benefit by having insurance coverage for their "CORVA Sponsored Events". Plus, club members who are paid CORVA members receive the benefits of CORVA membership, including the monthly ORIA, and clubs will receive advertising and marketing help for their event.

2. SO IS CORVA NOW SELLING INSURANCE TO THEIR CLUBS?

No, **CORVA CANNOT SELL INSURANCE!** Only licensed agents can sell insurance programs in the state of California. We are offering a "Sponsorship Program" to our CORVA clubs and one benefit is general liability

event coverage for their off-road event.

3. DOES OUR CLUB HAVE TO BE A CORVA CLUB?

Yes, our sponsorship program can only benefit clubs who are CORVA Sponsored Clubs under the rules of our bylaws. Plus, we encourage volunteers for your event must be enrolled as CORVA members on the day of the event.

4. WHAT DOES OUR CLUB RECEIVE FOR BEING A SPONSORED CLUB?

Your club will receive **free advertisements** in our ORIA monthly newsletter, on our website, and emails sent directly to our members promoting your event. You will also receive **general liability event coverage** for your event (non-competitive) at an introductory low rate of **only \$495.00** which **includes** one Certificate of Insurance, valid for a year. Additional certificates (for an additional event held in a different area) are available for **only \$150.00 each**.

5. WHAT IF OUR CLUB GOES TO A CORVA EVENT LIKE TRUCKHAVEN?

Truckhaven is a recognized annual CORVA BOD event. All current members are welcome to attend all CORVA events. The event already qualifies as part of our insurance certificate we hold for our membership. Other events that are covered include our Jamborees, Convention, and Fun Days.

6. HOW ABOUT OUR CLUB'S ANNUAL EVENT WHERE WE INVITE OTHERS?

If your club qualifies as a CORVA Sponsored Club, your event can have outside participants – i.e. non CORVA members. But we encourage CORVA membership. No spectators are allowed at events, only participants.

(Please remember, NO COMPETITION events are covered – No RACING!)

Other Questions asked:

Does this coverage also include board member liability insurance?

NO – it does not. It is intended to be "event general liability insurance" for the CORVA club offering Certificates of Insurance when required. The Certificate of Insurance is usually needed for the landowner or leaseholder of the property where the event is to be held. (BLM – Forest Service, California State Parks, etc.) However, Directors and Officers Liability Policies are available from our insurance agent. Please request the company information from your regional representative so that your club may receive a quote.

Does this cover everyone in my club?

YES – As a CORVA Sponsored Club, all members in good standing of your club are covered under this policy, that's

why we request a current membership list when applying for the insurance certificate.

Club Requirements:

The club would be required to provide the following:

- A membership list of paid-up club members
- An application sheet that would include officers, contacts and chairpersons for events with their contact information
- An approved Safety Program in place for all participants, and an approved waiver signed by all participants for the event
- A check in the amount of \$495.00 designated as their participation fee.
- The club must include CORVA on any permit application needed for their event, since the Certificate of Insurance will actually be issued to CORVA, along with any language required by the landowner/agency for the permit.

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

Sanctuary Letter

JARED MCLEOD

January 31, 2022

Paul E, Michel, Regional Policy Coordinator
NOAA Sanctuaries West Coast Regional Office
99 Pacific Street, Building 100F
Monterey, CA 93940

RE: Opposition to Chumash Heritage National Marine Sanctuary designation

Dear NOAA Officials and Mr. Michel,

I write you this letter to oppose the designation of the proposed Chumash Heritage National Marine Sanctuary. NOAA has presented this Sanctuary proposal with many inaccuracies, an absence of transparency and massive lack of due diligence.

NOAA has presented this nomination of the Chumash Heritage National Marine Sanctuary, based upon the most recent of multiple nominations submitted by an individual from the Northern Chumash Tribal Council. The Northern Chumash Tribal Council IS NOT a federally recognized tribe. The Northern Chumash is a nonprofit organization with zero historic tribal affiliation, designation or credibility amongst other Native Tribes and the Native American community.

NORTHERN CHUMASH TRIBAL COUNCIL (NOT A FEDERALLY RECOGNIZED TRIBE)

The Northern Chumash's former spokesman and leader, Fred Collins, was not of actual Chumash or Native American decent and ancestry. The legal documents, genealogy and birth records to demonstrate this are public record and widely available. It appears that NOAA has been very badly misled by the Northern Chumash group and has failed to do the necessary homework and due

diligence to properly verify the facts and vet this nonprofit's legitimacy prior to moving forward with this nomination.

LACK OF TRANSPARENCY

It is very concerning that NOAA has kept this proposed Sanctuary process completely out of the public eye. There has been virtually zero public outreach to the communities along the central coast which this Sanctuary designation would have dramatic and devastating effects upon.

SAN YNEZ BAND OF CHUMASH INDIANS (FEDERALLY RECOGNIZED TRIBE)

The federally recognized Chumash tribe for this coastal area is the San Ynez Band of Chumash Indians. It is very disingenuous that NOAA has accepted this nomination from the Northern Chumash group (not a federally recognized tribe), while doing zero outreach with the tribal council for the (federally recognized) San Ynez Band of Chumash Indians.

The San Ynez Band of Chumash Indians current and historic recreational uses of these waters and coastline would only be further restricted and regulated under this proposed Sanctuary designation. Putting things into perspective, how does this Sanctuary stand to benefit the federally recognized San Ynez tribe while stripping them of even more tribal rights in the name of a nonprofit group's quest for name recognition and legitimacy.

MORRO BAY WIND ENERGY PROJECT

It is very convenient that of the 7,670 square miles of coastal waters included in this sanctuary designation, the 400 miles of the Morro Bay Wind Energy project would be excluded and exempt from the Sanctuary designation, regulations and environmental compliance. Offshore wind energy has been proven time and time again to have a devastating environmental impact to marine habitat, ecosystems and species protection.

Wind energy facilities are exempt from Endangered Species Act compliance and other environmental regulations, which is wrong. It seems apparent that the Sanctuary must be put into place at the expense to the public, as the sacrificial lamb to make up for the 400 square miles that the wind energy project will utterly destroy. It's the good old trade off model. Restricting over 7,000 square miles from the public, while excluding the 400 square miles of ecological nightmare that will result from the adjacent wind

energy development project.

What I am hearing is that we need to protect one environment for this Sanctuary, only to pave the way to destroying another are in the name for energy development.

I strongly encourage NOAA to halt any advancement or further progress on this current proposed National Marine Sanctuary designation. NOAA has failed to perform adequate due diligence and the sufficient research necessary to give any legitimacy to the massive federal overreach of this Marine Sanctuary designation.

Sincerely,

Jared Macleod
Vice President, Friends of Oceano Dunes
V.P. of Education, California Off Road Vehicle
Association (C.O.R.V.A.)
aviatormacleod@gmail.com

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www.elmirage.org

2nd Wednesday

Friends of Jawbone

www.jawbone.org

3rd Wednesday

Board Conference Call

4th Monday

Get in Touch

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

Off-Roaders In Action

Spring 2022

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