



# PROTECTING PUBLIC LAND FOR THE PEOPLE NOT FROM THE PEOPLE



Photo: Vinnie Barbarino, So. Regional Director

Picture taken at Hungry Valley, SVRA while out riding with the OC Dualies.

# Off-Roaders in Action

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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 ALL 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](mailto:amy.granat@corva.org) or 916-710-1950

# CORVA Press Release

MAY 06, 2022

CORVA Membership, Business Sponsors and Stakeholders,

After more than 15 years as an active member of the board, first in the Northern California Chapter, and then the last 5 years as President of CORVA, Ken Clarke has offered his resignation effective immediately. Ken Clarke has attended countless events as a CORVA representative and is proud of the work done to help make the OHMVR Commission a permanent California commission, and to create side-by-side education in California during his tenure. Amy Granat and the CORVA Board of Directors deeply appreciate the dedication and years of service Ken Clarke has given to CORVA. His infectious laugh, huge smile, and dedication to the defense of public lands will be missed. We wish him the best as he switches gears to his next chapter in life.

Ken Clarke had this to say about his resignation: “I am stepping away from CORVA with the hope that the association can get back to focusing on the challenging work of protecting OHV access on Public Lands. This is the mission that CORVA has done well

for 52 years, and I hope to see that mission continue as I fade into the sunset. Happy trails until we meet again.”

The CORVA Board of Directors remains fully committed to unifying and providing beneficial programs for off-road vehicle enthusiasts throughout California. The Board remains committed to serving the community at large, providing awareness on matters concerning safety, sound conservation practices, appropriate trail etiquette, and methods to effectively participate and interact in the formation of public policy.

Mike McGarity, the current VP Administration will transition into the position as President. Mike has been serving as the VP Administration for CORVA for the past year and is a lifetime member. Prior to that, he was the Cal4Wheel VP from 2017–2021. Mike’s skills, passion, and longtime dedication to the preservation of public lands will serve him well in this new role.

Respectfully,

CORVA Board of Directors



# President's Report

MIKE MCGARITY

## **We released the news in early May that Ken Clarke resigned as President of CORVA.**

I first met Ken about 4 years ago while at SEMA when I was the VP for Cal4Wheel. We had a chance to visit and get to know each other. Ken became a colleague in the OHV community. Much appreciation goes out to Ken who served CORVA for so many years. As I transition into this position, I have many great past presidents' footsteps to follow. Not to mention the high expectations everyone has for the President. I don't take this job lightly. I am fortunate to have an amazing board and very talented Managing Director. The President's job cannot be done alone. I know I'll be leaning on my team to fulfill all the expectations all members have of myself and the entire board.

For those who do not know me, I became the VP of Administration last year and was voted to continue at the Annual Meeting in April. I'm a lifetime member of CORVA and have been personally involved with OHV advocacy for over 15 years. I'm a long-time member of the Clovis Independent 4 Wheelers Club, and served as the President of this club for many years where I continue to volunteer with the Sierra National Forest Adopt-A-Trail program. During my time as the President, I wrote and received OHV grants for over 6 years.

Prior to joining the CORVA Board, I served as the Cal4wheel Central District Vice President from 2017-2021 and served as the 2019 Cal4Wheel Win-A-Jeep Chairman and Cal4Wheel Foundation President. I am a lifetime member of Cal4Wheel. I can honestly say that I gave all I had for the betterment of OHV recreation in California during my time on their board. I truly believe we must do all we can to

protect OHV access for all and for the long-term sustainability of our lifestyle.

I am currently on the Board of Directors for Friends of Oceano Dunes and have been deeply immersed in the issues and fight for Oceano Dunes SVRA. My involvement includes attending regular meetings, writing letters, organizing fundraising, and meeting with many government and agency officials related to this work with Friends of Oceano Dunes. I feel I have brought many valuable contributions to the Friends of Oceano Dunes team and have been an asset in the fight for Oceano Dunes SVRA.

Through my work in the land use arena, I have kindled and built many relationships with government officials and appointed commissioners. Many of these relationships with key players have been built on my own accord outside of my involvement with this and other organizations.

Over the years, I have built relationships and worked with many of the off-road industry businesses and manufacturers in efforts for event fundraising and partnerships on OHV programs.

Prior to my work in OHV advocacy, I served as a board member with the local Rotary Club, Chamber of Commerce and Recreation Commission while I operated my own business prior to moving to Clovis where I have been a school district supervisor for the past 17 years.

I believe that my experiences have prepared me to lead this great association.

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# Managing Director's Report

AMY GRANAT, MANAGING DIRECTOR

**On Friday April 29th, CORVA hosted a 'First Look' and visit to Henry Coe State Park to explore the possibility of creating off-road recreational access to the park.**

For our community, this presents a new and different scenario! For so many years we've been fighting battles around the state to protect access to special OHV areas. It's hard to believe something positive could possibly be in our future. As a community we view promises about new OHV areas with understandable wariness and healthy skepticism. But on a beautiful day in April, about 40 off-roaders traveled into Henry Coe State Park in 4-wheel drive vehicles to have a look around.

The OHV community owes this opportunity to those who have worked with CORVA and fought legislatively for our rights. During the last legislative session, a bill was passed, SB 155, that allows State Parks to consider expanding motorized access into areas in existing State Parks and State Recreation Areas. There are State Recreation Areas that already allow OHV activity within their boundaries, including Mammoth Bar OHV Area located within Auburn State Recreation Area. Off-road access also exists at a few State Parks in the state, including Red Rock State Park. Although these opportunities are limited, they represent a precedence that may allow additional motorized access in parks apart from our 9 State Vehicular Recreation Areas. We still have a long way to go, but we do have hope!

The visit to Henry Coe State Park alarmed the local anti-access community, which is to be expected. Unfortunately, our community finds itself the victims of rumor and innuendo from uninformed individuals who lack the vision to understand how off-road

recreation benefits local communities, families, the disabled and elderly. Currently, the area of interest to the motorized community in Henry Coe State Park is only open to the public 3 days a year. That means the park is closed and off limits to visitors for 362 days a year! Adding off-road recreation to this park could open it to thousands of visitors who could enjoy all types of recreation, both motorized and non-motorized. Doing so would help fulfill one of the missions of the Off Highway Motor Vehicle Recreation Division of California State Parks, to offer motorized access to non-motorized activities such as hiking and mountain biking. Developing motorized access to Henry Coe State Park would open all sorts of possibilities to benefit the citizens of California.

The next step in the process requires State Parks to conduct an initial analysis and feasibility study. CORVA will be involved every step of the way. We invite you to share this journey with us as we move forward. Bring your skepticism but also your enthusiasm. This will require patience and pressure in equal measure, but as a community we have too much at stake to let the naysayers win.

This is just one of the options CORVA is pursuing to preserve, promote and protect off-road recreation throughout California. The Bureau of Land Management is actively looking at developing new off-road opportunities around this state. We need your help to look around and find possibilities that we can bring to the BLM to pursue. There are many corners of California that are less well known, these are the areas with OHV potential.

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<< President's Report, from 4

Once I became a board member last year, I then attended Trailblazers Calico Run, Fresno 4x4 Head to the Hill run, the Super Sand Show down in Costa Mesa, the Offroad Expo I had to miss because I attended the 50th OHMVR Celebration at the Hungry Valley SVRA on behalf of CORVA, then came SEMA where Jared, Spencer and I blanketed the floors covering many miles of talking with current and potential business sponsors. Back to back events led up to the CORVA 50th celebration at Slash X. I planned and organized this event in honor of Ed Waldheim. It was a very special event. In January of this year, I attended Truckhaven and helped with that event at Ocotillo Wells SVRA. Jared, Randy, and I attended KOH 22 this year. Even though CORVA didn't have a booth, CORVA was still very present. We walked around to all the vendors, we handed out brochures and ORIA publications. I'm not done, I attended a Knuckles Up SXS event in March and had a CORVA booth set up. I took in memberships and also a corporate business sponsor. Then I attended the Bakersfield Trailblazers Prospectors run and had a booth set up. I brought in 6 new members and sold swag. That was a good weekend.

In all the events and shows I attended for CORVA I also attended local club meetings talking about CORVA and why it's important to support this Association. I was able to bring my club into CORVA, the Clovis Independent 4 Wheelers. I encouraged the Four Wheel Drive Club of Fresno to join and I'm close with getting the Fresno 4x4HIM club to join. I've been posting on Social Media continuously about membership and I know I have influenced many to join.

I mentioned the shows and vendors I've spoken to. I have many feelers out there with businesses considering coming on as a corporate sponsor. I announced in the last ORIA how I was able to bring in Clawson Motorsports, Skull Hunter 4x4, Trail-Gear

and just recently Fast Lab UTV. I recently worked with Ruff Stuff Specialties in getting them back and renewed as a corporate sponsor. Hopefully, more this year.

Additionally, my primary VP Admin duties are the day to day operations of CORVA; which I do to my fullest ability. I am also responsible for the ORIA publication. As the Content Director, I have successfully, with of course the help from the board, produced 3 ORIA's so far. This Summer 22 edition will be the fourth. Each ORIA is a full 30 days of work to complete. There is a lot of work that goes into each ORIA. Thanks to the help of Ken Oyer, the entire board and Managing Director, I'm very proud of the product we've been producing.

I am proud of the contributions I've made to CORVA overall. When I started attending CORVA board meetings, they were all over a conference call. There was no video. There was no way of knowing who was on the call. No raise hand option and all the other good features of Zoom including the ability to record it and have it available for members to later watch if they missed it. I proposed that we begin to use Zoom last year. The board agreed and what a difference it has made. It's been very convenient having our meetings on Zoom. I presented a bylaw proposal and it passed at our Annual Meeting to allow us to continue to do so even after the pandemic is over.

This past year has also been a busy one with many, many online meetings that I attended. State Parks OHMVR Commission meetings, Air Pollution Control District meetings, Coastal Commission Meetings, along with other organizations. Needless to say, I'm very engaged and involved in OHV advocacy.

I'll conclude with this. I truly appreciate the opportunity to serve this Association as the President. I promise to do my very best. I'm open for suggestions if you have something we should talk about? Just reach out. Thank you.

<< Managing Director's Report, from 5

Many people ask how decisions are made regarding off-road recreation. The BLM has Field Offices around the state, and the Forest Service has District Ranger stations throughout the 18 ½ forests in California. It is incumbent on all off roaders to visit these offices and get to know their local line officers. These offices also manage volunteer trail maintenance projects.

Ultimately, analyses and decision-making go through the state office for review, whether it's for State Parks, BLM or Forest Service. The state offices for all these agencies are in and around Sacramento, and this is where CORVA is very active meeting with decision-makers and influencing policy to benefit

off-road recreation. The importance each type of outreach – going to local offices and meetings with headquarters – cannot be underestimated. These efforts compliment each other. So please stop by a Ranger District in your favorite forest or a Field Office in the desert during your travels. Ask to meet the recreation officers who help maintain your favorite trails. And if you have questions or issues that arise during your visit, make sure you let your state-wide organization, CORVA, help get them resolved. We are always here to help our members and all off-roaders in California. It's CORVA's legacy and mission for over 50 years!

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## New Board Member Spotlight

### RUSTY RYAN



My name is Rusty Ryan and I have been involved in off highway vehicles most of my life.

I began by racing motorcycles in the desert in the early 70's for about 10 years. In 1978, I took a trip into Coyote Lake and became hooked on rock crawling, something I've been involved with ever since. I've been on many different runs and met some great people over the years.

I have been involved with the USFS for over 20 years now by opening trails and doing trail maintenance. I currently serve as Forest Service Liaison for the Four Wheel Club of Fresno and 4X4Him. I also work as a chainsaw training evaluator for the USFS helping train people to safely and effectively use chainsaws in the forest and have helped with CPR/ First Aid training. I work with different clubs and attend most club runs. I look forward to serving as an Assistant Northern Director. I enjoy going to meet new people to talk about how CORVA fights for our trails and keeps land open. I have already been speaking as an advocate for CORVA for a while now.

I look forward to working and serving with everyone in the future.  
Thank You.

# CORVA Land Use Report

## SUMMER 2022

### Oceano Dunes SVRA

#### Current Status as of March 2022

This Park unit is open.

**Park Hours:** Open to daily vehicle traffic between 7 a.m. and 1 hour after sunset.

The new closing time aligns with other state park coastal units.

**Camping:** Inventory at Oceano Dunes SVRA has been increased to 150 camping units.

Camping will be monitored and may incrementally be increased back to 500 units as park operations allow.

**Visitation:** State Parks is limiting the total daily allowed number in each park unit to 1,000 “street legal” vehicles and 1,000 “Green Sticker” OHVs.

**Please note:** There may be instances where the maximum allowance of vehicles will be met, and no further vehicles will be allowed to enter the beach due to the temporary capacity requirement. Daily visitation information is being posted on our Twitter and Facebook social media accounts.

**OHV Rentals:** OHV rental businesses are open.

**Nighttime Riding:** All vehicle activity is prohibited one hour after sunset with exception of visitors camping and traveling to/from their campsites and the park entrance; and emergency vehicles and authorized vehicles.

### 130 Acres of Dunes to be Closed for Dust Mitigation

The Second Appellate Court of Appeal this week denied an emergency petition seeking a writ to prohibit California State Parks from installing additional fencing and vegetation for dust control at the Oceano Dunes Vehicle Recreation Park.

SLO Superior Court Judge Tana Coates, on April 11, reversed her own temporary restraining order against the installation of new dust control measures at the dunes. The reversal was endorsed by the court of appeal.

Coates noted the importance of protecting people who live several miles away on the mesa from dust blowing from the dunes.

State Parks is currently working to install fencing and vegetation for dust control on 130 acres of dunes, however the restraining order has significantly delayed the project, and State Parks will not be able to meet the mitigation deadlines in the Annual Plan of Work. The APCD has been highly critical of State Parks when they have failed to meet past deadlines.

Regardless, Coates’ February order relied on the likelihood that Friends would prevail in their lawsuit that questions the California Coastal Commission’s authority over the Oceano Dunes State Vehicle Recreation Area. The case continues to wind through the system.

Reading the court decision may be discouraging, but keep in mind that there has been more than one order to close the Park, yet despite the many



predictions of closure it has remained open for over 50 years, mainly through highly dedicated and determined legal efforts by the Friends of Oceano Dunes.

**Next steps:** The APCD Hearing Board continued to June 7, 2022.

This meeting will address Work Plan progress as well as possibly revising the Stipulated Order of Abatement.

There are about 3,500 acres in the SVRA, with 2,000 set aside as buffer/preserve. During the Snowy Plover nesting season (March – September), the riding area is reduced to about 1,100 acres, which would be permanent if the CCC Plan amendment is sustained. With a total of 412.5 acres projected to be closed for dust control, the SVRA would be left with at most 680 acres, but even this may not be enough to bring the Park into compliance with the Stipulated Order of Abatement. This has been recognized by the Friends of Oceano Dunes, who unsuccessfully petitioned the Court to set aside the SOA.

The APCD offered comments on State Parks Annual Plan of work (ARWP) in their letter of August 2021 that provides some insight into where the dust control measures are headed.

These comments provide some insight into issues that might be taken up by the June 7 Hearing Board, which will very likely include a reduction in the dust emission target levels to something more achievable than the current 50% reduction target.

However, the APCD has also warned State Parks that it may take more than the 500 acres of dust control to comply with the SOA (Stipulated Order of Abatement).

This raises an often asked question, “at what point does the amount of land dedicated to dust control make the facility no longer viable as an SVRA?”

The following excerpt from the APCD’s letter to State Parks summarizes a discouraging situation, but one should not abandon hope altogether. Keep in mind that there has been more than one order to close the Park, yet despite the many predictions of closure it has remained open for over 40 years, mainly through the highly dedicated and determined legal efforts by the Friends of Oceano Dunes.

“State Parks and the SAG are exploring alternatives to the emissions reduction target of 50%. The overall objective of the SOA is to arrive at initial estimate of what it would take to reduce the number of exceedances of the state PM10 standard to the number observed downwind of a comparable non-riding area. If a more refined analysis demonstrated that the standards could be attained with less than a 50% reduction in emissions, the APCD would likely support revising the emissions reduction target accordingly.

The District has used 500 acres of dust controls as a proxy for compliance with the Stipulated Order of Abatement’s (SOA) emissions reduction target of 50%, since a 500-acre scenario is the only mitigation scenario modeled by State Parks (so far) which achieves this target.

In general, simple vehicle enclosures are the district’s least-preferred dust control measure because they are the least effective control option. According to the DRI studies excluding vehicles from an area for half of a year seems to reduce emissions by a factor of 2 or perhaps 3. On the other hand, measurements suggest that wind fence arrays can reduce saltation by more than 80% as soon as they are installed, and vegetation can be more than 90% effective. For these reasons, the use of simple vehicle enclosures should be minimized.”

State Parks should plan for more than 500 total acres of dust controls. If completed, the above activities are likely to demonstrate that with 82.5% of 500 acres of dust controls in place in the ODSVRA, State Parks is more than 57.2% or 56.4% of the way toward abating the excess PM10 emissions from the park. Nonetheless, it is likely that somewhat more than 500 total acres of control will be needed to fully comply with the SOA, so State Parks should begin planning accordingly.

## **SUMMARY**

There has been substantial progress in reducing PM 10 emissions at the Dunes using dust control measures. This has come at a high cost to park users, with the projected loss of over 500 acres of riding area, a reduction of 50% of the remaining area. The target of a 50% reduction in emissions remains elusive currently but appears to be within reach. Whether or not this will allow the SVRA to remain open remains to be seen.

## **Members of Congress Petition BLM to Reopen Clear Creek Recreation Area**

In early April, Representatives Jimmy Panetta (D-CA-20th) and David Valadao (R-CA-21st) sent a joint letter to the Bureau of Land Management (BLM) California State Director, Karen Mouritsen, urging her to take administrative action to reopen the Clear Creek Recreation Area to managed OHV use. Currently, BLM is undertaking an internal review process to consider the latest scientific information and risk assessments from the EPA. The letter urged BLM to expedite this process and provide an update on this review to the Representatives' offices at their earliest convenience.

The Clear Creek Recreation Area was a nationally recognized 70,000-acre OHV recreation area that

provided motorized access to non-motorized recreation and other outdoor activities such as hunting and geological exploration. Before its closure, Clear Creek registered over 35,000 visits a year and was named one of the top 10 off-road areas in the nation. The Clear Creek Management Area (CCMA) was an essential economic link among California's many statewide OHV recreation districts. The abrupt closure by BLM has resulted in severe economic consequences for surrounding towns that rely on recreational visitors in the region. Additionally, the closure created severe overcrowding and capacity issues at the Hollister Hills State Recreation Area and other counties, state, and federal OHV sites throughout California.

Biden Administration Provides \$31.1 million to the U.S. Forest Service

In April, the Biden-Harris Administration and the U.S. Department of Agriculture's Forest Service announced \$31.1 million for 15 projects funded through the Collaborative Forest Landscape Restoration Program (CFLRP). The funding aims to reduce the risk of severe wildfires, support local economies, create jobs, and enhance forest and watershed health in eight states with partnership support.

"Programs like this show just how much we can accomplish across a shared landscape when we work together," said Agriculture Secretary Tom Vilsack. "Under President Biden's leadership, the Department of Agriculture is leveraging partnerships and seeking new opportunities to protect our communities, natural resources, and support and create jobs where they are needed most."

These funds were made available through funding from the Bipartisan Infrastructure Law and annual appropriations. The selected projects are in Arkansas, California, Colorado, Missouri, New Mexico,

Oklahoma, Oregon, and Washington. Collectively, these landscapes cover 17 million acres – an area larger than the size of West Virginia.

## Carnegie SVRA Update

General Plan Update under preparation for existing SVRA

The Off-Highway Motor Vehicle Recreation Division (OHMVR, the Division) previously prepared a General Plan Revision and associated Program EIR for the original Carnegie SVRA and the adjacent 3,100-acre Alameda and Tesla Expansion Area in 2016. While the General Plan Revision was approved and the EIR certified by the OHMVR Commission in 2016, the Commission rescinded these decisions in 2021 due to several lawsuits. The lawsuits and subsequent legislation requiring that the Alameda and Tesla Expansion Area not be designated as an SVRA has resulted in the Department and the Division electing to prepare a standalone General Plan Update for the Carnegie SVRA. The Department will conduct a separate planning effort for the Alameda and Tesla Expansion Area to determine a suitable classification and future use of these properties.

This proposed General Plan Update and EIR are limited to the 1,575-acre original Carnegie SVRA

and specifically excludes the Expansion Area. The classification of and planning for the Expansion Area will be addressed in the future under a separate planning effort.

## AB 155 – possible future State Park areas open to limited OHV use?

Although AB 799 (Bauer-Kahn) had enough support to pass the legislature, certainly placing the bill on the Governor's desk for signature, the issue changed significantly when AB 155 was proposed as a partial solution to the inevitable sale of the Tesla property and its loss as an expansion area for the existing SVRA.

Earlier this year Governor Newsom signed AB 155, an Assembly Budget bill that included a Natural Resources Trailer bill. Although the bill ensures that the Carnegie Tesla Expansion property will be closed to any future motorized use the bill also included provisions that have a very positive effect on OHV Recreation in California. The content of the bill is described below.

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# 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! Some CORVA business sponsors offer discounts and gift cards as special perks of your CORVA membership. To take advantage of these, **YOU MUST OPT-IN** on your CORVA database page.

# OHV Grants Report

## ED STOVIN, ASST. SOUTHERN REGIONAL DIRECTOR

CORVA reviews and comments of many Green Sticker grants each year. I have been reviewing the grants in the southern part of the state for 16 years now and sometimes I find some screwy applications. Once I found a forest asking for thousands of dollars for radar guns. Another time we found a city asking for money for a side by side and ATV to patrol city beaches as well as patrol costs, but there was no mention of any agreement with the lifeguards, who have the power to arrest. Our comments let the State Parks grants staff know details they may not know, as we have on the ground knowledge of the areas and agencies. There was one grant I was very conflicted over this year. The city of Los Angeles is asking for \$200,000 to show kids how to ride minibikes. This is following up with the ending of NYPUM or National Youth Program Using Minibikes. NYPUM closed its doors last year. The program gave underprivileged kids a reason to try in school, the prospect of riding minibikes. I personally have volunteered with the NYPUM out of El Centro and saw that it is entirely worthwhile. LAPD wants to continue the program, which is really great, they just want a lot of money to do it. They are asking for \$25,000 for a side by side and they want many hours of overtime pay for up to \$117 per hour for law enforcement personnel. They say they take 40 kids twice a week for 40 sessions per year. This works out to \$125 per kid per session. It's a lot of money, but pretty cool that they take kids riding. I have seen government waste a lot more than that. I ended up not commenting. This year grants have mostly been positive for OHV, which is a relief. Below are some comments I wrote.

“I would like to comment on the El Centro BLM grant applications for CORVA. I have looked through the applications and everything looks reasonable. Alexie, from El Centro BLM called me a while back and we discussed the grants. It was fun to see my VP at SDORC Audrey Mason's name in the application for leading the dunes cleanup. In the ground operations application, it looks like you have left some money on the table by supplying a match far higher than 25%. (grant applications require a minimum of 25% of the project be supplied by the applicant. They supplied far more and could have applied for far more) Maybe that's just how it goes. The safety application is a lot of money, but there is a lot of trouble in the Dunes and the emergency medical people are needed. Good luck El Centro and I hope to see you out there soon.” – Ed Stovin

“I would like to comment on the Needles grant application for CORVA. I have looked over the applications and everything looks to be in order. I am surprised how little you ask for in ground operations for archaeologist and biologist, I guess I just don't know the extent of the work to be done. Keep up the good work and hope to see you out there soon.” – Ed Stovin

“I am reviewing the Palm Springs BLM grant applications for CORVA. My first impression on the LE application is that it is all for illegal off-roading. I didn't see anywhere LE would be keeping peace in legal places. While I'm sure it is fine, it still annoys me. In the ground operation application, it looks like a lot more money is being spent on non OHV items than supporting OHV. I would love to see a planning

application for an OHV staging area. An equipment grader will fix a road, but support staff will earn many times what the equipment operator will. Feels a little top heavy. I am curious where the four developed campgrounds that support OHV recreation are. Please get back to me with those names.

At the top of the application, it says "The PSSCFO also proposes to install and repair signs and kiosks to identify and delineate legal riding areas through the project area, to maintain developed sites and facilities that support OHV recreation, and to perform required monitoring and regulatory compliance". It says the words "riding areas" I don't believe there are any "areas" open to OHV in the management area, only routes. Am I wrong? What "developed sites and facilities that support OHV recreation" are you referring to?

Thank you for the opportunity to comment." –Ed Stovin

"I would like to comment on Cal City grant applications for CORVA. I see "heavy equipment operator hired specifically to maintain and groom all trails, roads, and routes in the OHV recreation area". Do all routes require grooming? I believe that users like some routes left rough. Why do you need heavy equipment operators during holidays? Isn't it dangerous to operate heavy equipment at times

of maximum use? Why can't you wait until it quiets down?" –Ed Stovin

"I would like to review the grant application of Friends of El Mirage on behalf of CORVA. I see you remove bushes and weeds from the dry lake. Are these invasive or natural plants? Why is it necessary to remove them?

The application says, "BLM specified natural aggregate Cal Trans Class II road base material will be used to maintain recent improvements to the Lakebed Bypass Road, and the several finger roads that are used to access the lake bed." You plan to use 2000 tons of road base? That seems like a huge amount. Is that justified? It is a big job to manage this much-loved area. Keep up the good work and I hope to visit the area soon." –Ed Stovin

"I would like to comment on the Friends of Jawbone grant application for CORVA. This is a huge grant application, yet I don't see anything wrong with it. I see in ground operations the fuel cost is at \$4.69. You might want to update that to current costs. I'm curious why you need the water truck. Is it for dust suppression on busy weekends and holidays? I downloaded the Owlshead app you mention. Is this supposed to replace the CTUC apps? Despite the size of this grant, it is needed to maintain this much loved area." –Ed Stovin



# Clawson Motorsports

## MIKE STOVALL, GENERAL MANAGER – MOTORSPORTS



Dear Fellow Off-Roaders,

Thank you for chance to say hello. Hello!!!

Although I was not fortunate enough to grow up with this passion or experience, I have enjoyed the education over the past four years from some that have been volunteering for over 50 years! It is truly an honor to get to know you and your tight knit community, who have advocated for the trails and albeit kept the trails open as a direct result of your selflessness and hard work. Thank you. Thank you for speaking up for the taxpayers who enjoy the trails, deserts, and sand.

Thank you for being willing to partner with the side-by-side community and help educate them where you are able. Thank you for keeping the lines open to small businesses like ourselves who employ passionate folks that love the outdoors. Thank you for putting down the gavel of internal politics and remembering what we are all here for: to keep our trails open.

Clawson Motorsports has been a main-stay in the Central Valley for almost 50 years! We have traditionally stayed out of clubs, groups and any other sort of identification because we've chosen to "just sell stuff". Respectfully, I don't believe we can sit idle any longer and hope for the best. If our trails close, or Oceano Dunes closes, it will affect the 80+ people I employ greatly. I'm not willing to stand by and turn the other cheek. My team means too much to me and our managers. We must stand alongside anyone with a voice, preferably a collective voice, to allow access and education to become beacons of hope for our younger generations to experience and fall in love with.

Over the last two and a half years, the Motorsports Community, specifically the off-road community, has doubled! Moms and Dads have been motivated to get their kids back outside and play, plan and execute

vacations to re-center their family's core and focused on the basics of what a family unit looks like, how it behaves. I can tell you all of that because the numbers back it up! The industry shortage has affected us sure, but the desire to fire up an engine and get to the top of a trail or head to the coast hasn't been higher in many years! We listen to the mom that comes in not knowing what to buy for her kid to be safe. We listen to the young man that is willing to trade a \$500+ payment a month to pack his girlfriend and their kids in a RzR to go camping in the Sierra Nevadas! We also listen to the guy that wants to dual sport by himself and disconnect from his corporate job! It's awesome to hear the personal stories.

Now is the time. No time like the present...we need forward-thinking leadership to pull it all together. We are proud to be included in the Corporate Membership of CORVA. My team is learning what it means to partner with your organization. I want to personally encourage Motorsports/Powersports dealerships to join up as well! Together we will ensure this is available for our grandkids and their kids!

Cheers to you Mike McGarity on your new adventure. We are honored to partner with you and your team of off-road advocates. I look forward to meeting the rest of you soon!

# Southern Regional Director Report

VINNIE BARBARINO



By the time this issue reaches you a few things will have happened. First, some CORVA members attended the IHWR ( International Harvester Western Regionals) event in Calico. For those that don't know, Calico is an old "Ghost Town" near Barstow, CA. It was a mining town but now is a tourist destination that Knott's Berry Farm modeled their Calico ghost town railroad ride after. It's also a pretty cool place to go off roading. There's a bunch of old mining roads and trails to explore.

The event was staged out of the KOA campground just outside of the Calico city limits. The IHWR team basically rented out the whole campground. There were lots of old International Harvester vehicles in attendance. They were mostly Scouts but also plenty of "Show Quality" restored IH vehicles. Although it was an IH event, it was also open to all different kinds of vehicles, so my Toyota was welcome. CORVA was invited to attend as always but this time we were the recipient of the event proceeds, so we made sure to attend. We arrived Friday afternoon and set up our NEW CORVA canopy and feather flags to promote CORVA and our advocacy efforts to the event participants. Mostly Friday was just a kick back day for us so that's pretty much what we did. Saturday morning all the different trail rides took off. After everyone finished up there was a "Show-N-Shine" and they asked us CORVA guys to judge the best off road IH. We picked a highly modified Scout with link suspension and a 4BT Cummins Diesel. My personal favorite. Then they served an awesome dinner and had a huge raffle.

Thanks to Big John Vogelsang and the whole Vogelsang family and crew for putting on this event

AND donating the proceeds to CORVA. We promise to fight for OHV access.

Last weekend was the Annual CORVA Meeting. This year it was held in Prairie City SVRA up near Folsom, CA. It was my first time at Prairie City SVRA. I have now visited 5 of the 9 California SVRA's. You can read all about our annual meeting elsewhere in this newsletter.

We should have also had a CORVA Southern District meeting. We'll let you know how that goes. I'm looking forward to attending as many events and shows as possible in the coming months. We are already signed onto the usual Sand and Expo shows and, hopefully, the Jeep Bash and CDSR QCC ride and any others. The planning for Truckhaven Challenge will begin soon. There's a lot to do in the Southern Region and we could use all the help we can get. All the events we go to and put on need the support of our membership so please shoot me an email and offer to help for an hour or two at a show or event.

Till next time, take care and "Step out of your comfort zone" and help out. It's fun and rewarding.



# Annual Meeting Report 2022

## SPENCER NORTON, CORVA SECRETARY

This year's annual meeting took place Saturday, April 30th at Prairie City SVRA in Rancho Cordova. The day was beautiful, bright, and sunny with a slight breeze to keep the heat down. This was my first trip to Prairie City. I look forward to going back when I can take my own truck and have some fun. The meeting began at 9 am with the Northern Board call to order. Appointments of new Northern Board Members was followed by the election of new Northern Board Members. Bruce Brazil continued to be the Northern Regional Director. Mitchel Creegan, Kevin Bazar, and Rusty Ryan were elected as Assistant Northern Regional Directors and Pam Houser took over as Northern Regional Secretary. After the Northern Regional meeting the official CORVA annual meeting began.

After an introduction and the pledge, we moved on to business. The first order of business was a proposed by-law change from the VP of Administration Mike McGarity. The proposed by-law change was to update the current by-laws to more modern times by allowing the board of directors to hold meetings by means of remote communication. The participation in meetings held by remote communication would constitute presence in person at the meeting for all purposes including quorum and voting. This proposed by-law change was greeted with enthusiasm and agreement that the by-laws needed to be brought into modern times. After the by-law discussion the meeting moved on to elections.

Up for election this year was Treasurer, VP of Administration and VP of Education. Mike Moore ran unopposed for his position of Treasurer yet again. Everyone agreed that there could be no one better for the job. Next was the election for VP of Administration. Current VP of Administration, Mike McGarity, was up for re-election and also ran unopposed. He was only asked one question from Past President Diana Mead. She expressed

her concern of ethics and owning up to what she perceived as a mistake. She asked Mike if he had used the CORVA database in order to send out an email. He answered that yes, he had used the database to obtain the email of a past president as he did not personally have it as well as some business sponsors that he had brought into the organization to ask for their support and continued support in his re-election.

Jared Macleod was up for re-election running unopposed as the VP of Education as well. However, he felt the recent actions of certain members CORVA did not align with his mission and chose to decline the nomination and not continue to serve. After this Randy Emslie was nominated for the position. He likewise chose to decline the nomination.

After these elections, the meeting turned to the annual awards which were voted on as follows. The George Thomas Memorial Trophy for Off Roader of The Year award was given to Ken Oyer, Clovis Independent 4 Wheelers received the Loony Duners Trophy to Charity. Next, the Northern and Southern Clubs of the Year were awarded to Railtown Off-Road and Point Mugu 4WD Club respectively. After this was the Los Aventureos State Conservation Award which this year was shared between two clubs, those being Fresno 4x4 and Friends of Frank Raines. The Ed Waldheim American Buggy Association Political Activism Award was likewise shared, this time between Mike McGarity and Amy Granat. After the official meeting was done, members stayed to watch the excellent blues band that came to perform as well as eat pizza, talk to one another, and enjoy the company of other like-minded individuals who continue to work together and fight for all our OHV and land use rights. Thank you to all the members who helped set up and tear down. We appreciate all who were able to attend.



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<< Land Use, from 11

The bill would transfer \$29,800,000 from the General Fund to the Off Highway Motor Vehicle Trust Fund to be used for the

acquisition and development of properties to expand off-highway vehicle recreation, as provided. The Tesla expansion property will become a new state park closed to motorized recreation upon approval.

When considering acquisition and development of properties to expand off-highway vehicle recreation opportunities, the department may prioritize properties that have potential to serve large urban areas such as the Bay Area and Central Valley, offer potential recreational opportunities for off highway vehicle recreation, and potential opportunities for motorized access to nonmotorized recreation.

Properties for consideration may include areas within existing State Parks and State Recreation Areas, including, but not limited to, Henry Coe State Park. The department shall not consider the Alameda-Tesla Expansion Area in this process.

This bill would provide an available and equitable alternative for the loss of the Tesla property as an area for off-highway motor vehicle recreation. The dramatic increase of motorized recreation registrations during the Covid pandemic exacerbates the critical need to supply this growing population with sufficient areas to recreate.

The Off Road Vehicle Legislative Coalition is appreciative for the consideration exhibited in AB 155/SB 155 for the motorized enthusiast community. The allocated funding in AB 155/SB 155, and the ability to pursue appropriate opportunities in existing state park properties will help

accommodate the considerable increase in off-road registrations during the past two years.

## OHV Commission Update

An important provision of AB 155 is that the bill removed the Jan 1, 2023, sunset date of the OHV Commission, making it permanent.

“Existing law establishes in the department the Off-Highway Motor Vehicle Recreation Commission, consisting of 9 members. Existing law requires a nominee to represent one more specified groups, including biological or soil scientists, groups or associations of predominately rural landowners, and nonmotorized recreation interests. Existing law repeals the provisions relating to the commission on January 1, 2023.

This bill, among other things, would require that a nominee to the commission have expertise in or represent one of a list of specified interests, including, environmental restoration, health and safety, and the public-at-large. This bill would delete the repeal date of Jan 1, 2023, relating to the commission and other obsolete language.”

This is consistent with other provisions of SB 249 that established the permanence of the OHV Division of State Parks. In the past the OHV Commission was subject to periodic sunset review.

Most recently, Commissioner Patricia Urena was reappointed to OHV Commission by Governor Newsom in 2022 so her term continues until 2025.

We would like to congratulate Commissioner Urena on her reappointment to the OHV Commission. She was appointed by Governor Brown in January 2018 and is the current Chairperson of the commission, having served with distinction as an active member and strong advocate for the NYPUM Program (National Youth Program Using Minibikes).

Continues on 20 >>

<< Land Use, from 19

Our new OHMVR Commissioner, Tommy Randle, previously served on the State Parks and Recreation Commission. A few of us had the opportunity to meet Commissioner Randle at the 50 Year Celebration of the OHMVR. He has a fascinating background having spent most of his career at IBM and serving with the Department of Commerce Bureau of the Census during the 2012 census. We welcome Commissioner Randle.

The Commission will next meet on May 20 in Sacramento, with an optional tour of the Mammoth Bar facility. The meeting will allow virtual as well as in person participation.

## **BLM Issues – WEMO Lawsuit against BLM**

The Center for Biological Diversity (CBD) recently filed a lawsuit against the West Mojave Route Network Plan.

Many of you who visit the California Desert are familiar with this plan that would designate over 6500 miles of routes in a planning area of over 3 million acres.

The West Mojave Plan, also known as the WEMO plan has been subject to decades of litigation. The plan developed in 2018–19 followed court ordered modifications to the previous plan, including an amendment of the California Desert Conservation Act that originally limited routes of travel to those present in 1980, so this amendment was critically important.

CORVA has long supported the WEMO plan and has previously filed intervenor status when the plan went to court. CORVA has had informal discussions with the BLM about doing this again, and we have been assured that the BLM plans to provide a vigorous

defense of the WEMO Route Network Plan which they feel is well constructed, valid and legally defensible.

## **West Mojave Route Network Project**

The Bureau of Land Management released a Record of Decision (ROD) for the West Mojave Route Network Project (WMRNP) that amends the California Desert Conservation Area Plan and approves a travel and transportation route network with nine Travel Management Plans. The route network accesses approximately 3.1 million acres of BLM–managed public lands in the western portion of the Mojave Desert, including parts of San Bernardino, Los Angeles, Riverside, Kern, and Inyo counties.

The route network project provides increased access to recreation areas and points of interests, connectivity, and consistency across jurisdictional boundaries. It addresses the need for public, authorized and administrative access to and across BLM–managed lands, including motorized, non–motorized and non–mechanized modes of travel. It also eliminates parallel and redundant routes and allows restoration to address use impacts and improve resource conditions.

The entire planning area covers 9.4 million acres of the California Desert Conservation Area, which includes lands managed by federal, private and military entities. The BLM prepared the WMRNP ROD and Approved Land Use Plan Amendment (LUPA)/ Final Supplemental Environment Impact Statement (FSEIS) pursuant to a U.S. District Court Order.

The route network project aligns with Secretarial Orders 3347, 3356 and 3366, increasing outdoor recreational opportunities, advancing conservation stewardship and restoring trust as a good neighbor through sound travel management of public lands. The selected alternative is consistent with the omnibus lands act, John D. Dingell Jr. Conservation, Management and Recreation Act of 2019 (PL 116–9).

## California National Monument Planning Update

### MOJAVE TRAILS NATIONAL MONUMENT

On February 12, 2016, President Barack Obama designated three national monuments in the desert – Sand to Snow, Mojave Trails, and Castle Mountains. The Mojave Trails National Monument, which was placed under the management of the Bureau of Land Management (BLM) by the Presidential Proclamation that designated it. The Presidential Proclamations also required BLM to prepare a management plan for Mojave Trails within three years of its designation.

In the fall of 2016, BLM held what it called “envisioning” sessions for Mojave Trails. These public meetings took place in several locations near the monument and sought the public’s input on what they wanted to see in a management plan for the monument. BLM also hired a Monument Manager for Mojave Trails and began seeking members of the public who would be willing to serve on a Monument Advisory Committee (which would be a subgroup of the existing Desert Advisory Council). BLM was on track to begin scoping meetings, but everything came to a halt with the November 2016 election.

Fortunately, CORVA is well connected with the Desert Advisory Committee. In addition, CORVA tracks BLM planning projects very closely, so we are positioned to be kept informed on developments of the Mojave Trails Management Plan.

### Snow Mountain Berryessa National Monument

The BLM announced Travel planning for the Snow Mountains–Berryessa National Monument in January of 2021. BLM Travel Planning involved public workshops and interactive maps to collect route specific comments. This area includes important areas traditionally used for OHV recreation such as the Knoxville area and Lake Pillsbury.

The Monument also includes critically important trails on the Mendocino National Forest that are part of the Grindstone Ranger District, including the Upper Lake, Cache Creek, and Stonyford areas. Mendocino National Forest maintains a mature OHV program with a designated OHV trail system. Possibly because of these few changes to the Forest trail system are being proposed, unlike the BLM managed areas that will be managed as part of the National Landscape Conservation System (NLCS).

About 197,000 acres of the monument are administered by the Forest Service, while the Bureau of Land Management administers the remaining 133,000 acres. The Forest Service manages the portion of the monument within the National Forest System, while the BLM manages the remainder of the monument

The proclamation directed the Secretaries of the Interior and Agriculture to manage the monument pursuant to their respective applicable authorities, meaning that lands administered by the Mendocino National Forest are to be managed as part of the National Forest System, while lands administered by BLM shall be managed as a unit of its National Landscape Conservation System.

## Wilderness Legislation Update

### HR 2546 – PROTECTING AMERICA'S WILDERNESS ACT

We expected reintroduction of wilderness legislation that failed to pass the Senate in 2020. As usual the bill was reintroduced into the 117th Congress for 2021–2022. The bill passed the House on a party line vote and was taken up in Senate Energy and Natural Resources Committee, where it has not progressed, despite a determined attempt by environmental groups to have the bill prioritized.

Continues on 22 >>

<< Land Use, from 21

This means the bill will need to be introduced and considered by the 118th Congress next year.

The U.S. House of Representatives passed a far-reaching bill to provide new wilderness protections to 1.5 million acres of federal lands — 535,000 acres of which are in California, an area roughly 18 times the size of the city of San Francisco.

The measure would set aside more than 1,000 miles of rivers in California and other Western states from dams and other development.

Approved by the Democratic majority on a 227–200 vote, the bill would be the largest wilderness preservation legislation in 12 years. That is when President Obama signed The Omnibus Public Land Management Act of 2009, which set aside 2.1 million acres of federal land as wilderness. To become law, it still must pass the U.S. Senate.

President Biden has said he will sign the bill if it reaches his desk.

Among the areas slated for new wilderness protections in California are federally owned lands in Redwood National Park, and along the Eel and Trinity rivers in Northern California, all the land included in the Los Padres National Forest and an expansion of wilderness areas of the Carrizo Plain in central California, and the San Gabriel Mountains in Southern California.

Critics of the measure raised concerns that the new protections could have unintended negative consequences, arguing it could limit public access to the land and increase the risk of wildfires in the areas.

Doug La Malfa (R-Calif) stated his opposition to the bill. “We have seen the devastation that wildfires cause in Northern California time and time and time again. So why are we putting more land into this restrictive wilderness category which will make it even more difficult to effectively manage forests and to access them?” he added.

## H.R. 403 (Panetta): Clear Creek National Recreation Area and Conservation Act

**Summary:** This bill would establish the Clear Creek National Recreation Area in San Benito and Fresno Counties to promote environmentally responsible off highway vehicle recreation and to support other recreational uses. This bill would direct the Bureau of Land Management (BLM) to designate 21,000 acres of land adjacent to Clear Creek as wilderness and would name this area, “Joaquin Rocks Wilderness”. The bill would also reopen the 63,000-acre Clear Creek Management Area for public outdoor recreation, including off-road vehicles and hiking. This bill requires BLM to develop a plan including educating visitors about the hazards of asbestos. This bill is a reintroduction of H.R. 1913 from the 2017–2018 Session. Status: as of 2/05/2019 Referred to the House Subcommittee on National Parks, Forests, and Public Lands





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## HARLEY SNIPES, OPERATIONS DIRECTOR

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We take adventure seriously, and test all of our products and products we carry out on the trails, in the dunes and on the rocks. From the sprawling deserts of California to the woodland cover of Hatfield-McCoy, Fastlab UTV products help you adventure further and safer. We design 5 point harness mounting systems, roof racks that blend seamlessly with aftermarket roll cages, storage

solutions to help keep your tools and trail necessities organized and secure, and more. Some of our most popular items include spare tire carriers that have innovative expandable storage options, and a Can Am X3 replacement fan shroud made of steel rather than cheap plastic.

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### Club Spotlight

## RailTown Off-Road

### NORTHERN CLUB OF THE YEAR 2021

**RailTown Off-Road was founded in the fall of 2013 by a small group of off-road enthusiasts with a wide variety of outdoor interests looking for a local off-road club that was families and community oriented.**

The first meeting consisted of just six supporters. Today our club has approximately 20 rigs of all types. Though still a small club, we are a close knit group of all ages, skill levels, and off-road interests.

Our club name and logo shape represent our ties to Tracy, CA. RailTown in honor of Tracy's rich history as a railroad town. The triangle shape to connect with Tracy's geographical location in the triangle formed by the intersecting of interstates 205, 580, and 5, which is also a big part of Tracy's identity.

Our founding principles: Dedicated to safe and Responsible 4-wheeling, to preserve and protect our off-road resources for future generations, and to support our community through service and volunteerism. We take these principles very seriously and do whatever we can wherever we can.

Throughout the year club members and family pick-up donations that are distributed to families and seniors in need. Before Christmas, we help sort, pack, and deliver the gifts of food and toys. We also have two adopted trails in the Stanislaus National Forest that we help maintain, as well as Niagara Rim Creek Campground. In addition, we help out at Carnegie SVRA volunteer events, such as tree planting.

This year we will be joining the "Friends of Frank Raines" to help build-out the 4x4 play area at Oak Flat.

As our club grows, we continue to hold true to our roots of responsible 4-wheeling, enthusiastically supporting the 4x4 community in any way possible to maintain everyone's right to off-road trails, community and family through service to make our community better.

We enjoy meeting new enthusiasts and invite folks to meet us or even join us for a day. We can be reached via email at [railtownoffroadclub@gmail.com](mailto:railtownoffroadclub@gmail.com), or [visit our Facebook page](#) for more information.

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- Logo with link to business on homepage

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# CORVA Merchandise

[STORE.CORVA.ORG](http://STORE.CORVA.ORG)

**CORVA accepts donations for our merchandise. Although your donation is not tax deductible, it is 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!!

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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CORVA 50th Anniversary T-Shirt - Orange  
\$12.00



CORVA License Plate Frame - 4 Options  
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CORVA - Mesh Hat - Black  
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CORVA - The Public Lands Bear Mesh Hat - Black  
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CORVA Traditional Stickers 2 sizes  
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CORVA - The Public Lands Bear Mesh Hat - Orange  
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2 - CORVA Decals  
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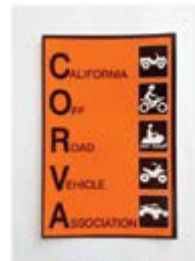
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CORVA Patch Set - Bear, State, Logo  
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CORVA SUV Styles Sticker  
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Photos: Jeff Waldaias

# VORRA Report

## Valley Off Road Racing Association (VORRA)'s 2022 season has started out as eventful as always!

Our season opener started out in the deserts of Nevada, March 4th–6th for the annual Fallon 250. It was agreed by racers and staff that the weekend's festivities would be compressed into a single collective race with Trucks, buggies, and UTV's.

54 racers of all classes took the green flag of the Fallon 250's 55-mile loop filled with vastly different challenges and thrills for racers of all skill levels.

The first race of the season was a great start for VORRA. As with any race there are challenges, and this race weekend brought them in the form of snow and cattle, but in the end, all were happy and safe.

Following the completion of the Fallon 250, the VORRA village brought another weekend of excitement to the town of Hawthorne, April 8–10th

for the annual Hawthorne 275! There was strong local business and community support that was greatly appreciated. It's because of local support that VORRA was able to provide racers with the largest number of contingency prizes since VORRA's revival season back in 2019.

VORRA has a lot to look forward to in the rest of the 2022 season, with the next desert event in Yerington, Nevada, May 20–22nd. Following that will be the kick-off of the VORRA short course series at Prairie City SVRA June 3–5th.

Owner/CEO–Laura Butcher and Race Director–BJ Butcher are eager to thank all those who have supported VORRA already in the 2022 season. From the staff/volunteers to the racers, crews, and fans, we could not make VORRA happen without all of you! And we are so grateful for the opportunity to continue the VORRA family and the village traditions.



# Thank you for your donations

California Trail User's Association	\$1,000	Denise & Trace Ferris	\$25	Benjamin & Carla Carroll	\$10
Hemet San Jacinto Calvalcaders	\$1,000	Glenn & Nancy Clark	\$20	Andrew & Nicole Gleason	\$10
American Adventurist Roughwheelers	\$1,000	Anne Do	\$20	Mark & Jenn Davis	\$10
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Rick & Judy Fisher	\$35	Travis Troupe	\$10	Richard Van Duyn	\$10
Tiffany Isbell	\$35	Jeffrey Coxen	\$10	Jerrold & Kellie Henderson	\$10
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Anthony & Amy Silva	\$30	Garrett Kautz	\$10	Brian & Andrea Murphy	\$10
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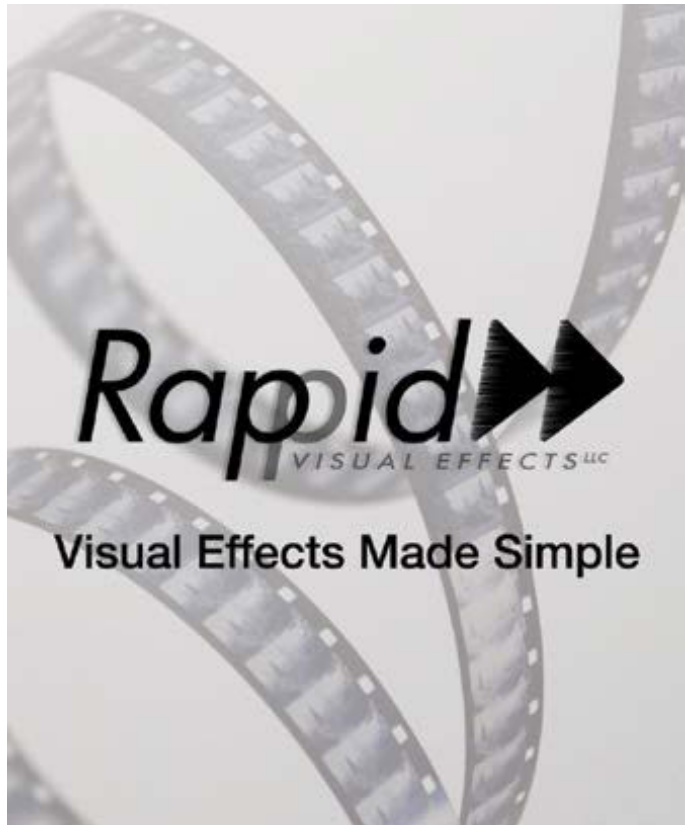


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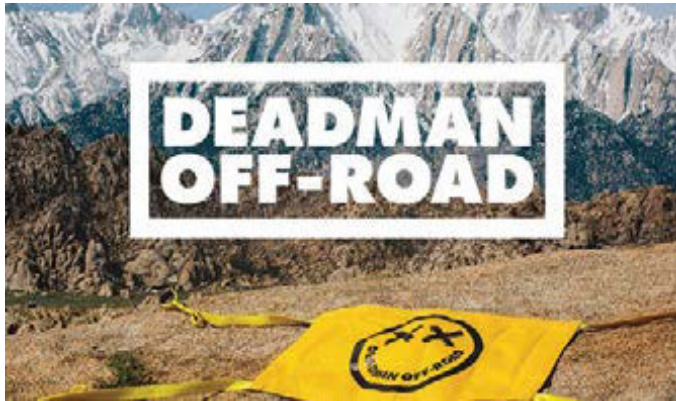


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# CORVA Sponsorship Program

## 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.

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## 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 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 to 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 \$195.00 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](mailto:amy.granat@corva.org), or 916-710-1950

# CORVA Board of Directors

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VP SALES & MARKETING — CHARLES LOWE

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ASST. N. REGIONAL DIRECTOR — RUSTY RYAN

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2nd Wednesday

### Friends of Jawbone

[www.jawbone.org](http://www.jawbone.org)  
3rd Wednesday

### Board Conference Call

4th Monday

## Get in Touch

Want to contact CORVA? Send an email to [info@corva.org](mailto:info@corva.org) or call 916-710-1950.

## Off-Roaders In Action

Summer 2022

**EDITOR**  
Ken Oyer  
[koyer@me.com](mailto:koyer@me.com)

**CONTENT DIRECTOR**  
Mike McGarity, President  
[emailmcgarity@gmail.com](mailto:emailmcgarity@gmail.com)

**NEWSLETTER DESIGN**  
Chris Kennedy  
[ck@cckladesign.com](mailto:ck@cckladesign.com)