

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

CORVA Jamborees This Month!



Come one, come ALL, we have both annual Jamborees taking place this month. Our Southern Jamboree is first, October 15-16th in California City, see flyer on page 5. Then on October 28-30th we have our Northern Jamboree at Frank Raines OHV Park in Patterson, see flyer on page 9.

Pictured is a Wet Lap competitor, one of the many skill games that provides fun for the whole family. All games are timed events, you race against the clock and the best times win. We have different age categories and vehicles used in each.

We hope to see you at these fun events as they also serve as fundraisers to keep our organization fighting and moving forward in protecting your sport.

Coyote Canyon Road & Coyote Canyon Citizens Association

by Keith Pullman

We've Got Road and Recreation Rights! The right to travel and the right to recreate are held by everyone; including off-roaders, motorcyclists, bicyclists, horseback riders and hikers. That includes the rights to travel Coyote Canyon Road, located in the Anza-Borrego Desert State Park that was established in 1933 as a multiple-use recreational park. Today, the park consists of almost 700,000 acres and is about one-fifth the size of San Diego County.

With the exception of state and interstate highways, most roads that traverse the park, including historic roads, are county roads (not internal park roads), which the public has the right to travel by all legal modes of travel. Historic foot and horse trails are also county roads that can be traveled upon by visitors. The department does not hold ownership and jurisdiction of public roads that traverse the park, and even if it did, by law it could not permanently block or close, reroute, or prohibit public travel on a public road or prohibit travel by a legal mode.

Vehicle use of the road, however, came to a halt in 1995, when State Parks adopted a new Public Use Plan for Coyote Canyon which called for the closure of the 3.1-mile middle section to protect natural resources. Since that time, both the north and south entrances to the middle section have been gated and fenced.

The course of action proposed by Coyote Canyon Citizens Association is predicated on the fact that we have road and recreation rights; and when deprived of our rights, we can act to recapture our rights and obtain monetary compensation for deprivations of our rights.

The objective is to recapture our right to recreate in California state parks and our right to travel and maintain public roads and trails that traverse state parks; which will enable us to reestablish and save these roads and trails through use and reconstruction. Your help is needed. To learn more and sign up, visit <http://www.gotroadrights.com>.

Coyote Canyon Citizens Association is endorsed by Senator Bill Morrow (ret) and CORVA

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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.

The main purpose of CORVA is to have fun! We also 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 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 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. We do this by commenting on many environmental documents on issues that affect us.

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

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

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PRESIDENT'S MESSAGE

By Jim Woods

The Fall Season will feature a busy schedule for CORVA with the Sand Supers Sport Show at the Orange County Fair Grounds followed by the Off-Road Expo in Pomona, our Southern Jamboree in California City and our Northern Jamboree at Frank Raines County OHV Park in Patterson. Then we take a brief break for the holidays and jump into the New Year with the 17th Annual CORVA Truckhaven Challenge at the Ocotillo Wells SVRA. October is also the start of the off road season for many families and I am ready! Camping, Jeeping and family rides are the greatest way to enjoy our wonderful outdoor riding areas. Unfortunately, even with all these great events and the promise of many weekends exploring with our off-highway vehicles, we face serious challenges to our public land access every day and we need your help. Let me explain.

During September we had scoping meetings for the Desert Renewable Energy Conservation Plan. These meetings focused on mapping the areas that will be suitable for wind and solar energy. Decisions must be made on which land will be mitigated (used as replacement) for habitat loss due to renewable energy projects on public land. After careful research, we discovered that we, the human beings, are not considered in this plan as being part of the "biological activity". Yes – humans and their recreational activities do not count for squat when it comes to considering what will happen in the Desert areas. Land taken from public use (humans using vehicles of any kind to enter the desert areas) will not be mitigated, while they will be for all other animals and plant life. I am incredulous as to how we humans, as the magnificent representatives of life as we know it on this planet, are not considered worthy at all in the studies pertaining to the desert and future use of the land. How can this be?

Further, let's look at this renewable energy plan our government is pushing on us. The manufacturing of the solar panels and most other components to implement the technology is all being done outside our country – mostly it will be produced in China. Therefore, the economic value and job stimulus promised by the administration will not benefit us, but another nation. As you by now are aware, this is the same administration that pushed for the government guarantee and funding for the loans for the now bankrupt SOLYNDRA Solar Panel manufacturer. I have repeatedly promoted solar energy in our city homes rather than defacing our beautiful deserts. Yet many federal and state guaranteed renewable energy programs are pushed onto us as taxpayers. Who is really going to benefit from these programs? Foreign investors, politicians running for re-election and corporate promoters with only the tax payer left on the hook for failures, like SOLYNDRA. Meanwhile, the animals (and us humans too) will continue to lose our access to public land, quality of life and even our homes.

The Bureau of Land Management has been officially sued for the MDR200 tragic accident that occurred last year in Johnson Valley. Since the accident, the permit process has become a nightmare for clubs and promoters holding events in the California Desert District. CORVA has two representatives (of seven) on the Special Recreation Permit Sub-Committee. This group was created by the Desert Advisory Council (DAC) to review recreational permit process when the committee's job became overly complex. Hopefully, the SRP sub-committee will remain focused on doing its best for everyone concerned.

The Johnson Valley Draft Environmental Impact Study (DEIS) is still being reviewed and we are expecting the Final Environmental Impact Study (FEIS) to be released next year. In a meeting with the marines this month we were again assured that they would address all the 22,000 comments sent in by concerned parties. I am not optimistic that they will back away from the withdrawal of the land, so we are looking at all of our options to keep Johnson Valley open.

These are only a few of the Access issues CORVA is dealing with every single day!!

So how can you help? We need volunteers to work in the CORVA booth at the off-road shows – we will instruct you and you'll have a great time. Plus it's only for a few hours! We always need volunteers to be on our Board of Directors. Again, we will instruct you and you'll really make a difference keeping OHV areas open! Or you can attend meetings and keep in touch with your local officials like your County Board of Supervisors. Every County in California receives funding for OHV Law Enforcement. Ask your Supervisors what they are doing with the funds they receive. Finally, please keep your CORVA membership current and renew early using the CORVA web site. This will save precious resources for litigation and future legal actions. Mostly, we need your donations to our legal fund and you can designate where you want your donation spent. With your continued support we will make a difference, even if we are "only humans"!

I hope to meet you at one of our events and thanks again for all your support to CORVA.





CORVA

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Proudly Presents the:

2011

Southern Jamboree

OCTOBER 15&16 CALIFORNIA CITY, CA

20 Mule Team Rd. & Esse Blvd.

Celebrate and support off-road recreation and access to public lands with family, friends and clubs!

Open to ALL off-road vehicles! (spark arrestor required)

Saturday

Games 9am
Dog Show 4pm
BBQ Dinner
Raffle & Prizes

Sunday

Pancake Breakfast
Poker Run 9am

Prices

Saturday Games (all ages)
\$1 per ticket
\$20 wristband (unlimited games)
BBQ Dinner \$10
Sunday Poker Fun Run \$15
first poker hand (pre-registration)
\$20 first hand at event
Extra Poker Hands \$5
Pancake Breakfast Donations Appreciated

OHV permits that support off-road recreation in California City will be available at the Jamboree and are \$10 for each non-street legal vehicle

Directions

From LA metro
CA 14 N/SR14 N toward Palmdale
Right onto CA14 N / Midland Trail - Exit 73 for California City Blvd.
Turn right onto California City Blvd. / Randsburg Cutoff Rd.
Turn left onto Randsburg Mojave Rd.
Continue to 20 Mule Team Pkwy.
to Esse Blvd. and look for CORVA signs

From Inland Empire
I-45 North - Exit 141 merge onto US 395 North
Turn left on Hwy 58 West - Right into California City Blvd.
Go through intersection of Randsburg Blvd & California City Blvd.
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CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

Washington remains preoccupied with issues related to the budget, employment reports, and the economic downturn. It seems unlikely that there will be much movement on public lands legislation this year. However, 2011 has been a great year for access advocates with bills such as the Wilderness Study and Roadless Area Release Act, the Government Litigation Savings Act, and the Preserve Land Freedom for Americans Act.

[HR 1581 Wilderness and Roadless Area Release Act of 2011](#)

All Wilderness Study Areas (WSA) and Roadless Areas have been evaluated by the BLM and Forest Service and almost all were found to be unsuitable for Wilderness Designation way back in 1988. These lands have a rich history of Multiple Use and contain mines, cabins, developed campgrounds, roads and trails.

Yet twenty three years later these lands continue to languish and in many cases are subject to inappropriate restrictive and costly management regulations as if they were Wilderness, merely because they have yet to be released.

Recreation and other land uses desired by the public, such as mountain biking and camping, have been and continue to be needlessly restricted or prohibited.

The long overdue release of Wilderness Study Areas (WSA) and Roadless Areas is hampering land management and harming the environment in our Sequoia National Forest and surrounding BLM Lands, as well as many other areas of public lands.

HR 1581 is now in the House Natural Resources Committee. The Subcommittee on National Parks, Forest and Public Lands held a hearing on the bill on Tuesday, July 26, 2011. Chris Horgan of Stewards of the Sequoia and Dan Kleen, president of NOHVC, as well as others, testified in favor the bill.

[Review of Oceano Dunes Dust Control Coming](#)

From the Tribune

Air district officials will discuss results of three methods to reduce Dunes' particulates on Nipomo Mesa:

The county Air Pollution Control District will outline its plans Wednesday for reducing unhealthy levels of particulate pollution on the Nipomo Mesa. Air district officials will discuss the results of a recently completed pilot program in which three different methods for reducing dust emissions from Oceano Dunes State Vehicular Recreation Area were tested. These results will form the basis of a fugitive dust rule that will formalize the steps the State Parks Department and others must take to minimize windblown dust. The air district board of directors will consider adopting the rules later this year.

The problem of high particulate levels on the Nipomo Mesa has been the subject of intense controversy. A scientific study released earlier this year by the air district found that off-highway vehicle riding on the Oceano Dunes exacerbates the dust problems. Nipomo Mesa residents complain of respiratory problems and other illnesses because of the dust. The State Parks Department, which operates Oceano Dunes, has agreed to work with the air district and the county on dust control but disputes the conclusion that vehicle riding in the Dunes is responsible.

[BLM Director Bob Abbey Announces Selection of Jim Kenna as New California State Director](#)



*BLM State Director
Jim Kenna*

Bureau of Land Management Director Bob Abbey announced today that James G. Kenna has been selected as the BLM's new California State Director. Kenna, who is currently the State Director for the BLM in Arizona, will report to his new position in September. Kenna succeeds acting California State Director Jim Abbott.

Kenna served as the BLM's Arizona State Director from January 2009 to September 2011. He previously served in numerous key agency positions, including Associate State Director in Oregon, Deputy Assistant Director for Resources and Planning in Washington, D.C., Budget Analyst for the Department of Interior in Washington, D.C., and Field Manager of the BLM's Palm Springs Field Office in California.

Kenna, a native of Denver, Colorado, holds a Bachelor's degree in Economics from Prescott College in Arizona. He and his wife Renee have two sons, Sean and Liam. Kenna's outside interests include hiking, rafting, reading, sports, and music.

Continued on next page

Wilderness Bills

By Phil Taylor, Greenwire

BLM mulling more than a dozen 'crown jewels' for designation:

The Interior Department is considering more than a dozen areas for Congress to designate as wilderness, the highest level of protection for public lands, according to interviews with several state Bureau of Land Management offices. However, the total number and size of those wilderness areas will likely not be made public until Interior Secretary Ken Salazar submits a final report to Congress in mid-October, an agency spokeswoman said.

The BLM's Nevada office has apparently forwarded conservationists' recommendations for new wilderness in the Gold Butte, Pine Forest and other areas to the national office, according to a letter this week from state Director Amy Lueders to Nada Culver of the Wilderness Society. The agency's Colorado office, citing the support of local elected officials, forwarded recommendations for six WSAs, including Castle Peak, Bull Gulch, Browns Canyon, Hack Lake, Eagle Mountain and McKenna Peak, a spokesman in Denver said.

"The local input kind of jibed with the BLM's current management of these areas as WSA's," said spokesman Steven Hall.

A spokeswoman for the BLM in Sacramento said the California office also recommended two or three areas that carry broad local support for congressional action, but their location and size was not disclosed. Two recommendations were forwarded by the Arizona office, said Ken Mahoney, a wilderness specialist for the BLM.

At least two of the agency's state offices, Wyoming and Idaho, recommended no new areas for wilderness designation, citing a lack of support from local elected officials including Wyoming Gov. Matt Mead (R).

In a letter to the BLM Wyoming state director, Don Simpson, Mead said BLM should first release 337,000 acres of WSAs that it has found unsuitable for wilderness designation before restricting uses on other lands. The agency manages more than half a million acres of WSA, which, by statute, must be protected for their roadless qualities.

"Our economy and way of life are intertwined with the public lands in our state," Mead said in the letter. "We rely on the concept of multiple uses."

California Wilderness Bills Before Congress

H.R. 41 – Beauty Mountain and Agua Tibia Wilderness Act of 2011

H.R. 41, sponsored by Rep. Issa (R-CA), designates approximately 21,000 acres of National Forest and BLM land in CA as wilderness.

Status: In House Natural Resources Cmte.

Bill Text can be found at: <http://thomas.loc.gov/cgi-bin/query/z?c112:h.r.41>:

H.R. 113 - Angeles and San Bernardino National Forests Protection Act

H.R. 113, sponsored by Rep. Dreier (R-CA), expands current wilderness areas by designating approximately 72,000 acres of National Forest land in CA as wilderness.

Status: In House Natural Resources Cmte.

Bill Text can be found at: <http://thomas.loc.gov/cgi-bin/query/z?c112:h.r.113>:

The BLM manages a significant amount of land in the West, and much of that land is in California. That is why we follow developments at the BLM very closely. Whether it is the issue of Special Recreation Permits, the Clear Creek Management Area, or the vast areas of the desert, it is hard to overstate the importance of the BLM to OHV recreation. In fact one could argue that the history of BLM management in California is inseparable from that of great sports such as off road racing. That is why the appointment of a new State Director for the BLM is a key development. We will be watching closely to see how Director McKenna approaches multiple use of BLM lands in our state.

Bill to Repeal "Lead Ban" Passes Congress

From ARRA News

Congratulations, You Did It! The Ban on the Sale of Youth Sized ATVs and Dirt Bikes Has Come to an End!

After more than two years of struggle, both the House and the Senate on August 1st passed H.R. 2715 which amends the Consumer Product Safety Improvement Act (CPSIA). President Obama signed H.R. 2715 into law on August 12th, effectively ending the ban on youth ATVs and dirt bikes due to their minimal lead content. Once it became known about the unintended consequences of the initial lead ban, ARRA members became actively engaged in contacting the Congress requesting this exclusion. Your work made the difference and we can all now celebrate a well deserved legislative victory.

Continued on next page

[BLM Bakersfield Field Office Announces Release of Central California Resource Management Plan](#)

The Bureau of Land Management today released the Draft Bakersfield Resource Management Plan for public review and comment and will hold a series of public meetings in October.

The Draft Resource Management Plan/Environmental Impact Statement covers lands (excluding Carrizo Plain National Monument) managed by BLM's Bakersfield Field Office, which includes lands in eight counties in central California: Ventura, Santa Barbara, San Luis Obispo, Kings, Tulare, Madera, eastern Fresno and western Kern.

The BLM Bakersfield Field Office will hold meetings to introduce the plan and answer questions beginning on Oct. 12th at 2 p.m. and 6 p.m. at the field office. Subsequent meetings will be from 6-8 p.m. on the following dates in various locations:

- Oct. 13, San Luis Obispo, Ludwick Community Center, 864 Santa Rosa St.
- Oct. 17, Kern River Valley Senior Center, 6409 Lake Isabella Blvd.
- Oct. 18, Three Rivers Memorial Building, 43490 Sierra Drive.
- Oct. 19, Taft Chamber of Commerce, 400 West Side Highway.
- Oct. 20, Prather, Sierra Unified School District, 29143 Auberry Road.

The public is invited to submit comments on the Draft RMP/EIS prior to December 9, 2011, by email to: cacalrmp@blm.gov or by mail to: Bakersfield RMP, Bureau of Land Management, 3801 Pegasus Dr, Bakersfield, Calif. 93308. CORVA plans to hold Comments Writing Workshops for this important plan.

[Permits for Off-Road Events Frustrate Racers, Opponents](#)

From the Antelope Valley Press Enterprise

Phil Klasky and Dave Cole are on opposing sides of the debate of whether off-road racing is appropriate on public lands in Southern California. However, both agree they don't like the way the Bureau of Land Management is charging for off-road racing permits.

Klasky, a longtime desert racing critic from Wonder Valley, east of Twentynine Palms, and member of Community ORV Watch, is upset that federal officials did not charge promoters of a February off-road race in Johnson Valley the full cost of overseeing the event.

Critics have long contended the BLM favors off-road fans, and this is just the latest example of cutting racers a break. The fees are intended to protect pristine areas of the desert, racing critics complain, and without them the BLM doesn't have the money to mitigate environmental damage caused by off-roaders.

Cole, meanwhile, said he is worried higher fees will kill off-road racing in Southern California, which a dedicated group of people enjoy. The BLM, he explained, is pricing off-roaders right off public lands.

The first large event after the new rules were imposed was the King of Hammers, held in February. The promoters, Hammerking Productions, led by Cole, paid the BLM \$27,560 for police and technical staff used to monitor the off-road race. Officials estimated the true cost at \$43,390. The difference between what Hammerking paid and what the event cost the BLM was covered by fees generated from other state recreation permits and money collected for filming permit costs. None of the money came from taxpayers.

But the effect Klasky is seeking, namely to curb off-road racing, still might occur. The BLM will collect more money under its new policies, but fewer promoters will likely apply to use BLM land, off-road fans and race organizers said. Cole, executive director of Twin Peaks-based Hammerking Productions, said he plans to continue promoting races in the High Desert, but the added costs are making it difficult for many race organizers to do the same.

"Two years ago it cost \$1,600 for the permit," Cole said. "We'll pay it, but I don't know how many races there are going to be if the permits cost \$30,000 or \$40,000." As costs rise, smaller promoters will have to increase entry fees, Cole said. "And then it is still a crapshoot if we can bring in the revenue."

"SCORE has always had a tremendous working relationship with the BLM and SCORE has always been held to higher and more stringent (regulations) by the BLM," Clark said in an email. Cole said cost increases are not the only challenges that race promoters face. Officials have moved spectators farther from the race route. Though it keeps spectators safer, Cole said it hurts the popularity of the sport. Fans demand up-close access.

"They are not going to keep coming back, and the events will die," Cole said. The hope, he added, is that the BLM can work with off-road race promoters and fans to safely encourage the sport where it is allowed on certain public lands.

"The reality is Johnson Valley is meant for these things," Cole said. "It is my favorite place to recreate on the planet and we're working at it and trying to make it the best."



C.O.R.V.A.

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FOR MORE INFORMATION CONTACT

debra.campbell@corva.org



EVENTS SUBJECT TO CHANGE WITHOUT NOTICE

Managing Director's Report

by Amy Granat

[CORVA's Efforts Retain Access to Important Off Road Areas](#)

During the summer I was invited to attend a meeting at the offices of the Lake Tahoe Basin Management Unit as they held a meeting regarding continued snowmobile use in the Mount Rose area. I attended with Byron Baker, a passionate snowmobiler and the newest CORVA Field Representative. On the way to the meeting, Byron had the opportunity to educate me about the use of snowmobiles, and his tireless dedication to keeping access to public lands open to all types of motorized vehicles.

When we entered the meeting, it was clear that the deck was stacked against us, and the meeting had been populated with a myriad of anti-access groups, but Byron and I answered their objections one by one, assuring all those present that education and patrol programs could be created to ensure responsible continued snowmobile use in the Mount Rose area. Byron did the heavy lifting after the meeting, keeping in touch with Forest Service officials, contacting local enthusiasts, and generally ensuring that no changes would be made to this program. This week, I found out that efforts have been fruitful. Before the initial meeting had been held, the determination had already been made to close the Mount Rose area to snowmobiles, and I've been told that it is only through my objections and Bryon's efforts that this area remains open. The efforts of one or two people kept this area open - and you can do the same. CORVA celebrates this small victory, because we are under so much pressure from various anti-access and extreme groups. Every victory, no matter how small, gives us hope.

You can make a difference.

On September 13th I attended a meeting of the Butte County Board of Supervisors. Drove of motorized enthusiasts including off-roaders, hunters and rural residents, showed up to the meeting; in fact there was standing room only. One by one they expressed their dismay and frustration regarding the Travel Management Plan to the Supervisors, leaving no room for dispute that the plan for the Plumas National Forest locks out residents and visitors. This plan unfairly affects their livelihoods, as well as their general health and well-being, all of which are serious concerns to the Supervisors. Their passionate pleas to the Board left no room to doubt that their citizens are asking them to act and support the lawsuit soon to be filed by Sierra Access Coalition, as well as CORVA and Plumas County, legally protesting the inconsistencies and mistakes found in the plan. The residents of Butte County showed up to speak, and they made a difference. It's difficult to take the first step, to take time from a busy schedule to attend one of these meetings, but it really does matter; it really does make a difference. One voice, in collaboration with others, creates a force that spurs action and creates change. If there is one point to emphasize from this meeting, it is that everyone's voice counts in this battle.

A heartfelt thanks to all of CORVA's members and friends who helped us collect over 1200 comment letters submitted to the State Water Resources Control Board. These letters prove to the Water Board your dedication to continue recreating in the manner you choose, whether rock-crawling, single-track riding, or riding your ATV with your family. As a political force we have been often underestimated and ignored, but with your help, CORVA is reversing that trend. Thanks again for all your help.

The Sand Sports Super Show looked like sea of orange as CORVA passed out orange bags containing land use information to every attendee walking through the gates. This effort to educate sand enthusiasts was supported by our business affiliates Motorcross Giant.com, GenRight Off Road, Pro Armor, F-Word Industries, and AirBedz. These businesses understand the value of keeping off-road access to roads and trails. They support CORVA, please support them.

Look for CORVA President Jim Woods to appear on an episode of Destination Polaris, airing on the Outdoor Channel. Jim joined host Jared Christie at Hungry Valley SVRA to talk about land use issues, and the importance of supporting CORVA as we fight for your right to access public land.

Support those who actively support you. CORVA is there locally and state-wide to protect interests to all those that want, need and enjoy motorized access.

California Off-Road Vehicle Association

Fighting For YOUR Right To Access Public Lands

Playing it by the Book

by Ed Waldheim-VP Education

The recent Labor Day holiday has kicked off our riding season, and despite a small drop in the number of off roaders in the Ridgecrest BLM area, I am certain that we will turn that around as the year continues. Of utmost importance at the moment is that we all make the effort to educate others about rules and regulations in off road areas, and ensure that we lead by example.

Our fight received some support recently, as the Friends of Jawbone held a meeting with many of the law enforcement officers from all agencies of East Kern County to discuss safety issues on public lands. We were very pleased that Kern County Supervisors, Jon McQuiston, and Zack Shrivner in addition to Jack Hamby of the BLM Moreno Valley office attended as well. The meeting was a great success, and we can only hope that all BLM Field offices in California have similar meetings and share concerns for the safety of their visitors.

As the officials and rule-makers do their part, I sincerely hope that all of you reading this will do the same and take heed of my advice to abide by all of the rules and regulations of off-roading, as they are established for a reason: to protect you. I intend to prevent actions that you no doubt all have witnessed, such as riding double on quads, riding without gear, and children riding vehicles not intended for their age. Often times riders even race through camp sites in which the speed limit is clearly marked at 15 miles per hour (the law within 50 feet of any campsite or in the presence of non-riders), a blatant display of indifference to the rules. Though it is illegal, people continue to use wood with nails,



especially pallets, as firewood, causing countless flat tires for unsuspecting riders. Keep in mind that a standard pallet has 88 nails, and it takes only one to get a flat.

For the sake of yourself and all off roaders, learn and abide by the rules within the areas in which you recreate. By doing so, you help to ensure the safety of your family and others around you, and could even save lives. Always remember that if you have problems, law enforcement agencies are there to help you. Please make sure you stay safe and enjoy your visits to our public lands.

I look forward to seeing you all at the Southern Jamboree on October 15th and 16th, the Friends of El Mirage National Public Lands Day on October 22nd, and the Friends of Jawbone Safety event on October 29th. Yes, we will keep you busy 3 weekends in a row! I hope you will all join us!

Help Stamp Out Bias Against Off-Road Recreationists In California Forests

Attention motorized recreation enthusiasts who enjoy recreating in the forests in California! The Forest Service wants to know about your experiences and contacts with Forest Service Law Enforcement Officers. In an ongoing effort to address problems occurring in all California National Forests, please write down your experiences, both good and bad so everyone can make sure riding and driving in the California forests is a positive experience.

Documented issues that arise will be investigated and resolved. Please send all letters to:

*Law Enforcement Officer Task Force Lead. ENF, Patrol Captain Frank Aguilar: faguilar@fs.fed.us

*cc Amy Granat, Managing Director of California Off Road Vehicle Association: amy.granat@corva.org

The contact's are good for all of the National Forests in California (Region 5).

For Eldorado National Forest issues, Sheriff John D'Agostini would also like to be advised.

*cc: John D'Agostini, El Dorado County Sheriff: john.dagostini@edso.org

Please contact your local Sheriff with this information, as all county Sheriffs need to be in the loop. This is a step toward making your visit to the National Forests in California a very pleasant one, regardless of your choice of motorized or non-motorized recreation.

Please pass this information to all your friends, club members, and fellow off-roaders.

Thank you.

Jerry Reffner – Friends of the Rubicon

Amy Granat – CORVA

The Epidemic of Extreme Environmentalism, Part 2: The Push-Back

The callous disregard by which extreme environmental organizations hold the economic well-being of the American family has been in evidence of late. As the employment situation in our country continues to cause concern and the fear of recession grows ever larger, extreme environmental organizations think nothing of aggressively advocating for more expensive regulations dubiously designed to protect us from ourselves, and push for more and more closures of public land. In the off-road community, we are well aware of the havoc created by extreme environmentalists in their quest to destroy access to motorized recreation, but others are just now starting to wake up to the reality and the detrimental effects these organizations have on state and national economies. The current administration was forced to abandon efforts to enact new environmental laws in a bow to the severe economic consequences these regulations would have caused to American businesses. This is a direct acknowledgment of this political reality.

Extreme environmental organizations have become big businesses. Earthjustice, formerly known as The Sierra Club Legal Defense Fund, reports income at the end of the 2009 fiscal year of over \$27 million dollars, but has received over \$5 million dollars in revenue over the past two years from the American taxpayer through attorney fees paid by the US Government after legal settlements. The Wilderness Society, in it's most recent tax filing lists income ending the 2010 fiscal year of over \$30 million, with assets totaling over \$55 million. While these organizations continue to accumulate wealth and prosper, the average family in California has seen a downward decline in income, a decimation of recreational opportunities and the dwindling of resources as the state's economy continues to stagnate.

Central California, long known as the "bread basket" of the nation and considered one of the world's most productive agricultural areas, has become acutely aware of the problems caused by over-regulation as pushed by extreme environmental groups. Tom Nassif, President and CEO of Western Growers and Shippers, recently wrote of his frustration with these organizations. "Environmental group[s]...number in the thousands. They raise hundreds of millions of dollars, some of it by suing the government and collecting legal fees...they act like zealots who have received some God-given or nature-given power and directive to control what happens on earth. They have little regard for the truth and rarely hesitate to impose their views on others...and everyone who disagrees with them is wrong.... Farmers know better—nature is not romantic."

Even the very basic freedom of decision to have children has become the target of extreme environmentalists. Witness the recent comments published by Kieran Suckling, executive director of the Center for Biological Diversity (CBD). "Virtually everything that is destroying wildlife habitat and the environment is driven by overpopulation....the bottom line is there are too many people using too many resources to be able to have a healthy environment." Mr. Suckling is also well known for encouraging extremists to use a position of strength to force government agencies to bow down to the wishes of the CBD, and more often than not, after a barrage of lawsuits, federal agencies are brought down to their knees in acquiescence.

For off-roaders, farmers, and everyone who depends on motorized access, the machinations of extreme environmental groups have not been welcome, in fact they have been downright annoying and outwardly discriminatory in their effects. As a society, we have lost so much, and our only choice is to combat the future intentions of these organizations. We have to push back against the tide of extremists, push back to prevent the federal agencies from caving into their demands, and push back against those who are trying to take away our inherent freedoms as American citizens.

As extremists have reached the top of the political food chain, the rest of us have to form a strong political base that starts at the bottom of the pyramid. While we may not have the advantage in monetary assets at the moment, we have the advantage in the sheer number of people who care both about the environment, and about preserving our way of life.

The California Off-Road Vehicle Association (CORVA) is dedicated to working together to aggressively combat the extremists by taking positions with federal agencies heretofore considered 'too aggressive' for off-road organizations to pursue. CORVA represents all those who employ motorized access for necessity or enjoyment, joining farmer and rock crawler, racer and rock-hounder, in an effort to represent the wants and needs of our local communities with those managing public land access. When that doesn't reap sufficient results, taking legal action against federal agencies is our only resort, and one we are not afraid to pursue.

CORVA hears the calls for action from those on the ground, frustrated at the continuing losses of public land access, and are committed to following through with an aggressive offense. However we need you help, assistance and membership to achieve our shared goals. Many of us spend thousands both pursuing our favored form of motorized recreation and outfitting our vehicles, yet are resistant to paying \$30.00 to the one organization truly representing your interests throughout the state. As a community, giving to CORVA is giving back to yourselves and your families in increased motorized access and increased motorized enjoyment for years to come. Putting your money forth to fight the good fight for motorized access is a noble and necessary expenditure, one to be proud of supporting. Failure will only come about if we continue to complain about loss, and fail to give generously. We will have only ourselves to blame.



17th Annual

Truckhaven Challenge



January 21ST 2012



Ocotillo Wells SVRA
Fun for the Whole Family!

NO PRE-REGISTRATION REQUIRED! PAY AT EVENT SITE!

All OHV's Welcome!*

POKER RUN- Saturday, January 21st

Registration- Each Vehicle:

CORVA Member: \$30.00

Non-Member: \$40.00

Kids (12 and under) on ATV's/MC- \$15.00

All Prices include one poker hand and 1 raffle ticket

Great prizes for 1st, 2nd, & 3rd place Poker Hands

Great prizes for 1st, 2nd, & 3rd place in Games

START TIME 8:00 AM! Start line closes at 11:00 AM.



**SEE MAP TO EVENT
AT www.corva.org**

GREAT RAFFLE PRIZES DONATED BY THE OFF ROAD INDUSTRY

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

Course length approx. 20 miles

Alternate "difficult routes" for those willing to "GO FOR IT!"

Checkpoints have "games of skill" for more family fun and prizes!

Course closes 4:00 pm

BBQ dinner (see menu) to follow Poker Run

Trailmasters Club BBQ Dinner Menu

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

Pre- Registration opens in October (See website for details)



***REQUIRED SAFETY EQUIPMENT!**

4x4's, Baja's & buggies- Metal roof or Roll bar

ATV's/MC's- Helmet, spark arrestor

ATV's must have whips/flags!

SUGGESTED ITEMS:

First Aid Kit, Tow Strap, Spare Tire, Fire Extinguisher

Registration desk will open at 2:00pm Friday afternoon (January 20th) at the event

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

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

Need more info?

Email: steve.hewitt@corva.org or call 951-237-0233

CELEBRATING 17 YEARS OF GREAT OFF-ROADING!!!



So Cal Off-Road Truck Show

By Wayne Ford



All the best trail and show trucks, buggies, and long travel trucks were assembled in one spot, on July 23rd 2011 at the Castle Park show grounds in Riverside. The day started off overcast, which was a relief as opposed to typical July weather in Riverside. However, the cloud coverage burned off around 10am and only a light breeze remained.

CORVA and many other vendors attended the event. We brought some raffle prizes to raffle off courtesy of Genright.com and then put in a call over the PA asking if any of the vendors would be willing to donate to allow the raffle to continue all day. Sure enough, within 15 minutes, we had enough donations to conduct a raffle every 10-15 minutes for six hours!! There is no better group of vendors in any industry, and it reminded me why we love this industry so much. The donations were a great show of support for the off road community, and they helped to make the event the huge success that it was.

We would like to thank the following vendors who donated raffle prizes for the So Cal Off Road Truck Show: Trail Gear, ASFIR 4x4, Lockstraps.com, Engage Off road, F-Word Industries, Mc Brides Storage, Slung Back Clothing Company, The Solanos 4x4 club, The Few 4x4 club and Axial RC for donating an RC Jeep. In addition, a special thanks goes out to F-word Industries, as Bill Ware has made his company an associate member of CORVA for many years, supporting events over the years with official F-word gear. If you would like to become an official CORVA associate member, we offer several levels of membership starting at \$120/yr. Please contact Steve Hewitt at: steve.hewitt@corva.org for more information.



Pep Palomo, Show Promoter



Hazel Causor accepts her raffle prize, an RC Jeep

The spectators were treated to a great time at this event, with multiple raffles and free barbecues offered by many of the vendors. We would like to thank The Few 4x4 club for giving away hamburgers, hot dogs and popcorn; and Engage Off-road for the "misting tent", hot dogs, and refreshments. CORVA sponsored goodie bags and balloons for the kids, handing out over 80 bags to children big and small.

The raffles concluded with the most anticipated prizes. Hassim from Engage Off-road held a special raffle from donations collected at their booth, and for a ride in a long travel, go fast truck. Finally was the Axial RC raffle for the RC Jeep, which went to Hazel Causor.

At 4pm, Pep Palomo the show promoter took over the microphone to announce the winners, who are listed as follows:

Category

Best Built
Best Pre-Runner/Chase Truck
Best Overall Jeep
"King of Carnage" (Most Abused Truck)
Best Trail Jeep
Best Full Size Off-Road Truck
Best Suzuki Crawler
Best Race Truck
Best Equipped Off-Road Truck
Best Street Driven Off-Road Truck
Best Mud Bogger
Best Off-Road Show Truck
Best Rock Crawler
Best Suzuki Based Off-Road Toy
Best of Show

Winner

Chris Midkiff
James Whitmore
Gary Williams
Tom Page
Adam Arsenaunt
Steve Ayala
Paul Lona
Chuck Deakens
Dan Ramirez
Dan Geery
Andrew Gonzales
Michael Murray
Wyatt Scott
Paul Lona
Chris Pegley

Trophy Sponsor

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Engage Off-Road
Jeep Thrillz
Rock Brawlers 4WD club
4 West
Palomo Trucking
Mad Zuks 4WD club
The Baja Shop
Pomona Gear
Competition Tire & Wheel |
Azusa Canyon Off-Roaders Assn
Brawler Gear
Rock Brawlers 4WD club
Payback Industries
GLOBAL Off-Road Supply

Continued on next page

After handing out the trophies, Pep received an award himself. Karl Knoll from the The Few 4x4 gave Pep a recognition award from their club for his efforts in promoting this off road truck show.

CORVA would like to thank So Cal Off-Road Truck Show for having us out, we had a good time. We would also like to thank the show attendees and all of the suppliers who helped us have a GREAT raffle for this show!

Sponsors



[Help Wanted: CORVA Show Coordinator & CORVA Store Keeper](#)

by Steve Hewitt

CORVA has two volunteer positions available. The CORVA Store Keeper and CORVA Show Coordinator. I have been fulfilling both of these duties lately. Store Keeper, this is an easy job that only requires that you keep an inventory of goods that CORVA sells, and ship orders to customers as they arrive. In addition, you would need to run the store at all CORVA events (or find a substitute if you are unable). You will also work closely with the Marketing committee on developing new promotional items for CORVA to sell.

The other volunteer position is the CORVA Show Coordinator. This only requires that you apply to have a CORVA booth at all the expos, and events that CORVA attends. Also, you will be responsible for setting up the booth and finding volunteers to help man the booth while the show is open. You will work closely with the Marketing Committee to find new shows where CORVA can have a booth.

If you have any questions or would like to volunteer contact Steve Hewitt at: steve.hewitt@corva.org or give me a call at 951-237-0233.

Calling All Sportsmen!

As hunting season has started and is in full swing, many hunters are expressing surprise at the changes they're finding in our national forests. When traveling to their favorite hunting areas, sportsmen are wondering why certain roads are closed, why dispersed camping spots long used and enjoyed by generations of families are no longer accessible, and why parking and big game retrieval is limited to only one car length off a designated road or trail.

Welcome to the effects of the Travel Management Plan.

Travel Management plans started public scoping in most northern and central California forests back in 2005/6, and after years of environmental analysis, decisions that have been made regarding travel on forest dirt roads and trails are finally being enacted. It's a tough realization for many, as sportsmen were not contacted by Forest Service personnel in regards to these analyses, or their input was ignored and disregarded. By calling Travel Management an off-highway vehicle travel plan, many sportsmen did not consider these plans would affect them, or change the fundamental way they enjoy their sport. After all, sportsmen aren't off-roaders...or so they thought. To the surprise of many, anyone who travels on a dirt road or trail in a forest or desert is an off-roader.

Whether the Forest Service purposely misled the sporting community, or simply ignored the ramifications that Travel Management would have on hunting and fishing is debatable. What isn't in question is the very real on-the-ground affects now being experienced. Motor Vehicle Use Maps showing the designated roads and trails remaining after Travel Management are flimsy and inaccurate, but in many cases are the only guides sportsmen have to know which roads are open and which are closed.

CORVA has been involved since the very beginning with Travel Management, trying to spread the word far and wide throughout the state about the future ramifications. We realized that Travel Management could have wide-ranging affects on sportsmen, and started working with the California Outdoor Heritage Alliance to spread the word. The CORVA Comments Project held workshops educating enthusiasts, but few sportsmen attended, mostly out of disbelief that this OHV Travel Management Plan had anything to do with them. But the truth is we were outgunned and outmaneuvered by extreme environmental groups, their political ideology dominated the Forest Service and became a critical part of national planning for Travel Management. Their stated goals have always included targeting all dirt roads and trails for closure.



Now that we know Travel Management affects anyone who uses a dirt road or trail in a forest for access, here are a few ground rules for sportsmen:

1. Before you head out to the forest on your hunting trip, call the Forest Supervisor's or District Ranger's office and ask about travel restrictions. Don't be surprised if the person answering the phone has no idea what you're asking, be persistent and ask for a recreation coordinator or Travel Management team leader.
2. Go to the forest website and download the Motor Vehicle Use Map. Many times downloaded maps will have more detail than the maps available at the office.
3. If confronted by a Law Enforcement Officer in the forest, stay calm and be polite. In all the forests except for the Eldorado, this first year officers should be educating the public about changes in designations, and about the loss of hundreds of dispersed camping spots. Please document any instances of bias or misuse of power by Law Enforcement Officers, CORVA has coordinated with the Forest Service to form a task force dedicated to investigating and reducing bias against motorized enthusiasts. Send all documentation, including when, where and badge number to amy.granat@corva.org.
4. Be prepared to pack out your game without using an off-road vehicle or truck. The restrictions on traveling more than one car length off the roads are illogical, but until we can bring more pressure to bear on the Forest Service to rescind this rule, we have to follow the rule or face federal fines.
5. Be aware that most forests have some sort of seasonal closure. Ask at the office, or look on the website and make sure you know when the forest is scheduled to close down for the winter. In many cases, these closures will curtail hunting seasons. Express your displeasure to your friends, but not at Forest Service personnel. These rules were decided by regional and national officials, in some cases local personnel are not in favor of these restrictions.

Continued on next page

Above all, be aware that CORVA, and many on-the-ground groups are trying to work within the system to challenge these restrictions. More than anything else, these hard-working folks are dedicated to regaining access to the forest for you, and future generations. To this end, Sierra Access Coalition, along with Plumas County and CORVA are preparing to file a lawsuit against the Plumas National Forest challenging the Forest Service in court over the decisions made during Travel Management. Although we are filing suit against one forest, all the forests in California will be affected if our charges are held up in court. We are defending traditional American sporting activities, and in return we need you to support our lawsuit. This legal effort will be funded by the hard-working Americans most affected by Travel Management, and every single dollar helps us achieve our goals.

CORVA supports sportsmen and supports access to hunting and fishing areas, as well as off-road areas. No matter what the size of the tire, green-sticker or street legal, we're all looking for the same thing, access to our public lands.

MEMBER DONATIONS

GENERAL

BYRON BAKER \$250.00

*To help us out and make a donation please see the ad at the bottom of this page.
Thanks*

WELCOME NEW MEMBERS

ALEX AYALA	BRIAN JANSEN	MATHEW & MELISSA MARCH
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MICHAEL CLARK	DONALD KLINKE	RHEBA PULLMAN
ANDRES FRANCO	CORKY LAZZARINO	ED ROEBER
RONALD HOARD	ALEX & OLGA LOPEZ	GREG THONESEN

WELCOME BACK OLD MEMBERS

KEN & KIM CARPENTER	BILL & ELAINE KERT	MARY SCOTT
KEN CLARKE	RICHARD & AUDREY KEY	ROBERT SIMPSON
JOSEPH & SHELLY CURRIN	MIKE LAZZARINO	DOUGLAS STARR
MICHELE CURRIN	DAVID LUNDQUIST	DIANA THOMPSON
ERIKA DIAMOND	DONN NAY	ROBERT WAKEFIELD
WILLIAM JAMESON	EARLE & FLOR ROSS	RICHARD & CORKEY WOHLERS

WELCOME NEW LIFE MEMBERS

PATRICK DAILEY SCOTT JOHNSTON

CORVA NEEDS YOUR HELP!

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

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Name _____

Address _____

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Red Rock Comments Project	\$ _____
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Funding the CA Desert Legal Bills	\$ _____
Funding work at: _____	\$ _____
Other Area: _____	\$ _____
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TOTAL \$ _____

Please make checks payable to CORVA

Donations are not deductible as charitable contributions

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Associate Member Spotlight



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CORVA CALENDAR

October:

- 10-8/9 Off-Road Expo @ Fairplex in Pomona, CA www.offroadexpo.com
- 10-14/15/16 CORVA Southern Jamboree - California City
- 10-22 Friends of El Mirage - National Public Lands Day - www.elmirage.org
- 10-29 Friends of Jawbone Safety Event - www.jawbone.org
- 10-28/29/30 CORVA Northern Jamboree - Frank Raines OHV Park

January:

- 1-21-2012 17th Annual Truckhaven Challenge - Ocotillo Wells SVRA

*FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE
WWW.CORVA.ORG*

ATV Safety Training!

Classes are available in Glamis, Gordon's Well and Superstition Mountain. Space is limited, please visit www.atvsafety.org to enroll.

Completing this class meets the State of California's requirement that all riders under the age of 18 must be certified or be under the direct supervision of a certified adult.

ATV Safety Institute 

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