



Off-Roaders in Action

Fall 2019

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BE AWARE



BE INVOLVED

BE PART OF THE SOLUTION

PRESIDENT'S MESSAGE

Ken Clarke, President

I am heartbroken the Oceano Dunes SVRA is under attack by local residents and the California Coastal Commission in what seems like an all-out assault to end OHV use on the Dunes.

This is particularly disturbing due to the history of off-road use on Oceano Dunes. The earliest photographic evidence of OHV use on the Dunes is from 1905 and later photographs prove the dunes have been used for motorized recreation continuously since then. An entire culture has grown out of travel on the dunes, with folks known as 'duners'. There are fourth and fifth generation families who continue to recreate on these dunes. Oceano Dunes SVRA is the only significant location in California that provides this unique recreational opportunity. Pismo Beach, as Oceano Dunes SVRA was known for many years, is also the birth place of CORVA. Our first board meeting was held here 50 years ago when our bylaws were adopted. Yet even with all the history and culture, there are those anti-access groups that want to remove all traces of valuable California history.

The California Coastal Commission (CCC) is a quasi-government agency created in 1972 in response to a development in Sonoma known as Sea Ranch, which threatened public access to the area's coastal beaches. I remember this well, as I was a teenager in high school in the Bay Area at that time. There was a great need to preserve public access, prevent development and stop off-shore oil drilling from taking over our coastal

areas. Up to that time, some portions of our coast had become an industrial waste land. This has since been cleaned up thanks to the CCC. The agency is tasked with protection of coastal resources and ensuring shoreline public access and recreation opportunities. The CCC is also tasked to provide or encourage low cost visitor accommodations and to consider the following in all their permit decisions: terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. However, we never envisioned the CCC would become a politicalized tool of the elitists. Now it appears the CCC has forgotten why the people of California created them. The CCC has allowed hotels to be built on bluffs overlooking the Pacific, numerous residential developments, all the while voting to close a much-loved Oyster Farm and shut down historical mining operations. All of which goes against the reasons the Commission creation. The CCC told the OHV Community during the meeting in July that their number one mandate was to protect the coastal environment but by all the permits approved for commercial development along the coast, we know this isn't true.

On or about June 21, 2019 the CCC Staff published a report to be acted on at the July 11th meeting of the CCC in San Luis Obispo. I understand this report came as a surprise to the CCC, California StateParks, OHMVR Commission, local business and local governments. Ironically, all of these entities have been working together for many years, yet staff chose not to share the results of this study with anyone prior to the public release.

The report contained eight recommendations which if implemented, would allow the continued operation of the SVRA. The recommendations were:

- Increase Predator Management.
- Increase Operational Enforcement.
- Add Fencing.
- Enhance Public Outreach.
- Eliminate the TRT and Implement Annual Reports.
- Add Special Events Protocols.
- Prohibit Night Riding.
- Prohibit Arroyo Grande Creek Crossing.

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Early motorcycle at Oceano-Pismo Beach ca. 1905.

A DEFINING MOMENT

Amy Granat, Managing Director

This issue of the Off Roaders in Action reflects extensively on the Coastal Commission meeting of July 11th, called after staff released a report recommending the closure or severe curtailment of off-road riding in Oceano Dunes SVRA.

Approximately 1500 OHV supporters came to the meeting to express their disapproval for the proposals presented to the Coastal Commission by their staff. Many also came to the meeting to express disapproval with the manner in which the Executive Director and staff of the Coastal Commission treated OHV and by extension OHV enthusiasts. Statements were made in the local paper by the Executive Director of the Coastal Commission widely disparaging off-road use in the dunes. In interviews he spread rumors and innuendo about supposed negative effects of OHV riding in the dunes without ever attempting to find the true facts. Many people were blindsided by the release of this report, including state officials, local and state government representatives, business owners and a myriad of others who would be negatively affected should staff proposals be adopted by the commission. The fact that everyone was ignored and this report developed in secret should give everyone pause. Elitists are trying to drive this agenda, and it's only through vigilant oversight can we keep the historic Oceano Dunes SVRA open to off-road travel.

During public comment at the commission meeting, a situation developed where off-road advocates were not given the same amount of time to testify to the commissioners as had previously been granted to opponents of off-road recreation. Unfortunately, this affected CORVA and other groups the most, as we had prepared 5 minutes of testimony but were only allowed to speak for 2 minutes. Below is CORVA's original testimony to the Coastal Commissioners:

Commissioners: You've heard many questions from those testifying about the conclusions reached in the staff report regarding travel on Oceano Dunes, and CORVA has specifically noted the lack of peer reviewed science. The absence of valid science indicates the conclusions drawn in the report are based on rumor and innuendo. All we can conclude is that the staff report is a carefully coordinated attack meant to discredit off-roading and by extension off-road enthusiasts.

Saltation, a natural phenomenon, has been grossly misrepresented by staff who have resorted to using unproven and inexact science to support their pre-determined quest for closure in the report. It is clear that staff wants to eliminate off-roaders from Oceano Dunes. The air of moral superiority that infused the staff report seemed carefully crafted to convey a message to off-road enthusiasts that said; "We don't want you in our community and you don't deserve access to 'our' beaches."

Staff testimony presented today to the commission mirrored the report as it was replete with supposition and suggestion instead of appropriate science and fact. But what was clear to everyone listening was the undercurrent of disregard and outright disapproval for off-road enthusiasts, laid bare for all the hear. The sudden release of this report proves our point, since it was obviously a document worked on for some time, but was kept secret from the public as if they feared daylight would expose their inherent bias.

Equally unacceptable is that staff for the Coastal Commission veered dramatically from the commission's mission to protect public access to coastal areas for average Californians, and instead is proposing to eliminate affordable public access to the coast for millions of citizens.

It would be an act of social injustice to take Oceano Dunes away from the off-road community, many of whom travel here every summer from the Central Valley. Please ask yourselves what other opportunities exist for Central Valley residents to get away from the heat and enjoy camping on the beach with their families in an affordable manner? The answer is easy – there is nothing like Oceano Dunes!

Perhaps staff wants to appease a vocal minority of residents who are victims, not of off-road travel in Oceano Dunes, but by those who granted permits to developers to build expensive homes in a well-known high wind area. Those who issued the permits were most likely motivated by greed, since locals knew the Nipomo Mesa was not an appropriate place to build a housing development.

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LAND USE REPORT

August - September 2019

COASTAL COMMISSION MEETS TO CONSIDER FUTURE OF OCEANO DUNES SVRA

At a full day hearing in San Luis Obispo the Coastal Commission rejected staff recommendations to add further restrictions to OHV use and agreed that State Parks should be allowed to continue with development of its Public Works Plan for the SVRA. The commission voted 8-2 in favor of prolonging action.

Approximately 1600 people gathered in San Luis Obispo for the debate, including hundreds off-road vehicle enthusiasts who passionately spoke of their family's love of recreating with dirt bikes, sand rails, buggies and quads on the dunes.

The decision came at the end of a daylong hearing in response to a Coastal Commission staff recommendation to limit and eventually phase out off-road vehicles at the Oceano Dunes, due to issues regarding air quality and public health, rare and endangered species and habitats, environmental justice, and tribal concerns.

Coastal Commission Staff had initially recommended that more of the park be closed off from riding to protect snowy plovers, ban on off-roading at night, and seasonally close the Arroyo Grande Creek crossing, along with other restrictions.

Further, staff said the park is an environmental justice issue, with the low-income people who live near the popular park bearing the brunt of traffic, trash, pollution and other problems without seeing benefits.

Commissioner Sara Aminzadeh said she never thought that she would support vehicles on the beach, but that the comments she heard changed her mind, saying, "I've been struck by the notion that we all fall in love with nature in different ways."

Still, she said the staff recommendations are reasonable and "if there is a chance to save this activity at the beach, it has to be pursued. ... I think these modest recommendation will only help our learning to understand if there is a way forward with OHV on the beach."



This was the most recent iteration of a 37 year fight over the Dunes. The decision was consistent with the request of State Parks director Lisa Mangat, who asked that the commission collaborate with State Parks toward completing plans to improve dune habitat and park management.

"State Parks commits to protect some of our most precious resources while still striving to provide world-class recreation opportunities," Mangat said "We need to strike a balance."

An important point that emerged from the discussion was that one of the underlying issues is conflict of two state laws, the California Coastal Act that is focused on protecting coastal resources and controlling development and the Public Resources Code that guides management of the State's recreation resources.

Commissioner Padilla pointed this out, saying "This is a conflict between some of our provisions of law and how we administrate protected resources in our state. ... That's why we are in this conflict," he said. "We have a mandate to provide recreational opportunities."

Staff had recommended that the SVRA be required to add more fencing to protect coastal resources, reduce the number of visitors allowed into the SVRA, increase enforcement of speed limits and allow future closures for dust control.

"We are not recommending, today, total closure," commission staff member Kevin Kahn said at the beginning of the meeting. "We think it's time for significant change to OHV use at Oceano SVRA."

Continues pg 6 »



OHV POSITIVE

Vinnie Barbarino, Southern Director

It's mid-August and I'm writing this for the Fall edition of the ORIA (Off Roaders In Action). Oh-Ry-Uh is how it's pronounced. If you didn't know, that's what we on the CORVA Board of Directors call our newsletter.

We do our best to publish the ORIA on a quarterly basis. Sometimes it's a little late but sometimes it's early. However, we always do our best to get it completed, make sure it's accurate and tell you what CORVA is doing to keep access to YOUR trails and areas open.

As usual, we've been busy. First off, a group of us went to the California Coastal Commission meeting in SLO. Pronounced Slow. Short for San Luis Obispo :) The Commission was going to vote to close Oceano SVRA (State Vehicle Recreation Area) to all OHV (Off Highway Vehicles). There were about 5 CORVA board members at the meeting along with approximately 1,600 other concerned OHVs. The meeting lasted into the evening and ended with the Commission agreeing to give State Parks one year to come up with a plan to mitigate the issues of concern. Their concerns are focused mainly on dust from the dunes that blows onto the Nipomo Mesa where the Commission had, years ago, allowed developers to build expensive homes and remove the vegetation that blocked the homes' view of the ocean and dunes. Those homes should never have been built there. Wind and dust have ALWAYS been blowing in that location. Long before OHVs were going there. How do you think the dunes were formed in the first place? Yet here we are. The anti-OHV crowd are using "blowing dust" to try to close an area that is mandated by state law to be open to OHV use ever since the Off Highway Motorized Vehicle Recreation (OHMVR) program started in the early 1970s. Now, more than ever,

CORVA needs your support so that we can help State Parks come up with a solution.

On another note, CORVA has submitted "Substantive Comments" on the Red Rock Canyon State Park Management Plan. Red Rock Canyon is nestled in between Jawbone Canyon and Dove Springs riding areas. A big thank you and kudos go out the Bruce Witcher and Amy Granat for writing those "substantive comments." Without "substantive comments" like these, the OHV community would certainly suffer more closures than we already do.

What are SUBSTANTIVE COMMENTS? They are comments with meat on their bones. They are comments that use science and logic to keep trails open. Comments like, "We really like going there" and "It's our favorite spot" are NOT substantive comments. Anyone can write those. It takes planning, research and expertise to write SUBSTANTIVE COMMENTS. Comments that aren't substantive don't hurt but they do little to sway agencies into keeping areas open. That's why it's crucial that CORVA has the financial support of the entire OHV community here in California. CORVA is the leader in writing SUBSTANTIVE COMMENTS for access to trails. No one does a better job.

So be sure to support our efforts by renewing your membership, sending in a donation (and seeing your name and donation amount in the ORIA) and by purchasing some of our merchandise and attending our events. Don't forget to support the companies that support us and mention CORVA when you do. Come see us at the Sand Sport Show (Sept 13-15) and the Off-Road Expo (Sept 21-22) and at the KMC Jeep Bash (Sept 21) at Bolsa Chica State Beach. We can't do it without you. So tell your friends and fellow club members to join and support CORVA (California Off Road Vehicle Association). Pronounced CORVA.

« Land Use, continued from pg. 4

Concerns about Economic Impacts

Many raised concerns with job loss, family tradition and accessibility to the land. Wayne Foster, who has owned BJ's ATV Rentals in Grover Beach since 2005, deals primarily with dune riders at the park. "We've grown to 26 employees, and they're all asking what we're going to do," Foster said. "All I can say is, 'Learn to wash windows,' because dust will still be blowing."

Lea Hensley is a resident of Oceano and mother of three daughters. Her children are fourth-generation "duners," she said, and her family has been in the community for five generations. "It's a big family atmosphere, and I don't think it's portrayed like that," Hensley said. "It's not the wild, wild West."

Mark Leister said his entire family, including his two children, loves the dunes — adding that it is the only beach his father-in-law, a disabled veteran, can easily access. "My father-in-law is missing half a leg. If it wasn't for OHV at the dunes, he would never get to the beach."

Environmental Concerns

Those in support of the staff recommendations raised concerns about air quality and wildlife habitats. One Nipomo Mesa resident asked the crowd at the meeting to imagine living on the Central Coast, but being told you need to shut yourself inside one of every four days to protect your health. That's how often, on average, air quality on the Nipomo Mesa violated state standards in 2017. On any given day, the man said, he wakes up not knowing if he can safely garden or go for a walk.

Cynthia Repogle, an Oceano Community Service District director, said the community has been waiting for action on the Oceano Dunes for years. "When the whole beach is a highway, even the creek, no place is safe," Repogle said. "Oceano has been waiting for environmental and economic justice for decades."

Background

State Parks entered into an agreement with the San Luis Obispo Air Pollution Control District by signing on to a Stipulated Abatement Order (SOA) which sets term and conditions for reducing dust emissions from the SVRA. The SOA includes a time line for reduction of dust emission from the Dunes, with an annual Report and Work Plan prepared with assistance from the Scientific Advisory Group for each year of the five-year term of the Particulate Matter Reduction Plan.

The PRMP provides information that will hopefully allow the SVRA to achieve federal and state ambient air quality standards. It will also provide information about the long-term feasibility, support, and implementation of dust control measures at Oceano Dunes SVRA.

The SOA and related PRMP (Dust Control Plan) are controversial because they will allow the SVRA to meet only some of the SOA's air quality objectives and would significantly diminish the area available for OHV use and on site camping. This calls into question the long-term viability of the SVRA.

Oceano Dunes SVRA operations must continue in order to maintain the existing sources of funding that have supported conservation efforts, including the Snowy Plover management plan.



RED ROCK STATE PARK GENERAL PLAN UNDER DEVELOPMENT

A planning effort is underway to revise/update the current Red Rock General Plan, and to include new properties added since 1982 and establish clear goals and guidelines for future management, development, access, and use of Park properties in their relationship with adjacent public lands.

RIP, STEVE MORRIS



The CORVA Board of Directors is sad to report on the passing of Steve Morris, an icon in the off-road community. This year Steve was voted for induction into the Off Road Motorsports Hall of Fame (ORMHOF).

From the ORMHOF announcement of July 11, 2019: "Steve Morris was a Jeep Dealer who continued to follow his passion for off-road by moving into the role of advocate for off-road recreation and public land access for California and Nevada. He was instrumental in the development and formation of the California Association of 4WD Clubs (Cal4Wheel) in 1959. He served on the board as the first Cal4Wheel president and helped develop the

by-laws that the organization still follows today. Steve is still active and sits on the Rubicon Oversight Committee (ROC) meetings in El Dorado County, California. There is a spot on the Rubicon Trail at the top of Cadillac Hill called 'Morris Rock' where Steve and his wife would camp out every Saturday night, offering a helping hand to vehicles who were having trouble navigating the challenging trail by winching them through the difficult spot." There is more information on the ORMHOF website at:

<http://bit.ly/stevemorris>

Please join us in sending condolences to his family and friends.

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CORVA LEGISLATOR OF THE YEAR

CORVA was proud to present to Assemblywoman Lorena Gonzalez-Fletcher the CORVA Legislator of the Year Award for 2018.

The Assemblywoman was very happy to receive the award, and related her off-roading experiences in Ocotillo Wells SVRA. Picture in the photo from left to right are: Jean McConnaughey, CORVA BOD members Ed Stovin, Assemblywoman Lorena Gonzalez-Fletcher, CORVA BOD member Bob Ham, Rick Moore, Chair of the OHMVR Commission Tom Lemmon.



« President's Message, continued from pg. 2

The most alarming part of the Staff Report stated; "The bottom line in staff's view is that the Park and the CDP cannot continue to operate as it has in the past, and that the range of coastal resource issues and constraints affecting ODSVRA together suggest that it is time to start thinking about ways to transition the Park away from high-intensity OHV use to other less intensive forms of public access and recreation". This set-in motion a rapid and intense anti-closure response from the OHV Community.

The OHV community, together with government officials and business leaders from all around the state and the entire nation submitted comments to the CCC prior to the meeting. Social media exploded with rumors that the commissioners would vote to close Ocean Dunes to OHV at the July 11th meeting. User groups all over the State made plans to attend the CCC meeting. No one knew how many members of the OHV community would show up. Amy and I made plans to attend. CORVA BOD members Vinnie Barbarino and Jim Woods made last minute plans also.

Amy and I arrived the day before the CCC meeting. We joined a group of user groups for strategy planning at a beautiful winery overlooking the vineyard as the sun set. The view, (and I presume the wine) encouraged a great discussion of the issues. Attendees at this pre-meeting included OHV groups both local and

statewide, business leaders, local residents, and local government officials.

The morning of the meeting I started the day having breakfast with members of the CORVA club Point Mugu 4x4. Arriving at the meeting venue around 8 am, in plenty of time for the 9:30 meeting, I was amazed to see a line of people around the building, most of whom had come to support OHV in the Dunes. As we waited for the meeting to start the CCC Staff was working on a plan to collect comment cards from all those who wanted to voice their support. All the while the line grew it encircled around the perimeter of the hotel. Roughly 2,000 people were in line, with approximately 1,600 of them pro-OHV. There were so many people, Coastal Commission staff had to open a second room although they had no chairs available, a video feed was provided. A listening area was also set up on the grassy knoll outside of the hotel and there was video set up by the Duners in the parking lot. I spent half of the day outside talking to the folks in line. The off-road community had made 1050 brightly colored stickers that I and others handed out to those in line so they would show up as supporters of the Dunes. We never expected to run out of stickers, but we did!

The meeting started with Staff presenting their report. Afterwards, Lisa Mangat the Director of State

Continues next page »



« A Defining Moment, continued from pg. 2

To enhance the value of these homes, developers proceeded to cut down all the trees shielding wind and dust from these ill-sited homes improving the ocean view but vastly increasing the naturally occurring dust from the sand dunes. Ironically, plans and permits are in place to build almost 300 additional homes in the same area, all driven by the quest for money that can be made from the sales of these new homes.

To conclude, CORV believes the proposal is biased, designed to take away something precious from off-roaders who have been deemed undeserving by Coastal Commission staff. We ask you to remand this report immediately.

Parks spoke in support of the Oceano Dunes SVRA Public Works Plan that is still in progress.

Public testimony lasted until almost six in the evening. The opposition was minimal until one gentleman equated OHV recreation as being as deadly as "Bump Stocks". A local Tribal member spoke eloquently that he believes somehow OHV is responsible for the demise of the 13-foot Three Toed Sloth. Several of our OHMVR Commissioners spoke of their concerns that the CCC Staff did not communicate with the OHMVR Commission. Local Business owners including CORVA supporters PCI Race Radio's, John Ortiz with Faultline Powersports and Debbie Pellegrino of GenRight Offroad. Local government representatives shared how their communities depend on the 2 million visitors that come to the Dunes every year. Hundreds of dunes spoke of how they grew up on the beach and now they enjoy recreating with their grandchildren on the beach. Off-roaders spoke of their love of the dunes till after 5 in the evening. Finally, the CCC Staff made their final recommendations which included closing the dunes to OHV. Then it was time for the Coastal Commissioners to speak, and several made it clear that is time for OHV use on the Dunes to go 'the way of the dinosaur' (Commissioner Steve Padilla). The Commission asked Lisa Mangat if State Parks would consider the recommendations of the CCC Staff in the Public Works Plan and deliver a completed PWP in one year's time.

Lisa agreed, and it was decided that the OHMVR Commission and the Coastal Commission would work together with stakeholders during this analysis. The CCC then called for a vote, and most of them voted to allow the Public Works Plan to move forward, however they asked State Parks to give them quarterly updates. Our portion of the meeting ended at 6:30, however then the CCC had to hear the remainder of the agenda items and they didn't adjourn until 12:30am.

This was the largest response from the OHV community I have seen since the California Water Board staff attempted to close the Rubicon. I am very proud of those that took the time to come to the meeting and to speak. But I wonder why our government must use the C word (Closure) before our community stands up for itself. Not to mention why the businesses that depend on us for their sales sit by the sidelines and don't get involved.

Where do we go from here? CORVA is involved at all levels of the battle and we wield influence on the battlefield every day. However this battle ends, we, the OHV community, need to ensure we come out with dunes that are protected for OHV use until the end of time.

It was the largest response from the OHV community I have seen since the California Water Board Staff attempted to close the Rubicon. I am proud to be a part of it.

We recently reported on the public meetings related to the Red Rock held on March 26 and 27 in the last ORIA.

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« Land Use, continued from pg. 6

State Parks has since released concept plans that are available on the Red Rock Planning website. http://www.parks.ca.gov/?page_id=25064.

CORVA has been actively engaged in the planning process. The last proposal was in 2008 was suspended due to lack of funds. In conjunction with local advocates such as the Ridgcrest Roundtable CORVA has submitted extensive comments on the Concept Plans.

None of the concept plans include reopening Nightmare Gulch to vehicular travel, and none include OHV travel on Black Rock Canyon Road. All draft concepts would close the Cudahy Camp area to motorized travel. Northern vehicular access to Last Chance Canyon would be available only via Pleasant Valley Road.

The comment period on the concept plans was extended through August 1, 2019.

EFFORT TO STOP CARNEGIE SVRA EXPANSION CONTINUES

SB 767 is presently in Assembly Appropriations Committee on the suspense file. This is typical for most bills at this time of year and is no indicator of whether or not the bill will eventually go to the Governor for his signature.

SB 767 (Glazer) will change state law to allow the State Parks Department to dispose of the 3,100 acre Alameda-Tesla Expansion Area (also known locally as "Tesla Park") in order to require permanent preservation of the land if it is determined by the Department to be in the public interest. Proceeds from any such sale would be returned to the OHMVR Division.

SB 767 is similar to the last year's bill that did not pass.

CALIFORNIA WILDERNESS BILLS GET HOUSE NATURAL RESOURCE COMMITTEE HEARING

Could these bills be part of the next omnibus lands bill?

When the Democrats gained control of the House key committee chairmanships changed hands. Most important for us, Rob Bishop of the House Natural Resources Committee was replaced by Raul Grijalva,

D NM. Those of you who follow wilderness legislation will recall that Bishop would rarely if ever give wilderness bills a hearing unless they had strong bipartisan support. Grijalva, on the other hand, "never saw a wilderness bill he didn't like".

It is not surprising that with Grijalva as chair we're seeing extreme wilderness legislation being heard in his committee. These are bills that didn't make it into the Dingell lands bill passed earlier this year. Although Dingell's bill designated new wilderness, the designations weren't extensive, and the bill also gave something to other forms of recreation including OHV. Dingell included the Clear Creek Bill and the Desert Protection Act that included long sought protections for OHV opportunity such as reopening the Clear Creek Management Area and congressional designation of the five OHV open areas in the California Desert, our best shot preserving these areas for future generations. To gain bipartisan support the bill designated new wilderness and wild and scenic rivers but did not close any existing designated motorized routes.

The suite of bills that received a committee hearing under Grijalva give us absolutely nothing, and in some cases would close existing designated routes despite claims to the contrary, a violation of the doctrine that new wilderness would not close existing motorized routes.

CORVA along with other access advocacy groups has long taken the position that existing protection of federal land is more than adequate to preserve them from development. Logging, mining, drilling and unmanaged recreational use were addressed long ago through existing land management plans and NEPA protections. Excessive wilderness designation is bad land management policy. New wilderness designation has not been recommended by the Forest Service or BLM for many specific areas, and for good reason. Wilderness vastly complicates wildland fire management, fuel reduction programs, invasive weed control measures, and road and trail maintenance. Just try clearing a 10-mile trail with a crosscut saw sometime!

These bills have a way to go and must be heard in the Senate Committee on Energy and Commerce chaired by Lisa Murkowski before going to the floor for a vote. They should be amended appropriately if allowed to move forward at all.

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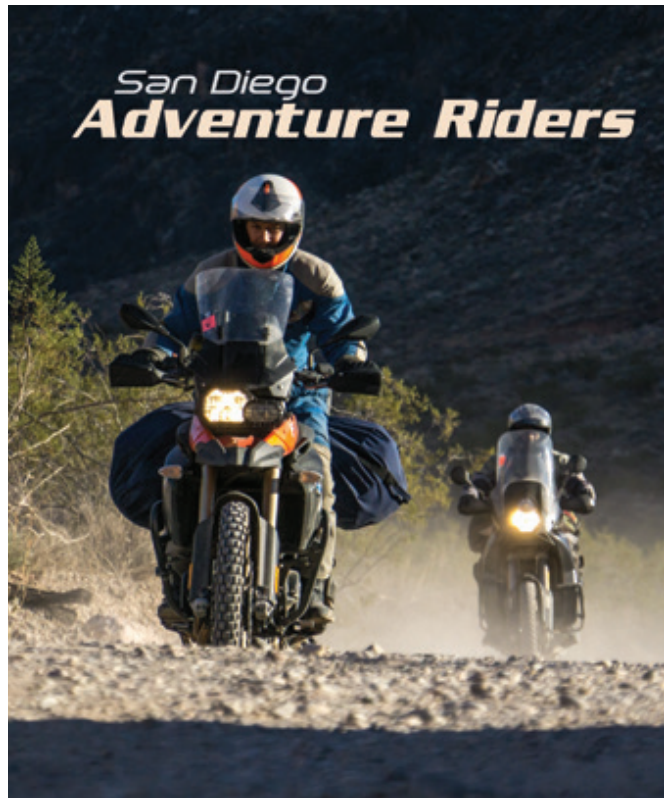


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The founding roots of the brand go back 20 years in the powersports industry with a purpose of keeping and maintaining the freedom and fun that comes with two wheels on dirt. We're saying it loud and clear "RIDE THE AREAS THAT MAKE YOU HAPPY". The Dualarchy Trademark is also loud and clear, we WILL ride the areas that make us happy. As Dual Enduro molds and comes to shape with items it offers and partnerships it forms that statement will always be the forefront of what it believes deep down. The freedom and expression that comes with riding in open natural terrain is Americas last frontier. You

can choose how far you can go, where you want to go, and how long you want to stay.

Dual Enduro is a native of Southern California. Even though dreams far exceed its native home, Dual Enduro will always be here for California first.

Dual Enduro will always be here to support those who supports its values. That's why Dual Enduro has chosen to give a portion of its proceeds to help support CORVA. CORVA is California's defense against losing its precious public lands and taking away the freedoms we all have rights too. In Fall/ Winter of 2019 Dual Enduro will have a small casual offering to help its dreams a reality. The old saying goes, "AIM SMALL, MISS SMALL", we plan on aiming big.



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JUDY CHU'S SAN GABRIEL MOUNTAINS FOOTHILLS AND RIVERS PROTECTION ACT

The San Gabriel Mountains Foothills and Rivers Protection Act would accomplish three goals:

1. Expand the boundaries of the San Gabriel Mountains National Monument to include the Western areas of the Angeles National Forest
2. Establish a National Recreation Area (NRA) along the Foothills and San Gabriel River corridor
3. Establish new wilderness areas and designate Wild and Scenic Rivers

PRESIDENT TRUMP SIGNS SWEEPING LANDS PACKAGE INTO LAW

U.S. Sen. Lisa Murkowski, R-Alaska, today commended President Donald J. Trump for signing S. 47, the John D. Dingell, Jr. Conservation, Management, and Recreation Act, formerly known as the Natural Resources Management Act, into law.

This landmark legislation would designate or expand six Off-Highway Vehicle (OHV) Recreation Areas in the California desert. These are Johnson Valley, Spangler Hills, El Mirage, Rasor, Dumont Dunes, and Stoddard Valley. Combined with the nearly 100,000 acres that



Photo: John Lemieux

make up the existing Johnson Valley OHV Recreation Area, this bill will ensure that over 300,000 acres are permanently open for OHV use in the California Desert.

This legislation designated the Alabama Hills National Scenic Area. Activities such as filming, hiking, mountain biking, rock climbing, hunting, fishing, and authorized motorized vehicle use would be unaffected.

Established the Vinagre Wash Special Management Area to protect 81,000 acres of public land in Imperial County, while preserving motorized recreation along designated routes.

CENTRAL COAST HERITAGE PROTECTION ACT

Leaders from California's conservation and outdoor-recreation communities testified in Washington, D.C., Wednesday in favor of a trio of public-lands bills that would protect more than a million acres in the Golden State.

The Central Coast Heritage Protection Act would designate as wilderness 245,000 acres in the Los Padres National Forest and the Carrizo Plain National Monument.

Two other bills protect lands in the San Gabriel Mountains, and in Trinity County in Northern California. Opponents of the bills say the lands have adequate protections and should be managed with an eye to increasing domestic energy production.

A second bill, the Northwest California Wilderness, Recreation and Working Forests Act, would establish a 730,000 acre South Fork Trinity-Mad River Special

Restoration Area, and designate 262,000 acres of wilderness, and 379 miles of Wild and Scenic rivers.

"Some areas that people had specific and legitimate concerns were removed from the bill," Collard said. "It does lock up some timber. But the areas that are proposed are roadless areas and, really, no timber harvesting has been happening in those for the last 25 years."

David Diaz, executive director of the group Active San Gabriel Valley, said the San Gabriel Mountains Foothills and Rivers Protection Act would fund needed improvements.

"Right now there's trash, graffiti, safety hazards and very few visitor facilities," Diaz said. "So those conditions increase fire danger, decrease water quality and really, threaten the diverse ecology."

The bill also would add more than 30,000 acres to the Yerba Buena, San Gabriel and Sheep Mountain wilderness areas of Southern California.

Continues pg 18 »

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Jeeps and Creeps 4 Wheel Drive Club is located in north San Diego County, and has been a big supporter of CORVA. We were at their monthly meeting recently to bring them up to date on issues at Oceano Dunes, Carnegie and the BLM Desert Advisory Council. The club donates to CORVA, assisting us financially and also runs a checkpoint at the CORVA Truckhaven Challenge event. Thank you Jeeps and Creeps!

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IN OVERDRIVE

Ed Waldheim, former President, CORVA

I am always told that every person is important and has a part in our government's decisions. Well, I can tell you the volunteer work that CORVA members do with our Friends partners is vital to our sport and every single one of you is very important!

Just imagine if you were not helping the way that you are in your riding areas. Would that area even be open today to riding and recreating? Would access be open to public land use even be there? Take a moment and think about this.

Those of you who are working so hard to keep our lands open by working on trails, tractors, handing out signs, working shows, getting new CORVA members, going to OHV lobby day, etc., you are among the most important people in the world of off-roading.

If you don't have an interest in helping in any of these areas, please think again. Do you go riding and think nothing about why you have the privilege of riding? Oh yes, you paid your membership fee (for which we are grateful) and hoped you joined 2 or 3 other organizations of your choice, but have you ever

thought about actually helping to keep our lands open?

As the song says, "This is your land, this is my land." Yes, the BLM and Forest Service are managers of the land, but they are not the owners, you are. This is why CORVA has worked so hard to make it possible for you to participate with all the Friends groups we have started.

Please join CORVA and other organizations that work tirelessly to keep our riding areas open. The few of us who are giving it all we've got, cannot do it all alone. It takes all of us to help.

Call or email CORVA if you want to volunteer or help in any way. We will find a job for you.

I hope to see you on the trail.

As CORVA celebrates our 50th Anniversary, we are looking back in our archives and reprinting articles that address CORVA's mission to; "Keep Public Land Open FOR the People, Not FROM the People". We are pleased to reprint this article by former CORVA President Ed Waldheim.

« Land Use, continued from pg. 15

WHAT YOU NEED TO KNOW ABOUT THE FOREST PLAN REVISIONS

Highlights of the Preferred Alternative

- One additional recommended wilderness area on the Sequoia National Forest: Monarch Wilderness Addition – South, which comprises of 4,906 acres within the Giant Sequoia National Monument.
- No additional recommended wilderness areas on the Sierra National Forest.
- Sequoia NF: Update inventory to include 329.6 miles of eligible wild and scenic river segments (67.4 miles in Giant Sequoia National Monument).
- Sierra NF: Update inventory to include 46.9 miles of eligible wild and scenic river segments (8.7 miles in Giant Sequoia National Monument).
- Pacific Crest Trail - PCT Management Area is defined as a corridor of the visual foreground up to one-half mile from the centerline of the trail where visibility is not obscured by terrain. New permanent roads would not be permitted within the PCT Management Area unless required by

law to provide access to private lands. New motorized recreation and mountain biking trails within the PCT Management Area may be authorized in site-specific travel management decisions and would be designed to minimize the visual, sound, and resource impacts to the PCT.

- Updates recreation opportunity spectrum classes and integrates recreation management approaches with ecological restoration approaches. Includes Recreation Management Area (RMA) framework for recreation management and resource protection, to focus management where it is most needed and provide the public with more clarity and certainty about how lands would be managed for recreation uses.

Alternative A: The No-Action Alternative A is the "no action alternative."

If chosen, the forests would keep their current plans in place and all existing management direction would remain the same. This alternative may not meet future resource needs, utilize the best available science to address forest resiliency, or address issues raised by the public.

Alternative B: The Active Restoration Alternative

Alternative B is the "preferred alternative" and is reflected in the draft forest plans. It focuses on active



management to restore healthier ecosystems that are fire-adapted, clear direction for managing fisher and California spotted-owl habitat, the development of recreation management areas, and an aquatic and riparian habitat management strategy. Alternative B was designed to be responsive to issues on the proposed action raised during scoping.

Alternative C: The Passive Restoration Alternative

Alternative C approaches forest restoration more passively than alternative B. It focuses on improving fisher, California spotted owl and seral habitat. Restoration is focused on mostly non-mechanical vegetation treatments to avoid immediate impacts to at-risk animal habitat, with mechanical treatment focused mostly in areas within a one quarter-mile buffer from structures (referred to as the defense zone). This alternative provides the most recommended wilderness acres of all the alternatives analyzed.

Alternative D: The Maximum Active Restoration

Alternative D is the most aggressive approach to forest restoration. It focuses on achieving long-term goals for creating resilient forests to maintain future species habitat, with the recognition that there would be short-term impacts to at-risk species. Restoration would happen at a rapid rate across large portions of the forest by relaxing some wildlife constraints in

various fire zones to allow treatments that help protect communities. There are no recommended wilderness areas under this alternative. Alternative D was designed to address issues 2, 3, and 8.

Alternative E: The Passive Restoration & Backcountry Management Alternative

Alternative E shares a similar overall framework of passive restoration to Alternative C. Alternative E proposes different locations and overall less recommended wilderness areas than Alternative C, and the inclusion of a backcountry management area, which allows mechanized and limited motorized use. Alternative E was designed to address issue 6.

OVER SNOW TRAVEL MANAGEMENT PLAN UPDATE

OHV advocacy groups have been extremely busy dealing with Forest Service Travel Management Subpart C that requires designation of routes and areas where over snow travel will be allowed. Originally the Forest Service was not going to take action on this rule; however a court decision following a lawsuit by Snowlands and other environmental groups has forced the Forest Service to develop new regulations for over snow travel.

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OHV, THE GREAT UNTING FORCE

Diana Mead

We live in divisive times. Many of us are choosing sides, or declaring allegiance to a particular tribe that represents our values, beliefs or interests. Way too many of these alliances seem to exclude more than they include.

I have never been shy about stating my beliefs. This is because they are an integral part of who I am, and I have chosen to use my voice. Does it make a difference that I am a Democrat who advocates for OHV? To some it clearly does. To others, generally those who know me more personally, not so much. But here's the crux. Every single time we negate a member of our community who does not believe as the community sees itself, we lose some of our voice. Some of our strength; some of our knowledge; and some of our ability to build bridges.

Over time, we have learned to discipline those in our community who hurt us as a whole. Social Media most days, gives us examples of "off road enthusiasts," who have broken the rules and have lost access for an entire community. Honestly, some of these folks don't care; others just don't know what they've done. I am sure each of us knows some of these abusers. Some of us may even be them. We will find ways to work

with both, differently of course, but both impact us, and ignoring or shunning them won't eliminate the problem. Somehow, we are learning how to deal and accept accountability. If we don't, then we all lose.

It is the same with the other differences we carry. Believe me when I tell you that I am not the only Democrat/Liberal who is passionate about off road recreation. While I don't want you begin glancing suspiciously at those you share the trails with, I assure you there are more of me than you can imagine. You probably like them just fine, maybe even appreciate their MacGyver or supply abilities. Basically, if they don't tell you, you will never know. It simply doesn't matter out on the trail or at the campsite.

The OHV community cannot afford to silence any voices in the fight we have undertaken. We must pull the abusers closer and teach or police them. We would be wise to "unleash" and recognize the liberals among us so our representatives and our enemies understand that OHV crosses party, economic and geographic lines. OHV is a cross section of California and we count. We have a voice. We are powerful. We can be more so.

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Volume 31, Issue 3

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Get in Touch

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

WHAT IS CORVA?

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

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

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

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

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

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

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

We coordinate with other multiple use organizations such as snowmobiles to horse enthusiasts to protect multiple use rights that we both share. Only together can we fight the extremists. We are dedicated to protecting our lands for the people, not from the people. For more information, contact Amy Granat, Managing Director:

amy.granat@corva.org or 916-710-1950

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