



Join us by conference call for our 2020 Annual Meeting

Annual Meeting Part 1, Mon April 27th 7:00pm

Annual Meeting Part 2, Mon May 18th 7:00pm

Need help? Info@corva.org

Off-Roaders in Action

Spring 2020

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Protecting Public Land FOR the People
Not FROM the People

ADVOCATING 4 ACCESS – AN OFF-ROAD PRIMER



We have many problems facing off-road recreation opportunities in California, and chief among those is the potential closure of Oceano Dunes State Vehicular Recreation Area. Everywhere we look there are problems facing Oceano that seem unsurmountable – except for the fact that they are not! That’s simply what our adversaries want you to believe.

Our adversaries want us to lose hope, and want us to stop fighting. But all of us at CORVA are making a pledge to keep fighting for Oceano Dunes as long as it takes to save the park. CORVA is celebrating 50 years of fighting for off-road recreation opportunities, staying true to our mission; “Protecting public land for the people, and not from the people.”

As off-roaders, we need to contact our state representatives, over and over again. We are also in an election year, and although CORVA is bipartisan per our bylaws, we are allowed to remind our members that your vote can make a big difference in this state. Do your homework, and meet with the candidates for office in your districts.

For legislators already in office, please know that your personal political views do not matter. An elected candidate is sworn to represent all the people in the

district, not some of the people in the district. The fact that you are a constituent makes a big difference. Use the Now or Never Campaign as your guide. Make appointments and talk about how important off-road opportunities are to you and your family. Show pictures of friends and family enjoying riding, driving and camping. Try to find common ground with your representatives.

Engaging with your representatives is critical to our overall success. Whether we’re talking about Oceano Dunes or Carnegie, our community does not engage the way our opponents have learned to work the legislature. CORVA encourages you to take the first step and we are giving you the tools to achieve your goals. Use the primer, and if you have any questions, feel free to reach out to amy.granat@corva.org at any time. CORVA is here for you!

CORVA, THE FIRST 20 YEARS

Recollections by Bob Ham

The California Off Road Vehicle Association was formally incorporated with the California Secretary of State 50 years ago in 1970. As part of our 50th year celebration, one of our original founders who is still active on CORVA’s Board, Bob Ham, put together a brief story on the first 20 years of CORVA. Since Bob was always more involved in the land use and legislative aspects of CORVA, his story about the early years chronicles our involvement with several key pieces of legislation. These bills shaped the future of CORVA as well as the off road recreation sport in California during those first 20 years. What follows is Bob’s recollection of CORVA from its’ beginning through 1991.

It was 1969 or so, when a bunch of off road vehicle clubs got together to form CORVA, the California Off-Road Vehicle Association.

We could see that things were changing, and we knew that ORV people were going to have to organize, and stand together, to protect our right to participate in our favorite activity.

The BLM was being phased out because their old mission as the “Land Office”, tasked with disposing of public land, was winding down. Those desperate bureaucrats recognized that the emerging ecology movement would provide them with a critically needed relevancy, and they immediately began proposing new rules, regulations and fees upon us, where none had previously existed.

At the same time the State Park System had already closed several popular recreation areas to off road use and was setting its sights on closing the very popular Pismo Dunes (now Oceano Dunes, SVRA) Recreation Area to off-roading.

Continues next page »

THE NOW OR NEVER CAMPAIGN

Act Now, or Never Complain About Lost Opportunities

An Off-Road Primer - How to Make a Difference

Starting conversations about critical issues or influencing policy can seem difficult and intimidating. When thinking about off-road recreation, it's up to us to educate administration members, legislators and

staff so they understand our experiences, not our vehicles.

Off-road recreation cuts across all demographics and ethnicities, and is a very important source of revenue for rural counties throughout California.

ACCESS 4 ALL: FAMILY, FRIENDS, FREEDOM AND FUN!

FIRST CONTACT, YOUR REPRESENTATIVES – WHAT'S IN IT FOR YOU?

- This is your chance to share your ideas, experiences and frustrations!
- Choose letter, phone or personal visit, at district office or Sacramento for your representative.
- Google the representative and research their background. Find commonalities.
- Be prepared to talk to staff, welcoming their participation. Staff acts as the gatekeeper and in district offices, they come from your community.
- Introduce your topic. Be prepared to leave documents, including your contact info. Dress and act respectfully.
- Ask for a follow-up letter, phone call or visit. Be polite but insistent.

WHY SHOULD YOUR REPRESENTATIVE CARE – WHAT'S IN IT FOR THEM?

- Carefully define the issues so anyone can relate to the problems presented.
- Determine what issues are key for your representations and refine your talking points.
- Determine what you bring to the table – votes, fund-raising, social media, etc.
- Communicate early, communicate often. Sometimes staff thinks a constituent will lose interest, and just go away. **DO NOT GO AWAY – STAY ON TASK**
- Continue re-crafting and redefining your message over time. Find a 'trigger'.

Concurrently, housing developers expanded urban limits by converting what had previously been popular local riding areas, into new subdivisions to keep up with the emerging housing demand of the baby boomer generation.

With all this going on, we became aware of legislation that was already most of the way through the state legislature. These laws would require non-street legal vehicles to obtain an identification sticker from the DMV to legally operate on public land. The objective seemed to be primarily for the state to raise money and so people could have a way of reporting juveniles and others who were riding their mini-bikes or other ORVs, illegally near those new neighborhoods. That particular bill failed passage only because the legislator who carried it had a fatal heart attack. The bill died when he did.

AB 2342 CHAPPIE/Z'BERG OHV ACT OF 1971

The next year, a few Off Road organization leaders were summoned to meet with California State Assemblyman Gene Chappie. As a Jeepster and snowmobiler, Chappie saw the issue from our point of view and wanted to help us. He explained that people from both parties wanted to severely restrict off-roading or shut it down completely, but he wanted to work out a plan to stop the unthinkable from happening. He knew he was talking to a bunch of people who had been enjoying the outdoors on dirt-bikes, 4WDs and buggies with virtually no rules or restrictions for years, and that was part of what drew us to this activity. He didn't pull any punches when his first words to use were: "ITS ALL OVER NOW, things will never be the same".

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CORVA LAND USE REPORT

February - March 2020

OCEANO DUNES UPDATE

California Coastal Commission Meeting Feb 12-14

The California Coastal Commission (CCC) met for their February meeting in Long Beach. Among the agenda items was an update of the Oceano Dunes Public Works Plan (PWP) provided by California Department of Parks and Recreation (DPR) staff. This was part of a series of quarterly progress reports DPR is required to provide to the Coastal Commission leading up to the anticipated release of the PWP's Environmental Impact Statement in the summer of 2020. One key component of the PWP is the Habitat Conservation Plan that has to be developed in conjunction with the US Department of Fish and Wildlife that addresses management of endangered species in the area.

In December Central Coast District Supervisor Kevin Kahn sent a letter to DPR asking for an explanation of why DPR hadn't followed explicit direction to begin planning to "phase out OHV use" on the Dunes, among 15 conditions sought by the CCC in their action at the July 2019 meeting in San Luis Obispo.

During the meeting CCC Executive Director Dan Carl stated that of the 15 conditions requested by the CCC that "elimination of OHV use on the Dunes is not a requirement, other than in the areas specified by the Air Pollution Control District and CARB". However there is the expectation that eliminating OHV use will be one of the alternatives considered during the planning process.

Discussion at the meeting restated the conflict between the Coastal Act and the PWP that needs to be resolved. As an SVRA, Oceano Dunes is allowed under provisions of the Public Resources Code as are the States other SVRA's.

Additional reports on the Public Works Plan are due in April and July of 2020, so stay tuned for developments.

CARNEGIE SVRA – TESLA EXPANSION UPDATE

Once again, Assembly Member Bauer-Kahn and Senator Glazer have introduced legislation, AB 2551, to sell the Carnegie expansion area to a local non-profit organization for conservation purposes. Last year's bill failed due a veto by the Governor. Senator

Glazer has taken the additional slam at Carnegie SVRA with the introduction of SB 1147. This Senate Bill would pave the way to legislatively "preserve" Carnegie SVRA (all of it, not just the expansion) for conservation purposes. Senator Glazer will have a Republican opponent in November as he runs for re election in a somewhat diverse district.

HOUSE PASSES PROTECTING AMERICA'S WILDERNESS ACT

The House passed legislation aimed at providing additional protections for more than 1 million acres of public land on the West Coast on February 12, 2020.

The package combines six land protection bills that passed out of the House Natural Resources Committee and would designate roughly 1.4 million acres in Colorado, California and Washington State as federally protected wilderness.

Logging, mining and drilling would be prohibited on the land and no new roads or infrastructure would be able to be built in the areas. Nearly 1,000 miles of river would also be added to the National Wild and Scenic River System.

The bill passed in a 231-183 vote, with six Republicans voting for it. It is expected to face an uphill battle in the Republican-controlled upper chamber.

Rep. Diana DeGette (D-Colo.), who helped lead the efforts on the bill, noted it is one of the largest wilderness protection packages to be brought up in the House in more than a decade, arguing its passage would be beneficial for both the environment and the economies in the areas.

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

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

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« CORVA History continued from pg 3

His suggestion was to go along with the idea to make us register our vehicles since we were going to lose that battle anyway, BUT we needed to get something in return. And, that is where we began to lay out a game-plan. Our strategy was to use the opportunity we'd been given, to transform the State of California from an entity trying to shut us down, to a partner in off road recreation. Under our version of a registration program, the registration would include a fee that would go to the Department of Parks and Recreation to acquire land and construct trails where we could legally operate our off-road vehicles. Chappie had already convinced a fairly environmental leaning legislator to become a co-author of this milestone legislation. Before we left his office, most of us agreed to help him and the crusade began. Later that same year, AB 2342, the Chappie-Z'berg Off Highway Vehicle Act of 1971, was approved by both houses of the legislature. Governor Reagan signed it into law in December of 1971 at a ceremony on the North Lawn of the State Capitol that was attended by a few off-road enthusiasts and state officials. This effort by CORVA and others was the spark that created the nation's very first state run off road vehicle program. Today dozens of states have followed suit and most were patterned after the success California has enjoyed with the program. Today dozens of states have followed suit and most were patterned after the success California has had with the program.

Today, this program now collects and spends just south of \$100 million per year in support of 8 ORV Recreation Areas from the Feather River region in Northern California to Imperial County in the Southeast corner of the state. Since 1972, the program has collected and spent an astounding one billion dollars from registrations; fuel taxes; and park admission fees. They manage 125,000 acres in 8 ORV areas and are host to 5 million visitors annually. A staff of 250 state employees operates these facilities, and administers a grant program that provides assistance to the Forest Service and BLM, cities and counties, that provide ORV opportunities, and special districts and non-profits to deliver services that promote off road motorized recreation. Without the availability of this money flowing to help manage federal ORV areas, millions more acres would have been closed and permits for races and large events would have ceased to exist years ago.

CORVA, however, wasn't finished. A year after we passed this first off-road legislation, we helped

Assemblyman Chappie go after another source of money to fund the program. Again he teamed up with an environmentalist legislator and went after the portion of gasoline taxes that were being paid by the newly registered off road vehicles. Since these vehicles were not allowed on highways with just their green-sticker registration, we argued that their portion of fuel taxes should go to the OFF-HIGHWAY Vehicle Fund and not the HIGHWAY fund. This was accomplished with the Chappie/Gregorio Off-Highway Vehicle Act of 1972 that required all of the fuel taxes that were estimated to be used by green stickered vehicles would go into the Off Highway Vehicle Fund instead of the highway fund. The money from this source immediately increased the size of the program to a level where the Department of Parks could actually start acquiring land.

But still, CORVA was not done. In 1973 we set out to win our biggest prize. After having carefully laid out the arguments in previous years against putting the fuel taxes paid by off-road vehicles into the highway account when the fuel was not used on a highway, we simply carried this logic forward in our next bill that would declare that all fuel taxes that street-registered vehicles consumed when they were recreating off of the highways should also go to the Off-Highway Vehicle Fund. This bill required the Department of Motor Vehicles along with the Department of Transportation and the Department of Parks and Recreation to conduct a study to determine how much fuel was consumed by jeeps, dual sport bikes, and other street registered vehicles while engaged in recreational off road travel. By the time this bill was enacted, the small fee to register ORVs from the original bill, which amounted to \$15 every two years, or \$7.50 per year, was a miniscule part of the total revenue that was now supporting the program.

Now that off-road had a secure source of money to buy and operate off-highway parks, CORVA continued to put pressure on the Department of Parks and Recreation to move forward with the program, and even though a very supportive Governor Reagan had now turned over the reins of power to a far less supportive Jerry Brown, California went on to create State Vehicular Recreation Areas at the former Pismo State Beach, and at Clay Pit near Lake Oroville. The department also acquired brand new ORV areas at Gorman on the top of the Grapevine, and at Carnegie Motorcycle Park in the SF East Bay.

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INTRODUCING FREEDOM ROPES, AN AMERICAN COMPANY

Freedom Ropes is a family owned and operated business in Oceano, California. Owners Danny & Lea Hensley spend almost all of their free time either off-roading or helping people who get stuck or break down in their vehicles while off-roading!

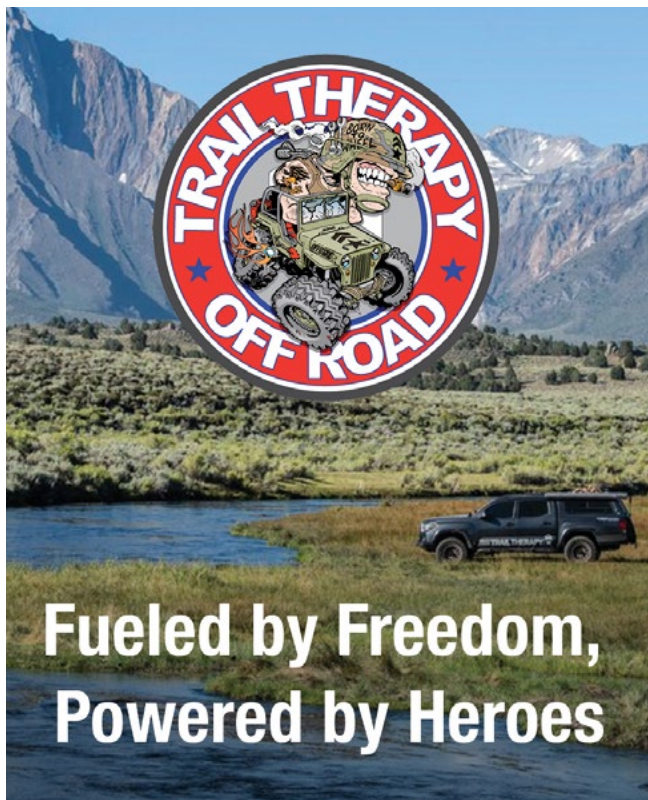
They're always glad to help and there's never a charge for their services. The secret to their success is using Freedom Ropes, Freedom Soft Shackles and Freedom Winchline to help others get free.

Freedom Ropes are kinetic energy ropes available in all sizes, with break strengths ranging from 8,000 to 131,000. These ropes work for rigs as small as UTV's up to the size of semi-sized rigs. Freedom Ropes are made

to stretch if needed, enabling the user to get a good run for some seriously stuck vehicles. Or just move slowly forward and watch the stuck vehicle behind you effortlessly make its way to FREEDOM using our ropes.

When you purchase a Freedom Rope you support keeping off-road opportunities open, including Oceano Dunes SVRA, and the trails in mountains and desert areas of California. Freedom Ropes gives back more than 15% of all profit to efforts to save off-roading. Freedom Ropes owners are always available to speak to customers directly if you have any questions.

Lea: 310-729-8377 | Danny: 805-550-4370



PROPOSED CORVA BY-LAWS CHANGES

The following three bylaw changes have been proposed by a CORVA member in good standing:

ARTICLE XI MEETINGS

Section 3, Regional Meetings

Delete the following:

A. Regional Meetings shall be held quarterly each year at a regional central location which is to be determined by the Regional Director. The Annual Regional Meeting shall be one of the quarterly meetings at which the elections will be held.

Replace it with:

A. *Separate Regional Meetings may be held during the year as determined by the Regional Director.*

Section 7 Board of Directors Meetings

Add to the end "except elections and By-Law changes"

A. The Board of Directors shall meet at least quarterly. Supporting Members shall be permitted to attend all quarterly Board of Directors meetings and testify or add input, but shall not be permitted to vote on any matter. *"except elections and By-Law changes"*

ARTICLE XVII

Delete Annual from this section so as to allow by-law changes to be voted on at any meeting during the year.

D. Those by-laws changes require a two thirds (2/3) majority vote of the Supporting Members represented at that **Annual** Meeting to go into effect.



BLM PROPOSES AMENDING THE DESERT RENEWABLE ENERGY CONSERVATION PLAN

Many of you will remember the DRECP and the massive effort that went into drafting this Plan. This was a consensus plan that set aside desert recreation and conservation areas and protected them from energy development. Some areas such as the five desert BLM OHV areas, including Spangler Hills, Johnson Valley, Stoddard Wells, Rasor, and Dumont Dunes are protected under the Dingell Act. Other areas such as Jawbone Canyon and Dove Springs remain unprotected and have been targeted as potential areas for wind energy development.

SACRAMENTO, Calif. – In response to President Trump's order to review regulations that unnecessarily impede energy development, the Bureau of Land Management announced in March that it will consider amending the Desert Renewable Energy Conservation Plan (DRECP) to seek greater opportunities for renewable energy generation.

On September 14, 2016, the BLM issued the Record of Decision for the DRECP, which made only 7 percent of the area available for renewable energy leasing.

"We need to reduce burdens on all domestic energy development, including solar, wind and other renewables," said Principal Deputy Assistant Secretary for Land and Minerals Katharine MacGregor. "This process will help us find ways to make more federal land available for renewable energy projects as well as wireless broadband infrastructure."

The entire DRECP planning area covers approximately 22.6 million acres of both federal and non-federal land in seven counties: Imperial, Inyo, Kern, Los Angeles, Riverside, San Bernardino and San Diego. The Federal Register notice specifies that the BLM will consider amendments to the California Desert Conservation Area, the Bakersfield Resource Management Plan, and the Bishop Resource Management Plan.

Renewable energy companies often cite California's lofty renewable energy mandates as the reason for ramping up development. In 2015, Governor Jerry Brown signed into law a measure requiring publicly owned utilities and other power companies to get 50 percent of their energy from renewable sources by 2030. California utilities have already contracted for most of the electricity they need to meet the state's 50 percent renewable energy mandate. Much of that is due to the fact that Community Choice Aggregation (CCA) utilities are gaining popularity across California and diverting customers away from California's three investor-owned utility companies. Fewer customers means less renewable energy is needed for the companies to achieve the state's goals, and CCA utilities are less clear on reporting their progress on meeting the renewable mandates.

Renewable energy developers feel that some conservationists and recreation advocates have "lost perspective." Conservationists see the situation differently. Renewable energy developers had their say at the DRECP negotiating table, and "for them to admit that they're trying to get a better deal is for them to admit that they put together a plan that didn't work for them." Besides, he says, desert conservationists do not aim to stop all renewable energy development in the desert but rather ensure that development is done carefully.



FRIENDS OF JAWBONE

SATURDAY
APRIL 25, 2020

JAWBONE STATION VISITOR CENTER

THE 24TH ANNUAL MOOSE ANDERSON DAY



Partner Organizations:

BLM • Cal4Wheel • California Off-Road Vehicle Association • Desert Search and Rescue, Inc. • District 37 AMA Dual Sport • Friends of Oceano Dunes • Off-Road Motorsports Hall of Fame

If you'd like to sponsor this event, please contact (760) 373-1146



Schedule of Events

- Morning - Breakfast / Registration / Clean Up
- Afternoon 1:00pm - Lunch / Dedication Program

DEDICATED TO

EDWARD WALDHEIM

1938 - 2019



This event is cancelled, but will be rescheduled. We'll let you know the new date, and look forward to seeing all our members at that time.



TRUCKHAVEN CHALLENGE 2020

Vinny Barbarino

We had a great Truckhaven Challenge for 2020! This was one of the biggest and best in many years, and if you were there you know what I'm talking about.

This was the 23rd CORVA Truckhaven Challenge Poker Run, but there have been a few challenges during the long history of the event. In the mid 2000's, the state had just annexed the Truckhaven tract which caused an environmental organization to challenge our permit for the Truckhaven Challenge and threaten to sue. Rather than create more difficulties, our attorney advised us to cancel the event. Everyone had already arrived ready to enjoy the run and support CORVA, but instead we had to cancel. Although we offered refunds, no one took us up on the offer! Then, CORVA went through a couple of years when we couldn't hold the event because the state wouldn't grant any permits. Two environmental organizations sued Ocotillo Wells SVRA to force significant changes in management that would have created closures of many areas of the park. As CORVA fought in court defending the

park, we stopped holding the Truckhaven Challenge rather than abandon our history and our attachment to the park. Since then, we have been successfully holding the event near the Ocotillo Wells 4x4 Training Center. This year we had 7 CORVA Clubs helping with the event. The Trail Masters had a BBQ the day of the event offering everything from hot dogs and popcorn, to chili fries and burgers. The Trail Masters donated all the proceeds to CORVA, and we are very grateful. The Trail Masters have been cooking for the Truckhaven Challenge for as long as I can remember. We also appreciate the efforts of the Dirt Devils 4x4 club, who helped run a poker checkpoint and set up a mobile ham radio repeater at basecamp so we had radio communication with all the checkpoints. The Dirt Devils also donated a 9000lb winch for our raffle. Creeps N Jeeps ran a poker checkpoint again this year and donated a raffle prize. To top it off they also donated half their monthly club dues to CORVA.

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THANKS @OVERLANDGX!

What: Meetup with @OverlandGX

When: February 8th

Where: Eibach Inc, Corona, CA

On February 8th CORVA was invited to a Meetup hosted by @OverlandGX at the Eibach, Inc. facility in Corona, CA.

About 130 vehicles showed up at the parking lot with Kyle Martin of Energy Suspension (who is also the moderator of the @OverlandGX Instagram account) acted as emcee for the day. This was the second event for @OverlandGX, and attendance turned out much bigger than the group expected.

@OverlandGX is geared toward the owners of the luxury Lexus GX vehicles. There were plenty of bone-stock LX's in attendance, but also some outfitted with the latest overland upgrades like lifts, winches and popup tents. For those that want to go overlanding with extra creature comforts the GX might be the way to go.

After walking around and checking out all the rigs, Mark Krumme, the Head of Marketing North America for Eibach, Inc. hosted a tour of the Eibach factory. Afterwards, there was a raffle and all the proceeds were donated to CORVA which totaled \$1,480!

We greatly appreciate groups like this that understand how important it is to support CORVA's efforts to keep trails and areas open to all OHVs. A big THANK YOU to Kyle and all the @OverlandGX people that came out to meetup and supported CORVA.

We also want to thank the following companies that donated prizes for the raffle: Aiden James Customs, Beyond Wraps, Crafted by Matt, Eibach, Energy Suspensions, Falken Tires, GX Off-Road (GXOR), JW Offroad, Mothers Polishes, Off-Road Warehouse, Radflo Suspensions, and Trigger Controller.



GEOHERMAL IN OCOTILLO WELLS

Ed Stovin

Geothermal energy development may be coming to Ocotillo Wells. The BLM is currently processing a permit application for a project to drill four geothermal test wells on the north-east side of the park.

The project is calling for 10 test wells total, 4 just inside the park and six just outside, right by the Salton City airport. The environmental assessment described in detail how drilling work would be done. Environmental protection would be very strictly managed. They would require biological and archaeological monitors, as well as resource protection training for the drilling staff.

During the Truckhaven Challenge event, I broke off from the loop and went over to where the drilling is being planned. The area is managed as limited use and has no legal trails nearby and no interesting features that would add value to off-roading around there.

CORVA submitted comments against the project asking for the wells to not be placed inside the park boundary.

Per the BLM's Desert Renewable Energy Conservation Plan (DRECP) all the California BLM open areas are to be excluded from renewable energy development. We feel the BLM controlled land inside Ocotillo Wells should be treated the same way. The DRECP does allow for geothermal development in OW, something CORVA vigorously argued against in comments and in a protest during the plan's creation. I had heard that there may be lithium in the ground in this location and that this project may be a cover for lithium extraction from the hot water. We commented that if this is the case, the environmental assessment must disclose this is being considered with the project.

If a geothermal facility were to be build at the well locations, it would not have a significant effect to off-roading in OW, but it could set a precedent that Ocotillo Wells is open for energy development. That is something none of us off-roaders want to see.





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American Lands Access Association



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MOJAVEPARTS: STRONG, PRECISION & ELEGANCE

When You Think Off-Road - Action Means Life.

Mojaveparts started as a project born in 2017 in Camarillo California. Our goal was to provide more secure, elegant and easy installation of Mojave tie-down hooks in truck beds for vehicles including:

- Chevy Silverado: 2007 - 2019
- GMC Sierra: 2007 - 2019
- GMC Canyon: 2015 - 2019
- Chevy Colorado: 2015 - 2019
- We also have Baja Hooks:
- Ford F150, F250, F350: 2015-2019
- Raptor Hooks:
- Ford F150 2000-2014

As we saw the need for additional products, we created the Scorpion Recovery Hook and the "irresistible not to touch", elegant Diablo Shackles. Mojaveparts introduced the first Diablo Shackles in 2018 bringing an elegant design together with manufacturing by high tech precision CNC Machines with well-qualified

operators. These shackles are made of strong aircraft grade aluminum which keeps the shackles both lighter and stronger with a 35,000 lbs. max safe load capacity (11,000 lbs. max 3:1 ratio). Diablo Shackles are available in many colors: Candy Red, Candy Blue, Black fine texture and Aluminum Raw, all with optional bolts or spikes.

Mojaveparts products are an innovative recovery solution for Jeeps, pick-up trucks and UTV's. All products proudly made in the USA. When you think Off-Road, think Mojaveparts!

TEAM MOJAVEPARTS

1221 Avenida Acaso, Suite E
Camarillo, CA. 93012

Tel. (805)383-7377

Email: Info@mojaveparts.com

Web: www.mojaveparts.com



Pomona, CA October 3 - 4

<https://www.offroadexpo.com>



ALL TERRAIN CONCEPTS

All Terrain Concepts was founded in 2014 by a group of lifelong friends and off-road enthusiasts. They engineer and build premium aftermarket products at everyday low prices because they realized the need for race proven, trail rated, high performance solutions at prices that wouldn't break the bank.

Owner and Chief Engineer, Peter Rector (a 2nd generation off-road enthusiast) says; "When we launched back in 2014, we saw the industry was being dominated by a handful of large corporate conglomerates who were pushing the envelope of what people could reasonably afford. But the more affordable products available were just very low quality. The consequence of those low-quality aftermarket parts was that entry to the sport had become unsafe and/or unaffordable for many consumers. We identified this problem and realized that this disparity in the price/performance ratio also represented an opportunity. By partnering with several lifelong friends (with a combined 100+ years of engineering and automotive experience), we realized we had the capability to service customers directly and offer a better product at a good price. We are now able to offer products that are as good if not better than those offered by higher priced competitors. All Terrain Concepts also offers a lifetime warranty to back up our products."

Since introducing their initial products offering lighting solutions in 2014, All Terrain Concepts (ATC) has grown to manufacture many high-quality off-road safety and performance products. Still to this day, you



can find Peter at races and events testing the limits of all different types of off-road vehicles. Whether you're looking for specialized brackets, wiring solutions, customs cages or complete builds, ATC offers solutions to take your adventure to the next level and bring you home safely.

For more info visit www.allterrainconcepts.com or call 1-877-231-1859.





« CORVA History continued from pg 6

The privately-owned Hollister Hills Motorcycle Park, a place in danger of being sold to developers, joined the SVRA family shortly after. The largest acquisition followed with BLM and private lands near Ocotillo Wells. All these areas were dedicated to ORV recreation, and some are among the largest units of the entire State Park System.

AB 2397 THE OFF-HIGHWAY MOTOR VEHICLE RECREATION ACT OF 1982

CORVA and other allied groups continued to push a reluctant Department of Parks and Recreation to move faster to acquire and develop more areas and trails. This was particularly true for areas closer to the larger population areas, so OHV enthusiasts would not have to travel many hours to reach a legal riding area. After a half dozen years of trying to get some kind of coordinated response from the Department of Parks and Recreation (DPR), it became apparent to CORVA's leaders that the problem was not so much an unwillingness by the DPR staff or management to deliver a quality OHV program as much as it was an organizational infrastructure problem within the DPR. By the time the program was 10 years old, there were only a handful of employees at headquarters who had a significant role with OHV program. From time to time the director of DPR would name one person as the program leader but even that function would move around from the Planning Division, or the Grants Division, or some other cubby hole on the 11th or 14th floor of the Resources Building in Sacramento.

We began to hear rumors from Parks employees at the SVRAs that headquarters people who worked on various OHV projects were told to keep their time sheets in a way that on any day where they spent over an hour working on OHV to simply report it as a full day spent on OHV, and of course when the State Controller reimbursed the Department from the various funds under its control, the OHV Fund was being way

overcharged for the work that was actually performed on behalf of the program. CORVA called a meeting in 1981 that was attended by representatives from CORVA; Cal 4WD Assn.; the AMA Sports Districts and national office; MIC; CMDA; the San Diego Off-Road Coalition and others. At that meeting we concluded that the only way to end our frustration with the lack of transparency and the need to create a coherent program within DPR, was to get the legislature to order these changes. We took our ideas to Assemblyman Bruce Young, who chaired the Assembly Transportation Committee, and he agreed to carry a bill for us with our language that would hopefully solve some of these problems. After numerous hearings and negotiations as the bill worked its way through the legislative process, an initially hostile DPR finally agreed to negotiate some changes to the bill in exchange for them removing their opposition after it became clear to them that we probably had the votes necessary to get the bill out of the Senate and on to the Governor's Desk. Later that fall, without a great deal of fanfare, AB 2397 The Off-Highway Motor Vehicle Recreation Act of 1982 was signed into law by Governor Jerry Brown. This bill created the OHV Division as an entity within the DPR where the OHV Program would be housed and virtually all of the full time DPR headquarter employees who worked on the OHV program would comprise this single entity. Policy development and management oversight for the SVRAs would also be developed by the employees who worked in the OHMVR Division that was created by the bill. At the same time transparency and the ability for off roaders to have some input into the management and direction of program was assured with the creation of an Off-Highway Motor Vehicle Recreation Commission comprised of stakeholders from the OHV community and others with an interest in OHV recreation, safety, and environmental sustainability. It was a 7 member commission with 3 members appointed by the Governor, and 2 each by the Speaker of the Assembly and the Senate Rules Committee.

Continues page 27 »



« Truckhaven continued from page 12

BAMF SxS ran a checkpoint as well, and also secured raffle prizes for the raffle. One of the big prizes they donated to the raffle came from their friends at United Motorsports in Yucaipa. United Motorsports donated a PowerTank portable onboard air up system – thanks so much!

Bear Valley 4x4 helped run the final checkpoint at basecamp and our friends at State Parks repeated their generosity of years past and also ran a checkpoint. The Off Road Animals helped set up, mark and clean up the course, and Point Mugu 4x4 helped with anything and everything else we needed.

We want to thank all the vendors who came to Truckhaven and displayed some of their products: Tembo Tusk showed off their unique portable camping “Skottle Grill” and donated one to the raffle. All Terrain Concepts displayed their LED lighting systems. Hydro-Tank had a display with their off-road water system. Deadman Off-Road came to support CORVA. Trail Therapy Off Road came with a display as well. Nexen Tire was there giving demo rides in their Jeeps showing off their new off-road tire the Radian MTX mud terrain. Nexen also donated a set of Radian MXT tires to the raffle!

All these clubs and vendors see the importance of what CORVA does for the off roading community and they support us with their donations and their time. So, if you are looking for a club or some gear for your vehicle, whether it's a Jeep, SxS, motorcycle, Overland vehicle or Adventure Bike, be sure to check out the businesses and clubs that support CORVA's efforts to keep trails and areas open to OHV recreation.

There were so many people involved with making this event a success that I couldn't even try to mention them all. There are a few that I have to thank:

First, my wife Kathy who has been a non-stop supporter of everything I do. Without her I couldn't have done anything. Jim and Roberta Woods are my mentors when it comes to event planning. Jared Macleod is a godsend and his contributions can't be understated. Most of the raffle prizes came from Jared's efforts.

And to everyone else that helped make this event such a success...THANK YOU!

Be sure support those who support us - here is a list of all the Truckhaven Challenge sponsors:

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JEEP WRANGLER YJ 1987-1995: PERFORMANCE MODIFICATIONS

Don Alexander and Quinn Thomas

With all the technology available today in new Jeeps it's easy to forget the long history of classic Jeep models still available in the used market that can be modified to make very capable off-road rigs. Don and Quinn have written a carefully researched book dedicated to all the various upgrades available to the Jeep YJ. Although there were (and still are) heartfelt disagreements about the styling of the Jeep YJ with its square headlights, there is no denying the fact that many YJ's are still being used on some of the toughest 4WD trails in California.

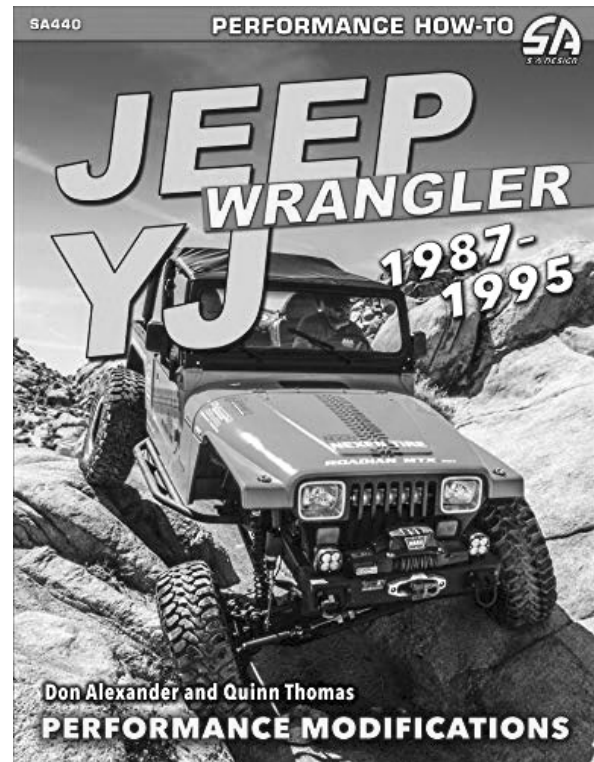
We asked Don and Quinn a couple of questions about their book:

Q: This is your second book about Jeep modifications. What goals did you have for writing the book?

A: Our most important goal was to educate people about modifications that take into account their safety along with the capability of the vehicle. As rock crawling has increased in popularity, people need to know what modifications are recommended, as well as which are ill-advised. Most importantly, we want people to evaluate how they plan to use their Jeep which will then help determine what improvements are necessary.

Q: How can proper modifications make a difference in saving access to our trails in California?

A: Much of the same philosophy applies to any off-road vehicle – proper modifications coupled with good driving practices reduces sedimentation and the release of airborne particles. A good build and a vehicle that is properly set-up lessens the possibility of resource damage. The correct tires can further increase efficiency and reduce



wheel spin, decreasing erosion. A YJ modified in the right way means that trails can stay intact with no need to move rocks or rebuild areas of the trail just to get through obstacles. It's beneficial for the trail and for the driver.

In short, well equipped vehicles that are driven with some level of skill, makes it easier to plan a successful adventure, giving you the opportunity for memorable experiences as you travel the trails in California.





GO BIG!

Tiger and Annie Garcia, owners of Go Big, opened their company with the primary goal of having a family operated business that would offer honest services for our hometown off-road enthusiasts. They have kept that goal over the years and have grown (literally) from a “Mom & Pop” shop into a small business that employs five talented technicians. Tiger oversees sales and the shop, and Annie runs the front office. It is truly a family affair with Tiger’s father, Ray, otherwise known as “Pops”, happy to be one of the technicians at 73-years young! Tiger’s love of the off-road industry has always been evident from the time he was involved in racing motocross. He also built a Baja bug with high school buddies and installed a lift on his first truck back in the 80’s. Tiger has always had a passion for racing and performance. The motocross scene including building race bikes really spurred his drive for perfection, and drove him to take performance to the next level. Tiger transitioned his motorcycle mechanical skills into transmission building after recognizing a need in his community. He also re-gear-differentials, did diagnostics, and specialized

in suspension performance. He worked for a few local shops gaining knowledge and building relationships. Then, as they realized the need in their community, Tiger and Annie decided it was time to take a chance and open Go Big. The doors opened in July of 2006, and they have never looked back. Go Big has built a reputable as a honest and fair shop that offers a wide variety of services. Go Big specializes in suspension performance on trucks, Jeeps, SUV’s vans, and UTV’s. They sell aftermarket accessories, including wheels, tires, lighting, bumpers, steps, towing performance products, and much more. Tiger and Annie, along with technicians Pops, Corey, Kyle, Dave & JC make up the Go Big family. The entire team takes pride in every job they complete at Go Big. The love and appreciation they feel for their clients is evident, and they are grateful for the amazing friendships made over the years. “We hope to serve the off-road community for many years to come, and urge enthusiasts to help keep trails open for all to enjoy.” Thank you! Tiger & Annie Garcia



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CORVA accepts donations for all merchandise listed below. Although your donation is not tax deductible, it is one way CORVA raises funds to continue to fight for off-road recreation access. When you promote CORVA by wearing a shirt or hat, displaying stickers, etc. you are helping spread the word to your fellow off-roaders. Show them you support CORVA – Order Today!!

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All orders are shipped via USPS. You can expect to receive your order quickly, usually no more than a week.

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



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« CORVA History continued from page 19

The downside of this bill was that since it established a new commission and Division in a state agency, the legislature added a sunset clause which meant that the program would have to be reviewed again after 5 years.

S. 400 THE NATIONAL RECREATIONAL TRAILS FUND ACT OF 1991 (INCORPORATED INTO THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991)

By the time California's OHV program was nearly 20 years old and numerous other states had followed suit with OHV programs of their own, CORVA and allied off road groups from around the country began talking about the notion of doing the same thing with federal taxes on motor fuels that are consumed in OHV recreation that had worked so well in California. At the national level the idea caught on with the AMA and the American Recreation Coalition. Together they secured the support of New York Senator Patrick

Moynihan and Blue Ribbon Coalition brought on board Idaho's Senator Steve Symms who introduced the original bill. After failing passage in 1990, the coalition of state and national off-road groups regrouped their efforts and this time the National Recreational Trails Fund Act of 1991 was passed as Symms' S.400, and was incorporated into the Intermodal Surface Transportation Efficiency Act of 1991. During this period CORVA was in constant contact with our California representatives, and both Senators Pete Wilson, and his successor Senator John Seymour, attended two successive CORVA annual conventions to demonstrate their support for our efforts. The legislation secured passage of this significant addition and finally enacted a comprehensive state and federal funding program to support off road areas and trails in California. Since that time, the federal act has been reauthorized as part of the federal transportation renewals several times over the years, thus ensuring that the Federal Recreational Trails Program (RTP) has been kept intact.

CORVA's second 20 years will be highlighted in a future issue of the ORIA.

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OFF-ROADERS IN ACTION

Volume 32, Issue 1

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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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