

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

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OFF-ROADERS IN ACTION



OHMVR Commissioner,
Ted Cabral

CORVA Interviews Commissioner Ted Cabral, of the OHMVR Commission of California State Parks

By Amy Granat, CORVA Managing Director

The following is an interview with Ted Cabral, one of the newest members of the Off-Highway Motorized Vehicle Recreation Commission, appointed by Governor Brown in 2013. Ted brings an enthusiasm for OHV recreation coupled with experience as the current chairman of the Sonoma County Zone2A Flood Advisory Committee. In his position on the Flood Advisory Committee, Commissioner Cabral has been involved with construction of flood protection and drainage facilities, maintenance of natural waterways, with an emphasis on environmental stewardship.

CORVA has worked closely with the OHV Commission for many years, and we encourage all our members to participate and attend Commission meetings starting with the next meeting to be held at the Sand Sport Super Show on September 20 -21 in Costa Mesa. During the upcoming months,

CORVA will be interviewing all the OHV Commissioners, but starting alphabetically, we are very pleased to introduce our members to Commissioner Ted Cabral.

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A Dozen Ways for Off Roaders to Take Action to Keep Access

By Don Alexander, VP-Sales & Marketing

As we face ever increasing threats to our motorized vehicle access on public lands, it becomes more important to take care of the little things. Being a responsible off-roader is an easy way to be proactive, and taking time to educate others about responsible off-roading isn't difficult either. But to help you even more, look below to find 12 simple ways to make a difference.

1. Stay on designated roads and trails. This is seriously important! First, great damage can be done to the terrain. Some sensitive areas can take over 100 years to recover from tire tracks cutting across open terrain. Second, seeing this damage gives those groups and individuals who would prefer all motorized vehicle travel be banned in the backcountry more ammunition. Off trail travel and trash dumping are the most obvious ways to attract their attention. Traveling off designated roads and trails is the best way to have more trails threatened and closed.

2. Take it a step further. Pick up trash and debris left by others less responsible than you. Nature will love you for it. And if the debris is too large, note the location (GPS coordinates are helpful) and notify the agency managing the land.

3. The old backpacker's adage "pack it in, pack it out" holds true for those using motorized vehicles to enjoy the backcountry. Whatever you take into the backcountry, has to be taken out with you. This includes everything, especially any trash. You know how you feel when you pick a pristine spot for a photo opp or picnic and find it littered with trash. Be part of the solution, it feels good!

4. Use good tires. A good set of all terrain or mud terrain tires on a 4x4, and the correct dirt tires for bikes, ATVs and SxSs will minimize trail damage by maximizing tire traction off road.

5. Air down your tires. This improves traction significantly, reducing damage and improving safety, while protecting your tires from punctures and making the ride much more comfortable.

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



Proudly Presents the:
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October 12th

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Wagon Wheel Staging Area

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Dog Show starts at 4pm

Directions —————

From the south: use US 395 to the town of Red Mountain, then turn right on to Trona Rd. Staging area is approx 15.5 miles from 395.

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. We do this by commenting on many environmental documents on issues that affect us.

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

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

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PRESIDENT'S MESSAGE

By Harry Baker

Off-Roading Update

Congratulations to Bruce Brazil on becoming the newest member of the CORVA board. Thank you for stepping up. Bruce is now the Assistant Northern Director-Grants and will be working with the state on grant applications and reviews. Bruce has long been a fixture at OHV Commission meetings and I look forward to using his knowledge and expertise to keep CORVA moving forward.

The Marines have fired their big guns in regard to the annexation of the Johnson Valley Off Highway Vehicle Area into the Twentynine Palms Marine Base. As has been reported, the House of Representatives passed the National Defense Appropriations Act (NDAA) with Congressman Cook's bill to create the Johnson Valley National Recreation Area, included as an amendment. The Senate has not yet addressed the Marine Base expansion issue in it's version of the NDAA. We understand that the Marines are working to convince the Senate to include their Preferred Alternate 6 to the Senate version. As a community we remain united in our efforts to save Johnson Valley and support Congressman Cook's bill. Stay tuned to see what happens and be ready to respond with letters and phone calls when asked.

CORVA has retained council to advise us on our best course of action in regards to the lawsuit filed against the state over the management of the Ocotillo Wells SVRA. We are awaiting the state's response to the suit. In the coming months, we will be working along side other groups who have the same goal of keeping Ocotillo Wells SVRA open.

On a related note, CORVA will be hosting our 19th Annual Truckhaven Challenge in January, 2014 in the Truckhaven Area of the Ocotillo Wells SVRA and we plan to enjoy the motorized opportunities that are historically a part of this beautiful desert SVRA.

The effort by San Bernardino County to obtain the private property within the El Mirage Cooperative Management Area (EMCMA) is continuing. Over the past several years more than 11,000 acres have been put into the public domain, with only about 1,000 acres remaining in private hands. By putting the land in public ownership, the El Mirage Dry Lake and the surrounding area will remain an area for historic land speed records and OHV use. The EMCMA is a prime example of how the County, BLM, Friends Groups like Friends of El Mirage and associations like the Southern California Timing Association (SCTA), and CORVA can work together for the greater good.

On August 18 and 19, a small group of OHV enthusiasts will be making a summer trek to Sacramento to visit the Legislature. This visit is a precursor to a full blown Lobby Days effort being planned for the spring of 2014. If you are interested in joining us this month, the details are published in this issue.

Planning for the Jamborees is well underway. The Northern Jamboree will be held at the always popular Frank Raines Park. The Southern Jamboree will be in the Spangler Hills OHV Area near Ridgecrest. Headquarters will be at the Wagon Wheel Staging Area. Spangler Hills is a designated open area and all motorized vehicles are welcome.

It seems that the more I become involved, the more there is to learn. I continue to be gratified by the work that is being done by our board, our members, and our friends in the the off road community to fight for our rights. The issues that I have written about previously continue and it seems that more pop up everyday. Still we carry on and work to prevail. There is an amazing resilience in off roaders, perhaps because we are can-do people who know that a little bit of duct tape and some baling wire will often do the trick!

As always, I encourage you to follow our website and our facebook page for the latest updates, as there is always something new happening. If you want to have CORVA board members speak to your group or attend your event, please let me know.

Thank you all. CORVA appreciates your support, your activism, your enthusiasm and your friendship.

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CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher
CORVA VP of Land Resources and Public Policy

Ocotillo Wells

General Plan Update

Having a strong General Plan is the best defense against critics who claim Ocotillo Wells SVRA is being mismanaged.

California State Parks recently kicked-off a comprehensive update of the General Plan for the Ocotillo Wells SVRA. A General Plan is a broad-based policy document that establishes a long-range vision and goals. A General Plan also provides direction on future types of improvements, services, and programs. An Environmental Impact Report (EIR) will be prepared as required by the California Environmental Quality Act (CEQA). The EIR will evaluate potential environmental effects associated with adoption of the General Plan.

The current version of the General Plan was adopted in 1982. The purpose of the General Plan Update is to revise the plan to reflect changing conditions and issues include additional land that is now part of Ocotillo Wells SVRA, and to update the vision, goals, and policies set forth in the plan. Public input will be used to help guide development of the General Plan Update.

PEER Files Lawsuit Against State Parks, Alleges Mismanagement

California PEER Director Karen Schambach noted that her organization has repeatedly alerted the new departmental leadership of the problems at the park, including a formal notice of intent to sue, to no avail. "Internal audits going back to the mid-90s found widespread illegal degradation but the Department has just shrugged, deferring any changes until a new General Plan is completed. That General Plan update, promised since 2007, never seems to get done. We will not sit back and wait until the park is totally bereft of plants, wildlife and cultural resources." Under California natural resource statutes, the park has an ongoing duty to protect the desert resources regardless of the general planning process.

The Ocotillo Wells lawsuit, in essence, contends that core park management policies are illegal. Historically, California courts have been willing to intervene to curb poor management and excessive resource damages at State Vehicular Recreational Areas, the eight-unit system operated by the Department's Off-Highway Motor Vehicle Recreation Division.

Decision Announced on 42 Routes Closed by Court Order in 2012 on the Eldorado National Forest, CORVA Plans Appeal

By Frank Mosbacher, Eldorado National Forest

Eldorado National Forest Supervisor Kathy Hardy recently announced her decision to designate 24 popular high-country off-highway-vehicle routes for public motorized vehicle use and another 18 that will be designated after repairs have been made. The popular routes were closed to public motorized vehicle use in 2012 by court order until their impacts on water flow in meadows were analyzed (a requirement found in the Eldorado National Land and Resource Management Plan).

A supplemental environmental impact statement and a "Record of Decision" were released today. Both documents are available on the Eldorado National Forest website at: www.fs.usda.gov/eldorado. Twenty-four of the analyzed routes either do not cross or border meadows or meet water flow requirements and 18 have segments that affect water flow in meadows. The routes and their designations are identified in the Record of Decision.

"The decision I made today affects two very important resources - healthy meadows and high country recreational opportunities," said Hardy. "We need both."

Hardy's decision will be implemented once any administrative appeals to her decision are resolved and the designated routes are printed on the Eldorado National Forest Motor Vehicle Use Map.

"I know how important these routes are to people for high country recreational experiences," said Hardy. "A number of the routes have been adopted by clubs whose members help to keep them in shape. We'll need to continue acquiring the funding necessary to complete site-specific environmental analysis and I'm sure there will be room for volunteers to help out."

Hardy says the Forest Service roads budget has been declining over the years and she is not too optimistic in the near term. However, the Eldorado has already begun applying for grants from the California Department of Parks and Recreation's OHV Division to help get some of the repairs started as soon as possible.

Many of the routes will need simple fixes and simple environmental documentation and some will be more complex requiring engineering designs and more detailed environmental analyses.

Continued on next page

State of California Department of Parks and Recreation Off Highway Motor Vehicle Division**2012/13 Grants & Cooperative Agreements - Final Awards Posted**

The California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division (OHMVR Division) has announced its Final Awards for the 2012/2013 Grants and Cooperative Agreements grant cycle. All funding categories are now final. Upon approval of Projects by the Director of the Department of Parks and Recreation, the OHMVR Division will begin to prepare and execute project agreements. The project agreement sets forth the terms and conditions of each project.

In the last issue, we reported that the grants would be limited to \$10M, but additional funds became available. The Final Awards show that most applicants have been awarded funding. This is good news for once!

Everyone should give a big thank you to the very hard working and dedicated staff who administer the OHV grant program. They work long hours, even into the evening and on weekends helping applicants complete their applications. They are ready to answer every question. They are to be commended for their service to all Californians.

Johnson Valley National OHV Recreation Area**The Marines Need Johnson Valley**

By Lt. Gen. Richard P. Mills, commanding general of Marine Corps Combat Development Command
(Email him via ontherecord@usmc.mil)

To combat 21st century threats, Marines must train as we fight. Realistic training prepares your Marines to accomplish their mission and return home safely. Congress is now considering legislation that will seriously impact the future ability of the Marine Corps to conduct realistic training — using 21st-century doctrine, tactics and weapon systems.

President Obama submitted a proposal to Congress to expand our base at Marine Corps Air Ground Combat Center in Twentynine Palms by about 168,000 acres. This proposal essentially provides the space required to train Marines for 21st-century threats. Although Twentynine Palms has served the Marine Corps well since the 1940s, it is now insufficient to properly train Marines and Marine Expeditionary Brigades with today's expanded-range precision weapons. More space is needed to conduct simultaneous air and ground live-fire and maneuver exercises, using all ordnance available to us, with up to 15,000 Marines.

This type of large-scale training relies on classroom instruction and simulation-supported command post exercises that provide less-than-realistic training. The Marine Corps proposes addressing this training and readiness shortfall by expanding Twentynine Palms training areas. We have intensively studied our future warfighting requirements and concluded that such realistic large-scale training is essential to Marine Corps readiness and could only be conducted at an expanded Twentynine Palms.

Our final proposal was developed with significant public input and designed to ensure public access to off-highway vehicle and other recreational uses in the Johnson Valley. Our proposal requests Congress designate an 86,000-acre recreation area in Johnson Valley to preserve the off-highway vehicle community's most heavily trafficked regions and allow organized races to continue.

Approximately 43,000 acres would be exclusive recreational use, while 43,000 acres of this area would be shared use, with Marine Corps use limited to two months of the year for its large-scale exercises. The remaining 10 months would be designated for exclusive recreational use.

Our proposal also would establish an area of about 103,000 acres for exclusive military use, which will support critical training for smaller Marine units year round. The use of explosive military munitions during training within these 103,000 acres requires closure of the land to public access to ensure public safety. The final proposal to Congress was repeatedly modified in response to comments by the BLM, the OHV community and other stakeholders to provide for greater public access.

The administration's expansion proposal allows for increased training and benefits to the local economy. Based on analysis from the final environmental impact statement, the expansion generates an additional 110 jobs, \$4 million in salaries and an additional \$7.5 million in regional sales. This revenue is in addition to the approximate \$600 million yearly workforce payroll, most of which is spent in the local area.

The King of Hammers Race, the largest generator of economic activity associated with off-highway vehicle recreation in Johnson Valley constituting an estimated 15 percent of total yearly visitation, would continue under the proposal. Under the land expansion, the Marine Corps would also remain a good steward of the environment and would implement a comprehensive safety plan ensuring safe public access in the recreational area.

Training Marines as they will fight is the best investment to ensure our continued success as the nation's premier crisis response force.

Continued on next page

BLM Announces Record of Decision for the Imperial Sand Dunes

Recreation Area Management Plan (RAMP) and Amendment to the California Desert Conservation Area Plan

Currently, the BLM manages resources within the Planning Area under the CDCA Plan (1980) and CDCA Plan amendments, including the Northern and Eastern Colorado Desert Coordinated Management Plan (2002a), Western Colorado Desert Routes of Travel (2003a), and Imperial Sand Dunes RAMP (1987). The BLM released a revised Imperial Sand Dunes RAMP (2003b), which was challenged in court and was subsequently vacated by the Federal District Court. As part of the court's decision, interim closures to protect threatened and endangered species in the Imperial Sand Dunes, in place since 2001, remain pending completion of this RAMP.

The RAMP responds to issues related to visitation and development, specifically related to motorized camping and OHV recreation within the Planning Area, while ensuring that resource protection is not compromised in accordance with the principles of multiple use and sustained yield as mandated by FLPMA. The RAMP achieves this end by designating 127,416 acres as open to OHV recreation and closing Peirson's milk-vetch critical habitat to motorized recreation. Visitors who value non-motorized areas for hiking, bird watching, and solitude are accommodated by areas that are closed to motorized travel, which comprise 35,144 acres, including the North Algodones Dunes Wilderness.



The dunes at Glamis are constantly threatened by environmentalists.

The RAMP specifies conditions for lands and realty-permitted activities, particularly solar and wind leases, as well as geothermal energy development. The RAMP excludes Peirson's milk-vetch critical habitat, the flat-tailed horned lizard (*Phrynosoma mcallii*) management area, donated lands, wilderness, and ACECs from solar and wind energy development. Peirson's milk-vetch critical habitat is also excluded from all other types of land use authorization. Within the Planning Area, 35,115 acres would be available for rights-of-way for solar and wind energy development, geothermal leasing would be available on 35,115 acres, and an additional 14,025 acres would be available for geothermal leasing with a no surface occupancy stipulation. Concerns about specific resource values are addressed throughout the RAMP.

PEER Reacts to Release of ISDRA RAMP

The Bureau of Land Management released a new recreational plan for California's Algodones Dunes that will open up almost 50,000 additional acres of land, including important habitat for rare and vanishing species, to unlimited off-road vehicle use. Currently, ORVs are prohibited from those 49,300 acres. The plan is the largest conservation rollback in the California desert in more than a decade and conflicts with the BLM's own goals of ensuring meaningful, enduring conservation of dunes to offset the impacts of large-scale renewable energy projects in the California desert.

"This plan pushes the rare plants and animals of the Algodones Dunes closer to extinction, robbing them of a huge part of their safe haven," said Heene Anderson with the Center for Biological Diversity. "I'm shocked that the BLM decided to adopt such a destructive, damaging plan — right when it should be carefully protecting these wild creatures and places to make up for vast energy projects that are being developed nearby."

Since 2000 more than 75,000 acres of the dunes have been protected for plants, wildlife and non-motorized recreation, while ORVs are allowed on the other 125,000 acres. Under the BLM's new plan, protected areas will be slashed to only 35,000 acres. The protections BLM would eliminate under the plan were put in place under a Clinton-era agreement between conservation groups, the BLM and ORV-advocacy groups to protect endangered species while allowing large areas to remain open to off-roaders.

"The Algodones Dunes' rare and endemic plants are irreplaceable parts of nature," said Greg Suba, conservation director of the California Native Plant Society. "BLM's plan would sacrifice these national treasures to destruction from off-roaders who can't even follow the rules already in place today."

California State Parks System Launching A Makeover

The California state parks system, beset by financial problems and scandal, is launching a study commission that leaders hope will reshape the system and restore public confidence and financial stability. The group of private sector business leaders will study everything from how big the park system should be, to whether individual parks can do a better job generating revenue, and if the current practice of promoting only law enforcement rangers to leadership positions has led to a lack of innovation at the top.

"Everything is going to be on the table," John Laird, secretary of the Department of Natural Resources, told The Associated Press. No meetings have been scheduled to date.

Continued on next page

Clear Creek Management Area

Congressman Sam Farr Reintroduces Legislation to Keep Area Open

Mr. Farr, Mr. Valadao, and Mr. Denham introduced HR 1776, which would establish a Special Recreation Area that would have a management plan based on the 2005 Management Plan that allowed OHV use within the CCMA. The bill includes provisions designed to address problems encountered with management of the area, including:

1. A hazards education program to inform people entering the Recreation Area of the asbestos-related risks associated with various activities within the Recreation Area, including, but not limited to, off-highway vehicle recreation.
2. A user fee program for motorized vehicle use within the Recreation Area and guidelines for the use of the funds collected for the management and improvement of the Recreation Area.

The bill would also designate the Joaquin Rock Wilderness area, long sought by wilderness advocates, as well as protection for “Wild and Scenic Rivers”, including LARIOUS CANYON, SAN CARLOS CREEK, CANTUA CREEK, PICACHO CREEK, and WHITE CREEK AND TRIBUTARIES.

Clear Creek Final Environmental Impact Statement Released

Limited use of designated routes by street legal vehicles and ATV/UTV’s to be allowed. The remaining route network would be “Closed” to vehicles based on the feasibility of managing risk to human health and the environment from airborne asbestos emissions generated by management and visitor use activities.

Recreation Opportunities –Approximately 21 additional miles of vehicle routes in the Serpentine ACEC have been added for limited vehicle use under the Proposed Action that include major routes R1, R10, R13, R14, R15, and other minor routes including T103, T104, T151, T153, and T158. An additional 2.75 miles of existing routes are proposed to be designated open in the Condon Zone and an additional 2.75 miles of existing routes are proposed to be designated open in the Cantua Zone near Wright Mountain.

Only highway-licensed vehicles would be permitted on approximately 32 miles of designated routes within the Serpentine ACEC. BLM is proposing to allow all-terrain and universal terrain vehicles (ATV/UTV) in the Condon Zone in order to support limited OHV recreation opportunities and other non-motorized recreation activities like hunting. Similarly, the Cantua Zone would be designated a “limited” vehicle use area that would allow access to highway-licensed vehicles and ATV/UTV’s on designated routes. BLM would not designate routes in the Cantua Zone until a Travel Management Plan is approved for the area.

The remaining route network would be designated “Closed” to vehicle use based on the feasibility of managing risk to human health and the environment from airborne asbestos emissions generated by management and visitor use activities.

RCRC Concerned About Listing of the Yellow-Legged Frog and Yosemite Toad

Rural County Representatives of California (RCRC), along with the California Farm Bureau Federation (CFBF) and the California Cattlemen’s Association (CCA), will submit joint comments to the U.S. Fish and Wildlife Service (USFWS) on the proposed dual listing of and designation of critical habitat for the Sierra Nevada yellow-legged frog, the northern distinct population segment of the mountain yellow-legged frog, and the Yosemite Toad. The listing and habitat designation was discussed at the June 19 RCRC Board of Directors meeting. A number of RCRC member counties have submitted letters to the USFWS prior to the June 24 comment deadline.

RCRC, CFBF and CCA oppose the listing and critical habitat designation on the basis of the damage that would result to the economies of the 17 counties impacted, as well as the insufficient and misleading science that was used to support the listing. Impacted counties are: Alpine, Amador, Butte, Calaveras, El Dorado, Fresno, Inyo, Lassen, Madera, Mariposa, Mono, Nevada, Placer, Plumas, Sierra, Tulare, and Tuolumne.

The USFWS is currently in the process of contacting interested parties who have submitted comments to advise them that there will be another 60 day comment period after the release of the draft economic analysis of the proposed rule, that a public hearing will be scheduled during that comment period, and that the USFWS will likely hold at least one public meeting prior to the public hearing with the time and location to be announced. The USFWS anticipates that the information on the meeting/hearing will be available in the third quarter of 2013.

WHEN DOES YOUR MEMBERSHIP EXPIRE?

Look on your mailing label to find out.

Continued from page 1

CORVA Interview with Ted Cabral**Why did you want to become a Commissioner on the Off-Highway Motorized Vehicle Recreation (OHV) Commission?**

Well, I found myself complaining about local city and county issues that were important to me, and came to the conclusion that I had to help find solutions. After all, I felt I had no right to complain if I wasn't working to solve the problems I was complaining about. Also, getting active in my community allowed me to gain expertise with many different environmental issues. That, along with being an avid off-roader, led me to believe I could make a very real difference by becoming an OHV Commissioner. My focus is on problem solving, especially creating better communication avenues between government

agencies. In other words, I try to get everyone working together because I believe that clearer communications will result in decisions that will benefit OHV recreation. I know I represent all residents of California, so I work hard to make environmentally responsible decisions to benefit all parks users, with my main focus on OHV recreation.



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What do you hope to accomplish as a commissioner?

Besides better communications between agencies, I believe we should have strong OHV programs that have high environmental standards. It's also important to start programs for youth that include both leadership training skills and environmental stewardship. I also hope to create opportunities in urban areas for young people to visit area parks. I also will work to encourage enthusiasts to get involved with the process.

Why is the OHV Commission important and what do you see as the OHV Commission's overriding purpose?

With the quality of commissioners currently seated on the commission, we have the ability to represent the people of California on the issues; issues that are important to OHV enthusiasts. Governor Brown chose quality individuals as commissioners, with a lot of experience and credentials. We work for the people of California, together with State and Federal agencies on all important OHV issues. I believe this commission has been gaining respect, and our voices are being heard. We have the opportunity to influence the decision makers because we can be a bit more political than the OHV division staff and meet with all types of government officials. The opinion of the commission can also influence land use actions of federal agencies, by representing the interests of California OHV enthusiast to those agencies. The commission is also the conduit for the California people to express their opinions on OHV use in California.

Describe the interaction between State Parks and the OHV Division of State Parks:

The interaction between the OHV Division of State Parks and California State Parks has been dramatically changed from the past. General Jackson has an aura of leadership and understands the direction California State Parks needs to go; we are very lucky to have him. General Jackson has publicly stated his respect for OHV recreation and the OHV Division of State Parks, and wants to continue to see the program flourish. He also played a big part in Governor Brown's decision to bring Col. Chris Conlin into the OHV division as Deputy Director. There is a considerable amount of respect between those retired Marines and I expect them to be able to work together very closely and effectively on any issues that may arise.

What is the most important role OHV advocates can play to keep OHV access in California?

Stop complaining and get engaged in the process! Also, be positive! We need to create as much good will as possible with the people who don't agree with motorized recreation. Try taking the high road and explain all of the positive benefits that OHV use can have in our great state. Point out how we support rural economies, provide stewardship of public lands and fund environmental restoration projects statewide. Focus on what we have in common, a love for California's great outdoors.

1. If you're going to visit a particular area or trail, do the background work and find out what's going on before you travel. Make sure the area is open, and that you stay on designated trails.
2. Personal relationships are important, so get to know the people who work in your favorite riding area.
3. Don't only criticize, but point out when people are doing something good for OHV. If an agency employee is doing a good job it is important to let them know. Everyone loves a compliment!
4. If you complain but don't become part of the process, you're just whining, not doing.
5. Respect the land, and make sure others you meet on the trail to do the same.
6. Encourage model behavior among your fellow off-roaders by setting an example others can follow. One of my pet peeves is littering. As my Grandma used to say; 'make sure you leave things better than you found them'.
7. Come to commission meetings and be a part of the process! I would love to see a packed house and lots of OHV supporters at our next meeting in September at the Sand Sports Super Show in Costa Mesa.

Managing Director's Report

by Amy Granat

CORVA Fights Back

As an OHV advocacy organization for over 40 years, CORVA has always been active in the political and legal arenas as part of our mission to keep public land open to the public for off-road travel. For some time CORVA has been preparing to file a lawsuit against the Travel Management decision on the Plumas National Forest, and we are pleased to share with our members a very exciting update in regards to this lawsuit. Together with Sierra Access Coalition, we have prepared the following press release:

On June 19 representatives from a partnership of plaintiffs that include Sierra Access Coalition, Plumas County, Butte County, and the California Off Road Vehicle Association (CORVA), met in Sacramento with Pacific Legal Foundation (PLF) regarding representation of the partnership's legal case against the Plumas National Forest Travel Management Plan. Because of the strength of our combined allegations of wrongdoings by the forest in their execution of the Travel Management Rule, PLF is considering taking our case pro bono. PLF has just had a significant win in the Supreme Court, and their interest in our lawsuit brings with it a wealth of litigation experience. Together with their legal expertise, PLF's practice of taking cases pro bono would help all the parties in the suit financially. PLF expects to let the partnership know by late August if they will take the case, and if accepted, the case will be filed by the end of this year.

All members of the partnership have exhausted every other possible means to represent and protect their citizens' and their members' interests to the Forest Service, and are ready for the lawsuit to proceed. This partnership is unique in that it contains two county governments, and although each member's interests with the Forest Service may be different, we are united in our agreement that the Forest Service should be held liable for its wrongdoings. There is a shared acknowledgement that all have been harmed by Travel Management, whether county resident, business owner, longtime user of forest resources, or part time visitor.

The partners are all dedicated to standing up for the rights that should be afforded by the Forest Service to rural residents and visitors alike. We hope that everyone who values freedom and who values access to their national forest will continue to support every member of this partnership. We want to thank everyone for their patience and commitment during this process.

As enthusiasts' frustration rises due to agency land use plans that severely limit or close motorized recreation and OHV opportunities, as a community, we have to start thinking offensively, rather than relying solely on defensive actions. The lawsuit that CORVA and our partners will file soon has the potential to affect every forest in California, and force all land use agencies to rethink their policies as they relate to off-road travel. CORVA will file the lawsuit, but we rely on you, our members, to show your support by joining our association, encouraging your friends and family to join, and contributing to our legal fund. We supply the lawsuit, and our members show their support by supplying the funding. Without you, our members, we can't make it happen.

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It is important to understand that we started laying the foundation for this lawsuit by submitting substantive comments to the Forest Service on the Plumas National Forest Travel Management Plan many years ago, in 2008. We worked on these comments throughout the entire Travel Management process, and 5 years later we have a lawsuit ready to be filed. It's not quick, it's not easy, but working together, we can create the foundation for future legal actions. This is exactly what we teach in the CORVA Comments Project. We have taught over 400 motorized recreation enthusiasts how to work together with federal and state agencies, and we want to teach more enthusiasts how to engage in

this process. This is the best chance we have to keep OHV access open for all types of off-road travel. For any information about legal action, please contact Amy Granat at amy.granat@corva.org.

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Continued from page 1

[A Dozen Ways for Off Roaders to Take Action to Keep Access](#)

6. Keep speeds slower. Lower speeds reduce erosion. Not only is it safer, especially on winding backcountry roads where visibility is very limited, but it also reduces dust. "So what's a little dust? I'll need to wash my rig anyway!" It's actually a big deal. Besides the obvious reduction in visibility, dust clouds can travel hundreds of miles, damaging the environment and adding particulates to the atmosphere. Dust acts like a pollutant, affecting the environment and health. Besides, large dust clouds are also obvious to the opposition. Steps 4 and 5 above also help with dust control.

7. Take the challenge! Improve your riding and driving skills. Wheel spin causes all sorts of problems, from raising dust to creating deep ruts and moguls. Sliding around corners also creates road and trail damage, especially when a tire is locked up. Ruts and moguls do not add to the driving challenge. They're just really annoying. By improving your driving skills, especially the use of controls – steering, brakes and throttle – you will be reducing the impact of motorized vehicle travel in the backcountry.

8. Report issues to the authorities. If you see someone damaging the backcountry, note the time and location (GPS coordinates are helpful) and notify the agency managing the land. Never confront someone, it is too dangerous.

9. Be a hero! If someone is lost or stuck, offer assistance. If you find a stuck or abandoned vehicle, notify authorities. And if you notice trash in an area where someone is picnicking – and they appear friendly, offer them a trash bag. It's always smart to carry extras for this purpose. Never use a confrontational approach, however. Something like "How are you doing, isn't this a beautiful day? Wow, it's a shame that trash is affecting your beautiful spot. I have an extra trash bag and I'd be happy to help you clean this up." At the first sign of resistance or aggression, simply leave.

10. Introduce your friends to backcountry travel. They may become enthusiasts, and there is power in numbers. If you know someone who is a member of an environmental group like the Sierra Club, invite them for a backcountry adventure. Chances are they have never experienced the backcountry in a motorized vehicle. And it gives you a chance to showcase your environmental concerns, and to inform them that most Americans cannot experience the backcountry to any great extent without motorized vehicle travel, and by using your superior driving skills, little or no damage is done to the trails.

11. Travel responsibly. Respect the rights of others. Educate yourself. Avoid sensitive areas. Do your part.

12. Get involved. Join CORVA and volunteer with other groups that help keep public lands accessible. Programs like Adopt-A-Trail or trail clean-up events are a great way to get involved and make a difference.

The important factor is that all off roaders become proactive, get involved, be responsible and become the solution, not part of the problem!

Big Bear Offroad Racing

By Mike and Monica Ortega



Mike Ortega is the founder and driver for Big Bear Offroad Racing (BBOR), which resulted from a long time dream of his to race after years of excitement and enjoyment offroading in the Southern California Mountains and South Dakota, and attending the King of the Hammers Race in Johnson Valley, California.

The dream of BBOR began when Mike Ortega and his family were spectators during the 2012 King of the Hammers Race. After the race, Mike was so excited he said to his wife Monica that he wanted to try and compete in the Everyman Challenge in 2013. With the help of many sponsors and friends, the BBOR rig was built.

After a lot of hard work, Mike and his friends were able to compete in the stock Everyman Challenge in 2013. The 2013 Everyman Challenge was the hardest race for the stock class to date, and only one vehicle finished the 112 mile course. BBOR made it

to mile marker 80 (that Highway 20 was not meant for 35 inch tires). Unfortunately on Highway 20 we broke the front wheel hub, busted the rear driveshaft and finally the winch, and no one could go past Pit 2, so there was no chance for repairs. The race was called, but it was quite a race and Mike gave it his all. When he returned back to Hammertown, everyone cheered. He had worked so hard to get to the race, the support of his friends and family meant everything. He was in the saddle for over 12 hours with no food and was glad to be back in town. Over the years we have noticed that a lot of people talk about racing KOH, but very few actually get there and compete, let alone finish and win. That's why they call it one of the toughest races in the world. Going to KOH is all about having fun, hanging with friends and enjoying the outdoors.

After the KOH 2013 run, we looked over the positive and negative aspects of the race and Mike decided he wanted to try the Ultra4 series in the 2014 KOH race. So, Mike and Monica Ortega flew to Washington to pick up an Ultra4 series buggy. BBOR has been busy working on the Ultra4 series (4458) buggy and has already competed in the Ultra4 series at Glen Helen Grand Prix in May 2013.

Mike and his family are currently members of the Bear Valley 4x4 club and the Dirt Devils of Southern California (Dirt Devils). They have been CORVA members for a few years now with their groups, and are so proud of the work CORVA has done to keep trails open for all offroad enthusiasts. Mike is also the liaison with San Bernardino National Forest Service on the Adopt- a- Trail program for Dishpan Springs (3N34) as a Dirt Devil. The Dirt Devils have adopted Dishpan Springs (3N34) out of Cedar Glen for many years. The liaisons schedule Adopt-a-Trail runs every month where members and visitors drive the trails to pick up trash, help the U. S. Forest Service maintain the trails to make sure other off-road enthusiasts stay on designated trails, and help fellow off-roaders who may encounter problems along the trail. In addition, Mike has helped the Forest Service remove abandoned vehicles. Mike and his family, as well as the BBOR crew, love the outdoors and want to keep the trails open for everyone to enjoy (jeeps, offroad vehicles, dirt bikes, side by sides, etc).



Full bios of crew members and friends (Jason Pope, Gary Byrd, Castulo Olivias, Jim and Nicole Beale, Michael and Camille Rubio, Mark Hocevar, Tim Nichols, Chuck Chapman, Jimmy Pritchett and Roger Mauer) can be found at: www.BigBearOffroadRacing.com and on our Facebook page at: www.facebook.com/BigBearOffroadRacing.

BBOR would like to thank our current sponsors for the 2014 season: Trek Armor, Testified Apparel, Raceline Wheels, Rigid Industries, Poison Spyder Customs, PCI Race Radios, BMWpedals.com, Golden State Engineering, Gregg's Automotive, and Big Bear Threads and Embroidery.

In addition, BBOR would like to thank CORVA for their hard work and dedication to keep the trails of Southern California open for us and future generations to enjoy.

[Educational News](#)

By Ed Waldheim, VP Education

We are now in the middle of the summer and the hot topic has been Sacramento, as far as grants are concerned. Since January when the first workshops were held, everyone was on pins and needles not knowing if we would get sufficient money to have a grant program. OHV Staff kept stating you have to ask for what you need, so that there is proof that the program was alive and well.

Thirty-two million dollars later the applications have been sent in, processed, and OHV was granted 10 million dollars. I don't need to tell you what kind of effect that had on all of us who depend on grants to provide the opportunities we have on public lands.

The notice to awards grants was revised and to everyone's astonishment, just about everyone got the money they asked for. How is that possible? All that was needed was to get the authority to have money in the trust fund earmarked for grants. Someone realized this and made it happen.



Now to the education portion of my point: It is important that each and every one of you to go to your favorite recreation areas and see what they are doing with the grant money given to them. You can do that by simply going online to www.ohv.parks.ca.gov, downloading grants awarded and looking for your favorite agency. These are broken down in to O&M (Operation and Maintenance), Safety and Education, Restoration, and Law Enforcement. Write down the amount they asked for and visit your favorite agency to see what they are doing with the money.

You see, unless you check what is being done and get the message to your legislators that this grant program is very important for us to preserve our recreational opportunities,

next time legislators may not vote for it in the budget, or even worse take the money away from us as they have done in the past. Please always remember that recreating on Public Lands is not a right, it is a privilege that you have and as such you have to really follow the rules like staying on designated trails.

The other issue that we keep fighting for is that the Green Sticker program is not to augment the agency's appropriated dollars, but to supplement its existing income for recreational purposes. So many times we allow agencies to depend almost 100% on our OHV dollars, and that is not good. The total OHV program in the State of California costs \$47 million, and that is without SVRAs (State Vehicular Recreation Areas).

So you do the math, a grant program of \$10 million, \$20 million or even \$26 million does not even come close to covering the cost for Recreation on Public Lands. This is another reason for you to be in contact with your United States Congressman and tell them they should not cut the Recreation budgets to Forest Service and BLM.

If you have any questions about this information, please send Terry Work an e-mail at terry.work@corva.org.

[A Summer Legislative Visit To Sacramento](#)

CORVA will be joining with other off road groups to make a quick trip to the capital on August 18th-19th. We're planning a meet and greet for attendees on Sunday afternoon to talk over issues and set our talking points for visits to legislative offices the next day. Monday appointments are available for attendees. We've purposely set this visit to be low key and family friendly. Our host hotel, the Vagabond Inn, is adjacent to Old Town Sacramento making for easy access to the Train Museum and the waterfront.

If you would like to join us or have questions, please contact Helen Baker at 818-705-3930 or email bakerhab@aol.com.

[Off Road Show Volunteers Wanted](#)

CORVA will have booths at the Sand Sports Super Show at the Orange County Fair Grounds on September 20-22 and at the Pomona Off Road EXPO at the Pomona Fair Grounds on October 5-6, and we are looking for a few good folks to help out. This is a fun way to support CORVA and to see these great shows.

If you would like to help out in the booth and see the show for free, please contact Helen Baker at 818-705-3930 or email bakerhab@aol.com for questions, information, or to volunteer.

Imperial Sand Dunes (Glamis) Advisory Counsel Meeting on Fees and Business Plan

By Ed Stovin, Assistant Southern Director - Grants

The Imperial Sand Dunes (Glamis) advisory counsel met recently to discuss the BLM Business plan and proposed fee increases. The BLM recently released a proposal to increase fees by a large percentage and counsel members were very interested in how the BLM justifies the increases.

The BLM has chosen to reinstate the annual pass (they had strongly considered doing away with it because of widespread sharing) and now want to raise that fee from \$90 to \$150. The annual pass will now be a sticker instead of set on the dash. The weekly pass will go up from \$25 to \$35 per week, with the buyer having the option to buy a second pass at the same time for \$25.

The business plan details the costs of operating the dunes and shows the current sources of income. The big driver for fee increases came from the District and State BLM offices because the dunes have not generated enough income to cover costs. The El Centro office has had to take money from the State and District to cover expenses. Word came down that this coming season the dunes must be self sufficient financially.

Income from the dunes comes from 3 sources: Federal allocation, State grants (green sticker money), and fees. The federal allocation and State grants are hard for the BLM to control, however, the fees are within their jurisdiction.

To the BLM's credit, they have reduced costs (and some services) dramatically over the last 10 years and yet they do continue to provide excellent services, including:

- Law enforcement to keep peace and to prevent trespassing into restricted areas.
- Emergency medical technicians with rescue buggies.
- Regularly maintained restrooms.
- Trash removal.
- Maintained roads (sand removal and watering for dust control).
- Education programs and ATV safety training.
- Support staff.

The dunes advisory counsel approved the fee increases after reading the business plan and meeting with BLM staff, with a few concerns. The counsel made a 5 point motion to the BLM regarding the Business Plan.

- 1) BLM will consult the DAC Subgroup before making changes to the Business Plan.
- 2) BLM will work on making one day passes available to the public.
- 3) Passes for second vehicles brought to the dunes needs further discussion.
- 4) We understand the cost of fee collection is high. BLM must work on reducing the cost of fee collection.
- 5) Should medical cost recovery become allowable on Federal lands, BLM shall modify the Business Plan to incorporate it.

Passes will be available from the El Centro BLM website as well as from many vendors in the region. The fee prices listed above are fixed for BLM sales. Outside vendors are free to charge what they please for passes, so if you don't want to risk paying more, plan ahead and talk to your vendors or buy from the BLM website.

CORVA NEEDS YOUR HELP!

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

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Please make checks payable to CORVA

Donations are not deductible as charitable contributions

SEPTEMBER 28, 2013



National Public Lands Day

A National Environmental Education Foundation Program

STODDARD VALLEY IMPROVEMENT PROJECT

This year we will be working in the Stoddard Valley Off-Highway Vehicle Area. Projects will consist of a general clean up of the area, removal of existing fence, and OHV boundary signing.

- ◆ CHECK-IN WILL BEGIN IN THE STODDARD OHV AREA JUST OFF THE OUTLET CENTER DR. EXIT FROM I-15 ON SATURDAY, SEPT. 28, 2013 AT 7:00 AM
- ◆ VOLUNTEER CREWS WILL WORK FROM 7:30 AM TIL LUNCH TIME
- ◆ ALL PARTICIPANTS WILL BE SERVED LUNCH AND THE FIRST 250 VOLUNTEERS WILL RECEIVE A PUBLIC LANDS DAY T-SHIRT

(See map on back for the Stoddard Valley Improvement Project location)

Participation Form

Name _____

Address _____

City/State/Zip Code _____

Email/Phone _____

I will provide: _____

Mail to:

The Bureau of Land Management
c/o Cecilia Franklin, Volunteer Coordinator
2601 Barstow Rd.
Barstow, CA 92311 or fax to (760) 252-6099

- YES, I can volunteer & want more information
- YES, I have a pickup truck for hauling trash

For additional information please contact Cecilia
at (760) 252-6000 or <cfrankli@blm.gov>.

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The Modesto Ridge Runners would like to invite you to participate in our

"ANNUAL HIGH DESERT RALLY"

August 9th-11th, 2013

This year's entry fee is \$275.00 for 2 people, with 2 nights room (double occupancy Fri. & Sat.) at the El Capitan Motel and Casino in Hawthorne, NV, two dinner tickets for the Awards Banquet Saturday night, two rally T-shirts and two Event Pins.

All rally vehicles must have Seat Belts for every person riding in the vehicle, a Fire Extinguisher and a Shovel (G.I. folding type is permitted). All green sticker vehicles must be equipped with a Forest Service approved spark arrester. This is a NON-REFUNDABLE entry fee for all rally vehicles. The Forest Service will be checking all vehicles prior to the run.

There is secured parking in the lot behind the Motel. TOW UNITS, TRAILERS and SUPPORT VEHICLES MUST PARK IN THE BACK LOT NO EXCEPTIONS. RALLY VEHICLES WILL BE THE ONLY VEHICLES PERMITTED IN THE MOTEL PARKING LOT FOR THE NIGHT.

Schedule:

Friday August 9th: Vehicle check-in at the Motel parking lot 12:00pm to 5:00pm. Re-open 7:00pm to 9:00pm.

Saturday August 10th: Vehicle check-in at the Motel parking lot at 5:00am to 6:00am.

7:00 a.m. MANDATORY Drivers Meeting in the parking lot behind the Motel

7:30 a.m. Sheriff Escort to the staging area

8:00 a.m. First Car out on the Rally

6:30 p.m. Cocktails, lies, and stories

8:00 p.m. DINNER, AWARDS, RAFFLES AND 50-50 DRAWING

Sunday, August 11th: YOU'RE ON YOUR OWN. HAVE FUN AND BE SAFE!!!

RESERVATIONS ARE ON A FIRST COME, FIRST SERVE BASIS, SO MAKE YOUR RESERVATION EARLY!

QUESTIONS OR REGISTRATION?

Call Gordon (209) 537-8202, Ron (209) 538-6743, or Jimmy McGinthy (209) 537-1680,

Or mail to:

Modesto Ridge Runners

PO Box 577911

Modesto, CA 95357

CUT OUT AND MAIL IN

MEMBERSHIP APPLICATION

- | | |
|---|---|
| <input type="checkbox"/> FREE 90 DAY MEMBERSHIP | <input type="checkbox"/> RENEWING MEMBERS \$30 |
| <input type="checkbox"/> NEW MEMBER \$30 | <input type="checkbox"/> ASSOCIATE MEMBER \$365 |
| <input type="checkbox"/> LIFE MEMBER \$300 | <input type="checkbox"/> EXTRA LAND USE FUND \$ _____ |

NAME _____ SPOUSE'S NAME _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

WHAT DO YOU RIDE? _____ WHERE? _____

CLUB OR BUSINESS NAME _____

MAKE CHECKS PAYABLE TO CORVA

PLEASE USE OUR SECURE WEB SITE FOR ALL CREDIT CARD AND PAY PAL TRANSACTIONS

SEND TO: CORVA TREASURER - 1500 W. El Camino Ave. #352 Sacramento, CA 95833-1945

PLEASE ALLOW 4 - 6 WEEKS FOR PROCESSING



Mail Distribution Address
1500 W. El Camino Ave. #352
Sacramento, CA 95833-1945

PRSR STD
US Postage
PAID
Glendale, CA
Permit No. 1353

Address Service Requested

CORVA CALENDAR

August:

- 8/9-11 Modesto Ridge Runners Annual High Desert Rally
- 8/18 Azusa Canyon (Stuck) Fest
- 8/18-19 Summer Legislative Visit to Sacramento
- 8/24 Huckfest at Oceano Dunes
- 8/30-9/1 Cantina For The 'Con at Loon Lake

September:

- 9/15 4WPW Customer Appreciation Day at Hungry Valley
- 9/20-21 OHMVR Commission Meeting
- 9/20-22 Sand Sports Super Show at Orange County Fairgrounds
- 9/28 SBNF Adopt-A-Trail BBQ

October:

- 10/5-6 Lucas Offroad Expo at Pomona Fairgrounds
- 10/12 CORVA Southern Jamboree at Wagon Wheel Staging Area Spangler Hills
- 10/19 SOS Fundraiser hosted by the Bakersfield Trailblazers
- 10/26 CORVA Northern Jamboree at Frank Raines Park
- 10/26 OMC Food and Toy Drive in Banning, CA

November:

- 11/1-2 DAC Meeting
- 11/2 SDORC Lost Lizard Fun Run (www.sdorc.org)

On-Going Meetings

Friends of El Mirage (www.elmirage.org): 2nd Wednesday
Friends of Jawbone (www.jawbone.org): 3rd Wednesday
CORVA Board Conference Call: 4th Monday

FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE

WWW.CORVA.ORG

