



Off-Roaders in Action

Spring 2018

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THE PEOPLE, NOT **FROM** THE PEOPLE.

PRESIDENT'S ANNUAL REPORT 2018

Ken Clarke, President

It's been a year since I was elected President of CORVA and I am eagerly looking forward to this next year.

During my first year in office I had the honor of assisting CORVA Board members Bob Ham, Ed Stovin and Bruce Whitcher, along with our Managing Director Amy Granat; change SB 249 from a punitive bill that would have hurt the California OHMVR program, into a bill which made our OHMVR program a permanent division of State Parks. We still need to follow through with additional legislation that includes criteria specific to the makeup of the OHMVR Commission, which was not included in SB 249.

CORVA with our attorney Jesse Barton, also led the way in the victory for the Ocotillo Wells lawsuit. CORVA has advanced to be the most knowledgeable OHV organization for legislative and legal actions in California, and arguably in the country. Certainly no other statewide organization has had the successes we have had this year, and we will work hard to continue this trend in the coming year.

At this time we are working on opposing SB 1316, a bill that would allow State Parks to sell the expansion property at Carnegie SRVA if it is found to unsuitable

70+ years. Now are faced with neighbors and the San Luis Obispo Air Pollution Control District Hearing Board, which seems determined to end off-road recreation at this historically important site for OHV enthusiasts. This is going to be tough battle but with your support CORVA will do all we can do to protect this recreation area. But this time we need OHV aftermarket manufacturers and all OHV-related businesses to support our legal efforts.

I would like to give a shout out to Tony Pellegrino and his wife Debbie of GenRight Off Road. Not only does Tony build great products, he supports many events across the country, as well as supporting CORVA and all the OHV organizations. Tony and Debbie took time to attend Lobby day and voice their opposition to SB 1316 at the hearing for the Senate Committee on Natural Resources and Water in Sacramento. More OHV aftermarket manufacturers should follow Tony's lead. Simply put, if you make your living off purchase by off-road enthusiasts, your business needs to support the organization that ensures their access to roads and trail: CORVA!

CORVA will continue working for you, but we need help from our members and our great off-road

community. I keep hearing that volunteerism is dying; and all of the service groups are having a hard time attracting volunteers. CORVA is also struggling with this, and we have several Board of Directors positions we need to fill. If you would like to learn about the issues facing the OHV community and how the different federal and state agencies operate, and make sure our recreational trails stay open, please consider volunteering for a Board of Directors position. In addition to volunteers, we also need money from members and donations. I know money is

the route of all evil, but the great work CORVA does cannot be accomplished without our legal team, which is very expensive. We do have two lawsuits against the Forest Service over Travel Management issues, which are being litigated pro bono, but we do need to build a legal war chest to protect Oceano Dune and Carnegie.

I am looking forward to meeting more of our CORVA members during the next year. To paraphrase a line from one of my favorite Presidents:

**Ask not what CORVA can do for you,
ask what you can do for CORVA!**

For OHV use. This bill caters to wealthy and politically connected individuals, and does not serve either conservation or recreation purposes. We are also working on bills for our partners, the Modesto Houndsmen. We are proud we of what we have accomplished last year and are dedicated to moving forward working to keep roads and trails open to off-road recreation the best way possible.

We know the next year is going to present an abundance of issues for CORVA. Oceano Dunes SVRA will be one of the biggest issues we will face. The OHV community has been recreating at Oceano Dunes for



MANAGING DIRECTOR'S REPORT, CORVA ANNUAL MEETING

Amy Granat, Managing Director

CORVA has an incredible history of being present for the most important milestones related to off-road recreation in California.

This organization not only stood as witness to the start of the Off Highway Motorized Vehicle Recreation Division of State Park; but as an organization we were an integral part of that event. Bob Ham, one of the first members of CORVA, played a critical role in the creation of the legislation. Again this past year Bob Ham played a most important part in the passage of SB 249, the legislation that made our OHMVR program a permanent division of State Parks.

Being guided by our past is important as we move successfully into the future. Once again, CORVA finds itself at the center of the most important issues facing off-road recreation in California. Whether it is the air pollution question facing Oceano Dunes or commenting on the Desert Renewable Energy Conservation Plan, CORVA is on the forefront. We are often called in by federal and state agencies for our expertise, because *no one else can speak for **all** forms of off-road access and motorized recreation in California!*

The respect CORVA is given by federal and state agencies has been earned because of our knowledgeable and informed approach to issues. While we do not grandstand, we also do not waiver in our support for continued off-road access in California. With the help of our lobbying coalition, Off Road Vehicle Legislative Coalition and our lobbyist Kathy Lynch, CORVA has literally stood at the forefront this year with legislative issues. Whether it is testifying or writing letters, we get it done!

Looking into CORVA's history as we approach our 50 year anniversary, CORVA had seen unparalleled success in our early years. Moving forward into our next 50 years, we have an opportunity to honor that history by reaching for even more!

There are new ways of enjoying public land that have come to the forefront: overlanding with 4WD vehicles and adventure bike riding— where the journey is as important as the destination. These new ways of enjoying public land makes everything CORVA does even more important as we move into our next 50 years

With help from our talented volunteers and members of the Board of Directors, among many other issues, CORVA is involved in the following:

1. Forest Service Engagement

- a. Dinkey Collaborative
- b. Southern Fork of the American River Collaborative
- c. Region 5 Roundtable
- d. Stanislaus National Forest Adopt-A-Forest
- e. Amador/Calaveras Collaborative
- f. Proposed Wilderness for Sierra/Sequoia National Forest
- g. Stanislaus Lawsuit Status Reports
- h. Pacific Legal Foundation Lawsuit/Plumas National Forest
- i. Texas Public Policy Institute/Travel Management Rewrite

2. Bureau of Land Management

- a. Desert Renewable Energy Conservation Plan
- b. West Mojave Route Designation Plan
- c. Berryessa Snow National Monument

3. State of California

- a. CARB: greensticker/Redsticker
- b. Grants updates
- c. SB 1316

4. Working to Expand the Rights of Houndsmen and Access for all Hunters to Public Land

CORVA has been able to pursue all these issues thanks to all the support and donations we receive from our members and business sponsors. Every dollar is wisely spent on issue directly related to preserving, promoting and protecting YOUR motorized recreation.

It is critical to work as a team, and every member of the Board of Directors has been unwavering in their assistance and dedication to keeping our roads and trails open. It is because of this dedication and determination that we succeed.

Joining CORVA now is more important than ever! Becoming a member of CORVA means you are becoming part of a successful team!

CORVA LAND USE REPORT

April - May 2018

BLM ANNOUNCES RELEASE OF DRAFT WEST MOJAVE ROUTE NETWORK

Interactive map available in BLM's West Mojave Plan website: <https://www.blm.gov/programs/planning-and-nepa/plans-development/california/west-mojave-plan-route-network>. Help keep routes open! Be sure to comment on your favorite route!

MORENO VALLEY, Calif. - The Bureau of Land Management has made available for public review a draft Supplemental Environmental Impact Statement and draft Land Use Plan Amendment that aim to manage dispersed recreation visitation over an extensive area in the Mojave Desert. The draft Supplemental Environmental Impact Statement evaluates existing routes in the planning area and proposes a comprehensive route network that balances access with the protection of sensitive resources. Today's announcement commences a 90-day public comment period.

A major component of the draft includes a complete inventory of travel routes within the Western Mojave planning area. Through this inventory, the BLM, in coordination with the public, has developed the most accurate and comprehensive route inventory of the planning area to date, providing a new baseline for BLM management of travel within the planning area.

Public comments are due by June 14th, 2018 and may be submitted:

- by email to blm_ca_wemo_project@blm.gov
- by fax with Attn: WMRNP Plan Amendment to 951-697-5299, or
- by mail to Bureau of Land Management, California Desert District, Attn: WMRNP Plan Amendment, 22835 Calle San Juan de Los Lagos, Moreno Valley, CA 92553.

The Draft Land Use Plan Amendment/Draft SEIS can be viewed at: <http://blm.gov/california/wmrnp>.

NEW MANAGEMENT AT THE FOREST SERVICE

The month of March was a tough one for the Forest Service. Its Chief, Tony Tooke, resigned after allegations surfaced regarding some inappropriate behavior on his part towards other employees. All the allegations covered earlier assignments he had at the agency, not while he was serving as Chief.

Upon Tooke's resignation, Vicki Christianson was named the Acting Chief. Before this appointment, she was serving as the Deputy Chief over State and Private Forestry and that portfolio included responsibility for wildfires. She has been with the agency for over seven years.

She has a big job ahead of her especially given that employee morale is very low. She seems to be the perfect person to step into the lead at such a critical time. We are all wishing her a lot of success.

FOREST SERVICE FIRE BUDGET

Omnibus budget bill passed by Congress Includes "Fire Fix"

Many of you ask why there has been such a drastic reduction in recreation funds available to the Forest Service. There have been efforts in previous Congresses to fund wildfire expenses in the same way we fund other types of natural disasters.

The omnibus budget bill passed by Congress in March, 2018, authorizes the fire funding fix, with strong support from Secretary Perdue. Under the bill, USDA and the Department of the Interior will have a new joint budget authority of \$2.25 billion to cover firefighting costs that exceed regular appropriations. The new authority will begin in fiscal year 2020 and increase by \$100 million per year through fiscal year 2027.

The fire funding fix will not kick in right away. For the 2018–2019 fire years, The Forest Service will have to rely on regular appropriations based on the 10-year rolling average of firefighting costs. However, the omnibus bill contains \$500 million in emergency suppression funds for 2018, in addition to our regular appropriation of \$1.057 billion for suppression.

When the fire funding fix does kick in, the Forest Service—and the American people—will benefit in two key ways. First, it will end the need for us to borrow from non-fire programs to cover firefighting costs when regular appropriations run out during severe fire years. Since 2000, fire borrowing has disrupted other critical resource management work in most years. Second, the fire funding fix will stop the erosion of our non-fire programs. As our suppression costs have continued to rise, they have eaten up a growing proportion of the overall Forest Service budget. The fire funding fix will help us finally restore balance to our program delivery on behalf of the people who recreate in America's National Forests.

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AN OPEN LETTER TO SENATOR GLAZER

Diana Mead, Concord CA, Past President CORVA

Dear Senator Glazer,

It has come to my attention that you were rudely lambasted after a Senate Natural Resources Committee hearing on SB 1316 by an opposition attendee. I am sorry that happened. There is simply no excuse for this sort of behavior, and I say this as someone who has been similarly approached.

While I personally would not use this sort of strategy, *I need you to hear how very disappointed I am in your sponsorship of this bill.* I have made several appointments with your office and although I am a constituent, have been unable to meet with you personally. Instead, I have met with staff members who may be efficient, but are not a substitute for talking directly with my Senator. My sole direct contact with you was a single telephone conversation during which you informed me of your pending recommendation to sell **OUR CARNEGIE SVRA** property. You are my state senator and I am on the board of a statewide OHV advocacy group. At the time of our last conversation, I was the President of that organization. Although it should make no difference in your representation, I am a liberal democrat who has been educated on the environmental issues at Carnegie SVRA. Senator, in my opinion, you have not made the effort to understand why we need a larger park, nor have you bothered to visit the model for our expansion at Hollister Hills SVRA. I have repeatedly stated why this is important to no avail. I sincerely hope the supporters of your bill

have been likewise limited in their opportunity to have face time with you.

Your bias at the Senate Natural Resources Committee hearing was on full display. Photographs comparing the current SVRA with expansion property are produced to offer an opinionated version lacking scientific facts, of what is proven environmentally responsible. We've seen these photos before and they are simply not accurate or a fair representation. The difference between the two parcels is also about mine tailings, cattle grazing damage, significant debris from human habitation including turn of the last century plumbing, unstable ground, unprotected indigenous peoples sites, etc. At the current park, while one does see the results of motorized recreation, mitigation efforts are proven sustainable and religiously practiced. Wildlife and plant life are nurtured, per state law. I can personally attest to the deer, rabbits, and birds that were out and about during the national hillclimb competition last weekend. The sites of indigenous and archeological significance are cataloged and protected. All of that said, the expansion area is not proposed to be another motorcycle area. AND here lies the real conundrum.

The expansion will offer recreation not offered at the current park. Nor is this recreation offered elsewhere in the bay area. Not in the acres of land East Bay Regional Parks offers us who subsidize them (many in your district). Not in any of the other State Parks in the Bay Area. Not in any park in bay area counties. Yet, in 2014, there were 600,000 registered off highway vehicles in that same area. That is green or red stickered only, not the street registered 4 wheel drives that may also go off road with their owners. Senator, by eliminating the opportunity in this far east slice of Alameda, you are committing to these people that they will need to continue to allocate time, fuel and distance before enjoying their recreation.

The suggestion that the sale of this valued acreage would make the lawsuits "go away" is short sighted and sounded like blackmail. I suspect it is very likely that the supporters of Carnegie SVRA may be disturbed enough to initiate a lawsuit to stop the sale. The state should also anticipate the NIMBY Associations that today oppose the expansion, will return to their efforts to close the current Carnegie SVRA if they achieve ending the expansion area. Our best opportunity to stop the lawsuits would be to gain the support of those who represent us and model the amazing diversity that is part of both our geography and our heritage.



LOCKED GATES AHEAD

Dave Bennett

The Number of Facepalm Worthy Incidents on Public Lands, and on Social Media, is at an All Time High.

As the Overland enthusiast ranks have grown over the last decade, the number of facepalm worthy incidents on public lands, and on social media, is at an all time high.

In recent years, Death Valley in particular has seen a rash of theft and vandalism. Evidently, some people think it's cool to drive illegally on the salt pan at Badwater Basin and the Racetrack Playa, or to steal fossilized footprints left by prehistoric animals as well as Native American artifacts. Some have even taken to tagging graffiti on rocks. Real cool bro. Real cool.

I've led several groups throughout the furthest reaches of Death Valley, and it boggles the mind that anyone would defile such a magical place.

The latest insult came in late October 2017 when unknown vandals scratched graffiti into the mud bottom of Ubehebe Crater in Death Valley National Park, an area considered sacred to the native Timbisha Shoshone people. And if you've been there, you know it's a bit of a hike down into the crater (and back) where you are in full view of anyone else visiting. This area took more than just a few minutes to despoil, and yet it happened right in plain sight of anyone above who may have been at the viewing area.

To erase this man-made blight on the landscape, the National Park Service had to lay over 600 feet of hose down into the crater so that water could be sprayed over the dried mud floor. The graffiti disappeared and the natural color and patterns of the crater returned once the water dried up. This method was used instead of raking, which would have been faster, but would have further disturbed the area and encouraged invasion by nonnative weeds. All this because of a few misguided individuals.

And that's just ONE Park. There are others, with similar misdeeds regularly plaguing the Bureau of Land Management and the US Forest Service. And us.

But we have to wonder, is it because people are really that bad and really don't care? Or is it because they don't know any better? I'd like to think that it's because they don't know any better.

The future of Overlanding aka off-road recreation is in doubt if we allow ourselves to lose access to public



lands by not policing and educating our own.

Entities like the Bureau of Land Management, the US Forest Service and the National Park Service have limited capacity to deal with bad actors in the back-country. Sometimes it's just easier to throw up a gate than deal with hordes of unruly people. And while we may disagree, what choice do they have when faced with mobs of jerks?

And while I'm sure that we can all agree that closure isn't management, we all know that's where this stuff leads. More people crowded into fewer and fewer areas. Meanwhile, SEMA was full of Overland builds again this year.

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NEW WILDERNESS PROPOSAL FOR SIERRA AND SEQUOIA NATIONAL FORESTS

The Southern Sierra Draft Roadless Areas Proposal was recently announced by Sierra Forest Legacy. The proposal would supposedly protect roadless lands in the revised forest plans for the Sierra and Sequoia National Forests. This proposal would protect five priority Recommended Wilderness Areas (RWAs) on each forest and also apply a protective Backcountry Management Area (BMA) designation to over 100 additional areas.

This plan would be included in the preferred alternative in the 2018 Supplemental Environmental Impact Statement for the revised forest plans Sierra and Sequoia National Forests. This is being proposed in spite of the Forest Service recommending no new wilderness for these National Forests.

THE ONGOING OCEANO DUNES TRAVESTY

Lyndi Love-Haning

THE FACTS...OR LACK THEREOF

The fight to keep the Oceano Dunes State Vehicular Recreation Area (ODSVRA) open has been going on for decades. Secret meetings, numerous lawsuits, political corruption combined with a suspicious cast of characters have defined this constantly evolving drama. The ongoing saga would be the perfect plot for a fictional drama.

Unfortunately, this is a reality that we, as off-roaders, can no longer sit back and watch. Closure of the dunes, or portions of the dunes is not good management and this situation is in dire need to be managed. As fellow off-roaders, this issue must be near and dear to everyone's hearts and minds!

This is the current battle: ODSVRA vs. a handful of rich and retired residents living in a new million-dollar subdivision on a mesa downwind of Pismo State Beach and Oceano Dunes SVRA. These 'red shirts' literally wear red shirts to represent the color of the air alert on the San Luis Obispo Air Pollution Control District (APCD) website when there is a bad air quality day. The red shirts' main claim is that OHV activity has destroyed vegetation that existed in 1930 and furthermore claim vehicles break up fine crust that forms on the dunes, resulting in the park being more emissive than other areas. The red shirts say that increased emissivity results in particulate matter smaller than 10 microns (PM10) steadily blowing into their homes and lungs, causing pulmonary issues

There are many flaws with this theory, but here are the main problems:

- After millions of tax dollars spent and a decade of studies, the actual percentage of emissions caused by OHV activity has not been identified.

- Off-shore sources of emissions have been identified but largely ignored. This calls into question whether the OHV park is a major source of emissions or simply a path between offshore sources and the Mesa.
- The data being used to create emissions modeling is from 2013 and has not been updated with information collected over the past 5 years. The model has also not been tested or validated as appropriate to use in this manner
- Most complaints come from residents living in homes surrounded by agricultural fields, ongoing construction, dirt roads and open sand sheets. In fact, the Specific Plan and Environmental Impact report for the master planned community at issue warned that ongoing construction activities would cause significant air quality issues to residents.
- Most of the people complaining of health issues related to air quality have moved to the area within the last 10 years and have no proof that what they are experiencing is not related to pre-existing conditions.
- The red shirts initially complained of crystalline silica, a small particulate matter that causes lung cancer. Crystalline silica was tested for on many separate occasions by the APCD and State Parks. The samples were tested in accordance to OSHA standards and were all found to not exceed limits. The red shirts quickly changed their complaint to any particulate matter smaller than 10 microns.

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CORVA BOARD OF DIRECTORS ELECTION RESULTS

Every year elections are held at the CORVA Annual Meeting for half of the statewide positions on the Board of Directors. This year the following elections were held, along with the individuals elected for that position:

Vice President, Administration: Chad Clopton

Vice President, Education: Wayne Ford

Vice President, Sales & Marketing: Vacant

Treasurer: Mike Moore

A meeting of the Southern Region Board of Directors was held on April 28th 2018 at Jawbone Canyon OHV Area. Every two years elections are held for all the board positions. The following are the results for the Southern Region Board of Directors:

Southern Director: Vinnie Barbarino

Asst. Southern Director, Grants: Ed Stovin

Asst. Southern Director, Legislation: Bob Ham

Asst. Southern Director, Clubs: Charles Lowe

Secretary: Jim Woods

MEET WAYNE FORD, NEW CORVA VICE PRESIDENT OF EDUCATION

Hey All! Starting in 2006, my family and I volunteered and helped serve CORVA members spaghetti at events held on the racetrack at Hungry Valley SVRA. During the ensuing years, the ebb and flow of CORVA activities went from extreme to subdued.

During the extreme periods of activity, we were doing one to two events every weekend. These were the best of times; packing it up and doing it again the next week, and spreading the gospel of CORVA became a lifestyle.

During this period, I observed so much about different off-road areas and the people that recreate in each area. All this time I was also seeing the wide ranging behaviors OHV folk's exhibit on public land. Stewardship ethics that people have for public lands varies wildly from off-roader to off-roader. Some understand stewardship and stay on designated routes and also strive to leave the place better than it was found. Other off-roaders, however, do not share these core values and their actions actually threaten OHV longevity. When faced with a "threat" the idea in business is to "mitigate" that threat. Although this word is so overused in business today, the word actually serves to prove a point. In the business world, we attempt to find the root cause of a problem by brainstorming,

then work to form a corrective action. In many cases the root cause of a failure is training or education.

My work in the past few years took a turn that has taken me on three year bypass trail, one that's not on any map. This is all good, but has taken me out of the field and forced me to put down the 'CORVA' microphone. Recently I decided I would still like to be a part of CORVA and participate in some way. Due to my extensive field experience I feel I know the industry, many of the OHV areas in California, and I've gotten to know off-roaders pretty well. With all that said I am pleased to say I am turning my attention to a CORVA desk job and working on issues related to Off-Road Education by becoming your new Vice President of Education!

I will attempt to leverage a broad range of subjects, not just by telling people; **"don't burn pallets!"** but also by using videos to convey educational messages important to keeping our off-road opportunities open. By now, many people are becoming aware and conscious of the serious threats that are threatening the available acres of land to OHV travel.

I can't do this alone, and look for comment from our members to expand the knowledge of each subject. Please contact me at wayne.ford@corva.org with any ideas and/or comments.

MEET CHARLES LOWE, NEW ASSISTANT SOUTHERN REGION DIRECTOR, CLUBS

Charlie has been an avid off-roader all his life, exploring the deserts and backroads of the southwest and Mexico, where his dad worked as an archaeologist. He has enjoyed all types of off-road vehicles and has participated in CORVA events for almost 30 years.

He has a bachelor's degree in Latin American Studies and Spanish and Economics, and an MBA specializing in international marketing. He has had two companies of own, specializing in the export of

consumer and personal computer products, which has allowed him to setup distribution and travel to over 45 counties. He is now a small business consultant specializing in marketing and planning in the Los Angeles area. He is excited about being the new Assistant Southern Region Director for Clubs for CORVA in southern California.

Please contact Charles to come visit your club at: charles.lowe@corva.org or 310-702-0686

CORVA 2017 ANNUAL AWARDS

Every year at the Annual Meeting, the Board of Directors of CORVA votes for worthy recipients for the CORVA Annual Awards, with the exception of the Past President's Award, voted solely by the past presidents of CORVA. There were a number of well-qualified nominations! The following are the recipients of the 2017 CORVA Annual Awards:

Past Presidents Award: Brian Robertson, Acting Chief of the Off Highway Motorized Vehicle Recreation Division, California State Parks

ABA Edward H Waldheim Political Activism Award: Ed Stovin, President San Diego Off-Road Coalition, BOD member CORVA

Los Adventureros State Conservation Award: Eastern Sierra 4WD Club

Looney Dooners Trophy to Charity: Inland Empire 4 Wheelers

Northern Club of the Year: Escarabajo Offroad Club

Southern Club of the Year: Dirt Devils of Southern California

George Thomas Memorial Trophy For Off Roader of The Year: Amy Granat

MEET VINNIE BARBARINO, NEW SOUTHERN REGION DIRECTOR

What were they thinking electing me as Southern Region Director?

I always thought that's a job for people like Jim Woods, Clayton Miller and Jim Arbogast, some of the previous Southern Region Directors for CORVA. What about me....Vinnie Barbarino? I still don't know what they were thinking! But here I am the new Southern Regional Director. It's going to be a challenge for sure. I'm definitely 'out of my comfort zone', yet again.

With all kidding aside, I'm looking forward to the challenge. I may not know what I'm doing all the time but my heart is in the right place. Actually I don't think what I am doing for CORVA will change all that much. Let's see - last year I volunteered and helped organize the CORVA booth at the Sand Sport Super Show in Costa Mesa all weekend long. I also volunteered at the CORVA booth at the Off Road Expo in Pomona for both days. Although I managed to miss the 4Wheel Parts Show in Ontario I have worked the booth two or three years in the past.

There was also the 2017 CORVA Family fun Run at Hungry Valley where I volunteered to be in charge of the Saturday evening dinner. We cooked hamburgers, hot dogs and chili, with all the fixings. And finally I ran the 21st CORVA Truckhaven Challenge in Ocotillo Wells.

Wow! Now that I write all this down I guess I had a pretty busy year. But what is most important is the purpose of all these events. To put it simply, we hold these events and have booths at the big shows to raise money for CORVA in the form of memberships,

donations and business sponsorships. CORVA does a fantastic job of; 'Protecting Your Access and Right to Recreate on Public Lands' solely through your memberships and donations. Think about that - memberships and donations are basically our only source of funds to carry out the day to day dealings of a statewide organization, and also to pay attorney fees to litigate lawsuits brought on by groups that want us locked out of our public lands. Also, we now have a lobbyist that works for CORVA as well as ASA and SDORC that we help fund.

So with all that said, I'm going to do my best, but I don't want to do it alone. I can't do it alone!

I'm going to need your help. In addition to the shows and events I've mentioned, there are other shows and events that I feel CORVA must have a booth. So in the coming months I will be asking for your help. Money isn't the only thing that makes CORVA successful. Most of all, it's about the people. An hour or two of your time spent at a CORVA booth or helping out at the Truckhaven Challenge will make a big difference. Call into one of our monthly conference calls and just listen to everything we're doing to save your off-road recreation. Email me at vinnie.barbarino@corva.org if you have any questions, comments or ideas and I will get right back to you. Looking forward to hearing from you, Vinnie

CORVA MERCHANDISE

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!!

We make the process easy, too. Order online at the CORVA Store or just fill in the items you want, mail the form with your check and we will get your order processed quickly. Once we have received your order, we will send you a confirming email so you will know when your items have shipped.

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

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



CORVA Merchandise Order:

- CORVA Orange Logo T-Shirt** (size: _____) \$20.00
Please include \$5.00 shipping \$5.00
- CORVA Grey Bear Logo T-Shirt** (size: _____) \$20.00
Please include \$5.00 shipping \$5.00
- CORVA Cozzies** (set of two) \$10.00
- CORVA Flex-fit Hat** \$20.00
Please include \$5.00 shipping \$5.00
- CORVA OHV Styles Sticker** (appx. 5"x3") \$2.00
- Traditional CORVA Sticker** (appx.6.7"x3.5") \$2.00
- CORVA Stickers - Large** (appx 12" x 6") \$14.00
- NEW! CORVA California Stickers** (appx 6" x 1.5"):
 - Orange / Bear \$3.00
 - Orange / White \$3.00
 - Black / Bear \$3.00
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RED ROCK AND JAWBONE CANYON

Mike Johnson, President Eastern Sierra Four Wheel Drive Club

The wind blew all weekend but that did not stop us from having fun. After setting up camp on Friday afternoon we explored the Old Dutch Cleanser Mine which is a very large labyrinth of tunnels. After a breakfast supplied by Friends of Jawbone for Moose Anderson Days on Saturday morning we pitched in and helped build a boundary railing around the perimeter of a camping area. We also camouflaged the disturbed areas by trans-planting dead bushes. Lunch was then supplied by CORVA. Saturday afternoon some of us attended portions of the CORVA annual meeting and other Club members visited the Burro Schmidt Tunnel. and then we had a great pot-luck dinner. (https://en.wikipedia.org/wiki/Burro_Schmidt_Tunnel)

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Sunday morning we explored the areas west of Jawbone and Red Rock. Kelso Valley is really neat area with abundant wildflowers and Joshua trees, We returned to camp via a Wildlife Refuge area (yes we stayed on designated roads) with several springs, many birds and several bird watchers.

Club members that participated were: Pat Woods, Kevin Kaullin, Steve Caldwell and Mike Johnston.

TRUCKHAVEN CHALLENGE 2019

It seems like such a long way out but the Truckhaven Challenge 2019 will be here before you know it! Keep your calendar open for a date in the middle of January 2019 for the next big CORVA southern event. We are going to shoot for the Martin Luther King holiday weekend for next year's 22nd Annual Truckhaven Challenge.

If that date works out, it will be a 3 day weekend that will, hopefully, give everyone an extra day to enjoy the

areas around Ocotillo Wells and Truckhaven Hills. Stay tuned and visit the [CORVA website](#) and the Truckhaven Challenge Facebook page. Remember, these events help raise much needed funds that go directly toward fighting for access and "Protecting Public Lands for the People not From the People!"

We look forward to seeing you at the exciting Truckhaven Challenge 2019



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« Oceano Dunes Travesty continued from page 9

Larry Allen, former Air Pollution Control Officer or executive director of the APCD is anti-OHV. Against the APCD Board and a special expert's advice, he triggered a nuisance abatement process with the APCD Hearing Board claiming that the ODSVRA constituted an air quality emergency, even though the APCD had previously agreed to continued development on the Nipomo Mesa, classifying it as a low health risk.

As a result, State Parks and the APCD came to an agreement requiring a 50% reduction in emissions. This agreement, a Stipulated Draft Order, helped the parties avoid an official Nuisance Abatement Hearing which is similar to a trial. After four days of public hearings including two drafts of the agreement, the Hearing Board approved the agreement 4 – 1.

An agreement has been reached, so why is the off-road community displeased with the deal?

- The agreement says that State Parks must come up with a plan to meet state and federal ambient PM10 air quality standards. This is highly unlikely if not impossible in a coastal dune environment. No other coastal dune environment has air quality monitoring, because they know that emissions standards will be exceeded due to the natural dune environment.
- To meet state and federal standards for PM10 baselines, the target is a 50% reduction in emissions over a 5-year period. To hit this target the agreement allows for continued fencing off and vegetating of riding areas. The area initially targeted is the 184 acres of foredune area where much of the camping takes place at ODSVRA. By September of this year we will lose roughly 100 acres of camping/riding area. With the target being 50% by 2023 with no foreseeable way for State Parks to achieve this goal, we can likely expect State Parks to be required to fence off more acres a year chasing the unreachable target.

We should all be disturbed by the government overreach we have seen throughout this whole process.

- As a Californian, I am shocked that a local agency can bully a state agency into an agreement like this that will affect the millions of Californians that enjoy the park each year.
- As a resident of San Luis Obispo County, I am concerned about losing any part of the \$200+ million in tourism revenue the ODSVRA brings into our county. As a Nipomo Mesa resident, I am embarrassed that a few residents have tarnished the reputation of all Mesa residents.
- As an OHV rider, I am terrified about the precedence that has been set that can be used in the future to limit or eliminate OHV activity in other areas.

This is why all OHV recreationalists should pay close attention to situations where OHV activity is in jeopardy. It might not be a place you ride, but in the future, could directly affect where you do ride.

If you have made it this far in the article, you are hopefully wondering what the next steps are.

1. State Parks will be creating a Public Works Plan (PWP) to redesign the park. OHV riders must stay engaged with this process and attend meetings where State Parks is soliciting public comments on the redesign. There are two meetings coming up. The first is on May 22 in Arroyo Grande, CA and the second on May 23 in Fresno, CA.

2. We need to make sure all requirements, like moving fences back towards vegetation for more riding area, Oregon dune like trail systems through vegetation, a southern campground and a southern entrance are put in writing, and we must push State Parks to get the PWP process done swiftly.

3. Use the sand dollar cards! This is an awesome partnership between the Arroyo Grande/Grover Beach Chamber of Commerce and Friends of Oceano Dunes. The program is simple. Write how much you are spending on the back of the card and hand it to the cashier with your payment wherever you are spending money (locals when it relates to off-roading, non-locals any money you spend while you are visiting to use the park). Ask the cashier to give the filled-out card to the manager or owner. Many local businesses surrounding the park carry the cards, or you can reach out directly to friends of Oceano Dunes and have them sent to you by mail.

4. Most importantly, donate when you can and what you can to Friends of Oceano Dunes (Friends or FoOD) to help prevent continued loss of the ODSVRA. Friends of Oceano Dunes has been fighting to keep the ODSVRA open for nearly 20 years. Friends of Oceano Dunes was founded with the help of former CORVA President, Ed Waldheim. Much of the detailed information available to the public has been provided by Friends. Follow them on Facebook for future updates. Make no mistake, without the efforts of Friends of Oceano Dunes, we would not have the 1,500 acres of riding area we have now. Friends has no paid staff. 100% of your money goes towards keeping the dunes open. Check and see if your employer has a donation matching program. Many employers will match 100% of your donation, up to a certain amount, if the organization you are donating to is a 501(c)(3). Friends is a 501(c)(3). Ask about the match and visit <https://www.oceanodunes.org/> today to donate.



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Mike Johnson, President Eastern Sierra Four Wheel Drive Club

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CHAD AND GIZMO

Chad Clopton

Most of you who know me personally also know my co-pilot Gizmo, the 'grease rag colored' Chihuahua. All I have to do is ask him; "do you want to go off-road?" and he jumps right into my buggy! On Friday April 27th at 10:30 pm, the night before the CORVA Annual Meeting at Jawbone Canyon OHV Area, Gizmo became the proud father of 3 female puppies. I named them Mojave, Storm and Sandy. Mojave was named for the Mojave Desert, while Storm and Sandy were named for the 50 mile-an-hour wind gusts we were having the night they were born. While out on the trail, Gizmo and I are seeing more and more pets enjoying getting out with their people on the trail; in the back of side-by-sides, 4WD's, trucks and buggies. I've even seen one on a dual sport motorcycle. The most important thing - please remember to secure your four legged four-wheelers properly in the vehicle to ensure their safety and yours while riding or driving.



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PISMO DUNES SETTLEMENT AGREEMENT REACHED

State Parks, in an effort to avoid a finding of nuisance, agreed to a stipulated abatement order that will allow continued operation of the Oceano Dunes SVRA.

What does this agreement mean to enthusiasts?

- State Parks will create a Public Works Plan that will dictate new restrictions on motorized travel and camping.
- They will implement actions intended to reduce particulate emissions including planting vegetation to serve as a natural barrier for particulate matter (PM10), educating members of the riding public how they can be part of the solution, dispersed riding, eliminating camping in the foredunes, looking at creating a southern entrance.
- It's unclear how much responsibility State Parks actually accepted as a result of this agreement because of conflicting statements. This statement is one the most disconcerting: LeGrande tract, where most of the camping and a large

portion of the riding activity occurs, contains some of the most emissive areas in ODSVRA and is a significant contributor to the particulate matter emissions impacting downwind residents. Later in the document it states that the respondent (State Parks) denies the allegations. But, it also says that all parties agree that the best resolution for this issue is the adoption of this stipulated order.

- This will cost Parks a lot of money.
- Enthusiasts didn't really have a say! As stated in the document, the complaints lodged against the park had a great deal of influence, whether or not they were valid complaints. The more people who wanted to get rid of the park complained, the closer they got to the achieving their goal. It did not have to be based on fact.

On the other hand, the people who will be most affected by the agreement had no valid arguments that were taken seriously by the APCD. The loss of

« Locked Gates, continued from page 7

More and more entities continue to jump on the Overland bandwagon. New Facebook groups, websites, events and blogs spring up daily. Amazingly, what was once a minor subset of the off-road culture is now mainstream. An army of hungry "Mainstream Overlanders" sprang up somewhere along the way, gobbling up anything with the word Overland in the title. This has been an awesome evolution to witness, but we've also witnessed this army of new folks attract some negative attention, and some predatory types.

But these Mainstream Overlanders aren't a problem.

Like all of us they're just having fun, enjoying the benefits of a free market while following their chosen passion that this fad captures so well. An "overlanding" fad that started out simply as camping or trail riding.

In the beginning, this budding Overland culture represented the good guys. They were all about Tread Lightly, responsible recreation and the thrill that came with exploring remote, forgotten destinations. It didn't matter what they wore or what they drove, or if they even took any pictures once they got there. But now over a decade later, this now mainstream community is becoming a target, and a potential liability, as they spread out across the land in search of the perfect campsite or photo op.

It's up to us to teach new people the right way of doing things, because Social Media can and will be used against you in a Court of Law

Take a look at social media or your local event and it's hard not to notice the greedy carpetbaggers,

InstaFamous social media narcissists, trust fund punks, faux fraternal groups, and pinky in the air elitists looking to profit by fame or fortune from this fad known as "Overlanding".

Did I say that out loud? I sure did, because it's true. And most of these folks have very little to offer beginners in the realm of real knowledge or experience, they're just there for the money and the 'Gram.

Make no mistake – we aren't maligning the many great vendors, manufacturers, innovators and fellow enthusiasts offering great products from around the world that are valued additions to our community. We are highlighting those who make a habit of setting a bad example and exploiting people who are new to this pursuit.

Today there are innumerable bad role models on social media promoting unsafe, illegal, and unethical use of vehicles, equipment, and public lands. Completely resistant to any suggestions, corrections, or cautions either through arrogance or ignorance.

No doubt the BLM and USFS enforcement roles are made easier when these individuals and groups self-incriminate on social media. But if left unchallenged, their dramatization and monetization of this community of interest has potential negative impacts for everyone.

If we support or condone the aforementioned behaviors, we should expect even more locked gates to go up on public land.

As bad practices are glamorized and subsequently emulated, new or less experienced adventurers will eat this up; they will likely mirror this behavior off-highway. And why not... they saw "Overland Hucksters" do it on YouTube, so it must be right.

opportunity, time with families, etc. was considered negligible and/or frivolous. While the agreement was careful not to blame enthusiasts, the undercurrent is there.

This may be the only path State Parks felt they had open to continue riding at Oceano Dunes, but it's really bad for the rest of us.

Summary of Stipulated abatement order:

State Parks, along with the APCD and California Air Resources Board (CARB), have agreed to a Public Works Plan as the process for this comprehensive planning document.

The stipulated abatement agreement includes a restoration emission reduction component that simulates the historic foredune complex as viewed in a 1930's photograph of the dune complex itself and will provide critical information to inform the development of the Public Works Plan and a reconfigured park.

State Parks agrees to work with user groups to enhance the camping experience in front of the

foredunes that will work in concert with the restoration of the foredunes

State Parks agrees to:

- Establish additional monitoring to assist modeling the emissions reduction, as well as informing State Park's Public Works Plan
- Conduct an education campaign for the purposes of making the public aware of the air quality issues and how they can be a part of the solution
- Continue crystalline silica testing and to make the results public.
- Consider disbursal of use which may include the need to open operational corridors
- Consider a southern entrance and southern camping opportunities outside of the dunes proper to replace any lost foredune camping.

These exploitative attitudes and actions may not matter to some reading this. As for me, I want no part of it. American Adventurist will not look the other way and neither should you. We refuse to tolerate any individuals or groups perpetuating unacceptable and unsafe practices.

The challenge for all of us today is to set a positive example for new people. And what it takes is Leadership by Example. Acta non verba.

The future of the community of interest depends on adherence to Tread Lightly ethos and a common respect for one another and the environment. It depends on welcoming new people into our hobby and making sure that they learn how to do things right. And it depends on all of us doing the right thing, even if that means being the guy or gal to speak up on the trail when no one else will and say "Hey! Pick up your trash dude!"

How can you help? Be a good steward of the land, know and follow the rules where you are, demand that your buddies do the same, and use the T.R.E.A.D. principles: Travel Responsibly

on land by staying on designated roads, trails and area. Go over, not around, obstacles to avoid widening the trails. Cross streams only at designated fords. when possible, avoid wet, muddy trails. On water, stay on designated waterways and launch your watercraft in designated areas. Respect the Rights of Others

including private property owners, all recreational trail users, campers and others so they can enjoy their recreational activities undisturbed. Leave gates as you found them. Yield right of way to those passing you or going uphill. On water, respect anglers, swimmers,

skiers, boaters, divers and those on or near shore.

Educate Yourself

prior to your trip by obtaining travel maps and regulations from public agencies. Plan for your trip, take recreation skills classes and know how to operate your equipment safely. Avoid Sensitive Areas

on land such as meadows, lake shores, wetlands and streams. Stay on designated routes. This protects wildlife habitats and sensitive soils from damage. Don't disturb historical, archeological or paleontological sites. On water, avoid operating your watercraft in shallow waters or near shorelines at high speeds. Do Your Part

by modeling appropriate behavior, leaving the area better than you found it, properly disposing of waste, minimizing the use of fire, avoiding the spread of invasive species and repairing degraded areas.

Let's make sure that future generations get to visit all these places we love, not just view them from afar, barred by the fences and locked gates that went up on our watch. Because there's another army clamoring for closure and pursuing litigation to forever lock out the freedom loving folk. They are well organized and well funded, their cause reinforced by every bad example shared on social media.

Please consider supporting reputable groups like the Blue Ribbon Coalition, C.O.R.V.A. or Tread Lightly! as they fight the good fight to educate and maintain access for ALL of us whether we choose to go by boots, wheels or paddles. We're all in this together.

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EASTERN SIERRA FOUR WHEEL DRIVE CLUB EARTH DAY

Mike Johnson, President

It was a very nice spring day and Mother Earth is currently hard at work producing flowers, leaves, fruit, grasses etc. With our OHVs we can quickly get into the areas to watch the deer migrate, the wildflowers blossom, the wild horses romp and gaze at the amazing vistas. The more you explore the more you learn to appreciate all that Mother Earth offers. The OHV gives us an advantage that many people don't understand. There is a lot more to it than bouncing over rocks and dodging trees. Recognizing Earth Day is an opportunity to step back and remember some of those great adventures into the back country. It is also a chance to give Mother Earth a pat on the back.

For Earth Day 2018 the Eastern Sierra Four Wheel Drive Club cleaned up the two roads in Inyo County that likely have the most trash. The two roads that lead

to the Bishop Landfill accumulate an excess of trash that escapes from the vehicles on their way to the dump. Sixteen Club members spent Sunday morning getting a little exercise, enjoying coffee and donuts, and greatly improving the roadside conditions. Thanks to the local propane company that supplied coffee, donuts and a gathering location, and the disposal company that supplied the dumpster.

It was a small token of our appreciation but ironically it was much more than our local anti-access groups did. Sometimes it appears that the OHV user groups have a greater appreciation than some very vocal anti OHV groups.

Visit Eastern Sierra Four Wheel Drive Club at:
www.easternsierra4wdclub.com



OFF-ROADERS IN ACTION
Volume 30 Issue 2

Editor
Ken Oyer
kenoyer@me.com

Newsletter Design
Chris Kennedy
ck@cckdesign.com

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Hey Members! CORVA now offers several really cool sticker choices. When you are renewing your membership, you can choose from one of our three new CORVA California (shaped) stickers featuring the CORVA logo with the California Bear. Take a look at them in the CORVA Store online or when you renew. Along with the new sticker, you will receive a few of our traditional CORVA stickers as well. And if you send a photo of your California/Bear sticker to our Instagram account, we'll post your photo. Send them to: C.O.R.V.A. on InstaGram. And don't forget, your support of CORVA helps keep our public lands available for all off-road users.

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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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VP Education — Wayne Ford
wayne.ford@corva.org

VP Sales & Marketing — *Vacant*

Treasurer — Mike Moore
mike.moore@corva.org

Secretary — Roberta Woods
roberta.woods@CORVA.org

N. Regional Director — Ken Clarke
ken.clarke@corva.org

Asst. N. Director, Legislation — *Vacant*

Asst. N. Director, Grants — Bruce Brazil
bruce.brazil@corva.org

Asst. N. Director, Clubs — Lori Lewis
lori.lewis@corva.org

N. Regional Secretary — *Vacant*

S. Regional Director — Vinnie Barbarino
vinnie.barbarino@corva.org

Asst. S. Director, Legislation — Bob Ham
bob.ham@corva.org

Asst. S. Director, Grants — Ed Stovin
ed.stovin@corva.org

Asst. S. Director, Clubs — Charles Lowe
charles.lowe@corva.org

S. Regional Secretary — Jim Woods
jim.woods@corva.org

Managing Director — Amy Granat
amy.granat@corva.org
916-710-1950