

Low Range Ramblin'

a publication of:

Inland Empire 4 Wheelers



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WHO IS IE₄W?

The Inland Empire 4 Wheelers is a family oriented 4x4 club formed for the enjoyment and preservation of 4 wheeling. We consist mainly of short wheelbase vehicles such as Jeeps, Toyotas, Suzuki's although we do get an occasional long wheelbase vehicle. If you have one of these, expect to go some



places where you could possibly sustain body damage. We have monthly club runs that take us from the deserts to the mountains. We could easily end up in the snow, rocks, or sand. As a club, we are dedicated to the preservation of our public lands and our family sport. We welcome new members to join us!

IE4W ROUNDUP

Come meet new friends! Bring your 4X4 ! All Four Wheelers welcome, Old Timers and New. Bring the family for dinner & enjoy it with new friends. Find out where to go Four Wheeling! Learn the newest tricks of Four Wheeling. Check out Radical videos & vehicles. Vehicle Safety advice available.

Come Play On Our RTI Ramp! The articulation ramp is a great tool for checking the effect of modifications you have made to your vehicle. For example, it can be used to check brake line length, if your shocks are the correct length for your lift, etc.

From the North, take the Washington Street exit off the Southbound 215 freeway and turn left at the light. From the South, take the Washington Street exit and make two left turns over the freeway. Graziano's is located on the left between McDonald's and Del Taco.

The IE4W Roundup is held the 2nd Tues. of each month from 6-9 PM at:
Graziano's Pizza Restaurant
1080 E Washington St.
Colton, CA 92324
(909) 824-2770



IE4W WANTS YOU... TO BECOME A MEMBER!!



The Inland Empire Four Wheelers welcome all guests to participate in club functions such as runs, business meetings, Roundups, and social gatherings. However, we would also like to welcome in our guests as full time members. As an IE4W member, you will enjoy certain benefits, just to name a few; you will be allowed to purchase plaques to display on your vehicle, you will be allowed full voting rights for bylaw changes and board of directors elections and look toward some new fun members benefits in the coming months as our membership committee builds new ideas.

The followings are the requirements set forth by the IE4W bylaws for membership requirement: Each prospective member must be 18 years or older, hold a valid driver's license, be the registered owner of a 4x4 vehicle, have the minimum CA insurance coverage, have their vehicle safety inspected, and attend 6 business meeting and drive his or her vehicle in at least 6 official runs (1 being an overnight run and 1 Adopt-A-Trail work trip) within a 12 month period. An official club run consists of 2 or more club members (with the exception of monthly club Runs). Each new member must sign the club's Assumption of Risk Waiver and will pay an annual \$69.00 fee which is used for land use and club events. Each year new land disputes surface and every off-highway recreationalist is beckoned to help support the fight. So, not only will your IE4W membership be a fun, fellowship filled experience, you will also be supporting your right to enjoy off-highway recreational areas for years to come.

IE4W Club Website:

[Http://www.ie4w.com](http://www.ie4w.com) Webmaster: Steve Owen

President's Message

Hello Friends,

We are a very active and successful club because of the participation and passion of our members. Case in point, recently a few of our newest members have stepped up to volunteer and lead runs. It's easy to be a little intimidated when looking at all the built up rigs and reputation we have because of Forest Fest. It's an amazing thing to see new members step up, which speaks to the bright future of our club and sport.



Looking forward to our Forest Fest, in a few months I am encouraged that we'll have a lot of people coming forward to volunteer. It's very important to volunteer since this very well could be our best and biggest year. We need Trail Guides, Cook's Helpers, Greeters, Registration Bag Stuffers and a multitude of other tasks.



First task, of course is to register. Even though we put on the event we are also customers since this is a fundraiser and all the money raised goes back into the forest, legal funds to keep our trails open and very important other charities.

Looking forward to seeing you all in our Public Lands,

Randy Stockberger
President

IE4W Business Meeting – March 6th, 2014

Open Meeting – Called to Order by President Randy Stockberger at the Grand Terrace Community Center. The Pledge of Allegiance was led by Bill and Bill.

New members Debbie and Cindy Coffin, Neil Stratton and Meghann Aynsley and Steven and Amber Soliz were introduced to the club. It was then announced that Tim Glider and Sharla Traylor have become engaged.

The guests stood and introduced themselves. The guests included Gabriella King of Highland, Aaron Woolbert of Riverside, Bill and Torcia Miller of Mentone, Jim Reed of Mission Viejo, Craig Wiekamp of Lake Forest, Kevin Strong of Wildomar, Kristian Lee of Fontana and Zachary Beadle of Mentone. The roster sign in sheets started around.

The secretary’s minutes were approved for the February 2014 meeting as published on-line, on the website and in Low Range Ramblin’.

Reports

Treasurers Report - Mike Moore present – The club started February with \$12,865.66. During the month income was \$226.00 and expenditures were \$720.66. The club ended the month with \$12,371.00. Income included raffle ticket sales (\$121.00) and dues (\$105.00). Expenditures included \$65.28 for membership application supplies and \$162.99 for scholarship costs and the usual bills for monthly expenses.

VP Report – Land Use – Loren Campbell present – No reports

Merchandise Report – Kevin Rice present – (new chair) is sorting through the inventory.

Membership – Barbara Bongiorno present –new member packets are available tonight.

Hospitality Report – Tom and Sherie Thompson present – We’re hospitable.

Forest Fest – Mike present– Mike reports that Snow Valley has ridiculously raised our costs. Last year we paid a flat fee of \$4,000. This year we will pay \$5000 for the parking lot, \$600 for use of the restrooms, \$600 for trash removal, \$300 for use of the Chalet and a \$1000 deposit. Registration will open soon. We should still clear approximately \$5000. This year, Vendors will have the opportunity to Lead/Sponsors trails. There is a change that the forest will be “closed” due to the drought.

Round-Up Report – Bill Henry present –There will be no ramp this month and George Biddlecombe (Amsoil products) will supply the prizes for the event. There will be a Powderpuff related game.

AAT Report – Jim Miller and Jim Sloan present – Jim Miller spoke about the Junior Ranger run being postponed due to weather concerns. Jim and Jim will do the Road Maintenance plans for our adopted trails on Tuesday, March 11th.

Board of Directors

President	Randy Stockberger president@ie4w.com
Past President	Tom Thompson ppresident@ie4w.com
Vice President	Loren Campbell vpresident@ie4w.com
Secretary	Sue Sloan secretary@ie4w.com
Treasurer	Mike Moore treasurer@ie4w.com
Membership Chair	Barbara Bongiorno membership_chair@ie4w.com
Hospitality	Tom Thompson hospitality@ie4w.com
Newsletter	Teri Patterson newsletter@ie4w.com
Big Bear Forest Fest Chair	Mike Moore bbff@ie4w.com
Historian	Tim Kemp historian@ie4w.com
Round Up	Bill Henry round-up@ie4w.com
Adopt A Trail	Jim Sloan, Jim Miller adopt-a-trail@ie4w.com
Environmental Affairs	Wende Owen and Loren Campbell environmental_affairs@ie4w.com
Safety	Jerry Burgess safety@ie4w.com
Web Site Administration	Steve Owen webmaster@ie4w.com
Public Relations	Barbara Bongiorno
Club Merchandise	Kevin Rice house_chair@ie4w.com
Sheriff	Tim Kemp sheriff@ie4w.com
Trail Boss	Jim Sloan bobcatjim@yahoo.com

Upcoming Club Runs – Jim Sloan present
March 8th Neil Stratton will lead a run to Motino Wash. Reqs. – 33's and 1 locker
March 15th Darryl Jordon spoke about Mallory's Powderpuff run to Cleghorn. We will meet at the McDonalds @ University at 9, and the rig requirements have been waived due to the optional bypasses.
March 22nd Corva's Family Fun Run will be held at Hungry Valley SVRA near Gorman, camping will be at Honey Valley Campground. The event will include a Poker Run and raffle. Please check out the new Corva website.
March 28-30 Steven Soliz will lead the Run Across the San Bernardino's – no rig limits, with open dispersed camping, tenting it at Holcomb Valley Campground.
April 12th Kevin Rice will lead a run to Heartbreak Ridge/ Motino Wash. Trail might change.
April 10-13 Parker Jeep Jamboree
April 13-20 Easter Jeep Safari will be a club run, numerous members are going. Poison Spyder will be leading runs.
May 8-10 Big Bear Jeep Jamboree

Website Report – Steve Owen absent
Scholarship – Mallory Jordon absent
Historical Report – Tim Kemp absent

Newsletter Report – Teri Patterson present – The March edition is a sellout.

Safety - Jerry Burgess present – Jerry's subject of the month is floods, as noted in his article in the newsletter this month, "All Washed Up". Be aware of your surroundings and the weather while under bridges and in canyons. Also, remember to regularly check your lug nuts with a torque wrench. Check your wheel spacers if you run them too! Sue reminded the members not to park too close to tall cactus.

Public Relations – not mentioned

Break – The refreshments were provided this month by Joe Martinez. Next month the refreshments will be provided by Tim Glider and Sharla Traylor.

The Elks contacted us regarding the confusion on the last meeting date, there were complaints, a mess was left in the hall, including purple paint. \$1,000 was donated to the Elks for the year.

February runs – Bob Peterson spoke about his unexpectedly large monthly run to Calico. There were 30 rigs on the Saturday and 58 people attended the dinner at Peggy Sue's. On Sunday, 4 Jeeps made a run at the Gatekeeper on Doran Canyon. Larry McRae spoke about TDS. They had their best presell and best attended event ever. On Sunday there was carnage and even death. John Maldonado won gears at their raffle. George Biddlecombe spoke about his Snow run to Holcomb Valley. Loren Campbell spoke his Run across the San Bernardino's. 9 rigs started the run at Cleghorn and 8 made it to Pappy and Harriet's for dinner.

Old Business – Terry McNeill has scheduled the IE4W Golf Tournament for April 27th starting at 11:00 AM. There will be a \$42 fee and it will be a Long Ball / Best Ball scenario. The next Paintball event will be held on March 22nd, to benefit Loma Linda Ronald McDonald House. Contact Doug Russell for more information on this fun event for a good cause.

New Business – Randy brought up the subject of rejoining Cal 4 Wheel. Mike Moore strongly objected. Mike noted that Corva was kicked out of CMRC because of their help in the Ocotillo lawsuit. Cal 4 Wheel bad-mouthed Corva and said they shouldn't be involved yet. Tom Thompson also voiced his opposition due to the cost for our large club. Cheri McRae mentioned that BF Goodrich announced that nominations are now open for the 2014 Outstanding Trails Program. The competition invites off-road clubs from around North America to submit trails in their area they believe are worthy of a grant for maintenance or refurbishing. Jim Miller was nominated to look into this for the club.

Randy spoke about 4WP requesting our attendance at their sale this Saturday. They will donate to our raffle again if 10 rigs show up.

Shyann Traven was a top seller of Girl Scout cookies this year. She asked for a donation to send cookies to soldiers, \$200 was approved by the club and was matched by Don McDonald.

Sheriff's Report – Sheriff Tim Kemp absent

Raffle – Bill and Rachel Bem provided the prizes this month. Tim and Sharla will bring the prizes next month. They donated the \$100 given to them for purchasing prizes back to the club.

Closed Session – None

Submitted by Sue Sloan, IE4W Secretary

Raffle - \$121
No Sheriff
Merchandise - Yes

53 Memberships represented
9 Guests



IE4W Maintenance Plan Run.

SBNF AAT group, we were the group that found the illegal operation out in the forest. The horrible people will have a surprise when they get back to their camp and find the supplies have been removed. This stuff was all taken directly to the Ranger Station, where we filed a report. **Jim Sloan, Jim Miller, Richard Ventriglia, Kathleen Kathy Hammock Ventriglia**



2014 Powderpuff Run Cleghorn Trip Report



MEMBERS:

Mallory & Darryl Jordon
Carl Lhamon & Kathy Smith
Kay & George Stauber
Kevin Rice
Meghan & Neil Stratton
Laura & Morgan Hertel
Peggy & Mark Ogaz
Karen Cramer & Bill Henry
Rick & Kathy Ventriglia & Jean Jackson
John & Cindy Maldonado
Jerry & Kathy Burgess
Alex & Misty Rodriguez
Mike & Monica Ortega & Son
Craig & Char Hart
Jim & Sue Sloan
Joe Martinez & Loren Campbell

GUESTS:

Mike Marin & Jerry Garcia
Adrienne Morrow & Sherry Estevez
Barry Richter & Daughter & her friend
Danny & Aidan Ashley
Stephen Ford & Vanessa St. Clair

A few of us met up at IHOP for a bite to eat. As we were talking and waiting around for our food, a couple walks

in. One with a beard, mustache, ponytail and makeup. The other with short hair, a beard, a dress, a hat, and a manly figure. After a little confusion, we figured out that Bill was dressed in his yearly powderpuff attire and was joined by Karen who decided to dress up as well. After eating, we went outside to look at my dad's CB. He thought he had some issues with his CB not transmitting, so while looking at it, we figured out my CB was the one not working. I could hear, just couldn't

respond. We figured my dad would stay behind me to transmit things as a co-trail leader and Loren and Joe offered to be tail. Loren let us borrow his hand-held CB, but we couldn't get that to work either. Then Loren let us borrow their family radio so the trail leader and tail could at least communicate.



After breakfast, we headed over to McDonald's where there was quite a bit of cross-dressing going on. The best part was watching other people stare at our lovely ladies as they drove by.

9:00 am rolled around and we headed up to the trailhead. We ended up with a total of 21 rigs. We quickly aired down, had a drivers meeting and started up the trail. It was a little difficult at first with the CB issue. We came up to the first by-pass (harder section of the trail). We had a Cherokee without any lockers with us that had a little issue, but after a couple tugs with a tow strap he was back on track.

Darryl decided to give the CB one last test, and this time it worked! We were back to normal.

We headed down the trail to a little harder section where I warned some of them without lockers that they may want to skip this section



and meet up with us down the road. This was probably the toughest section, however everyone got through with ease. I was very impressed with all of our new drivers! Darryl and Alex also found some fenders and a Jeep hard top that they tossed in the back of Alex's truck.

We headed down the trail and I started to hear requests for a lunch stop. I'm not quite sure what this club is coming to... I remember the old days when we'd eat as we wheeled or jump out and grub real quick and go. Yesterday just about everyone pulled out their chairs, sat down, and had a full on feast. After lunch we headed down the trail some more. Everyone did a fantastic job as they made their way through the trail with ease. I think all the whining I heard the whole day



was from guys only. Somewhere around this time

Barry, his daughter and her friend took off to head home.

We were heading down the back side just about down with the trail when I came across a section of the trail that looked pretty hairy. I told Darryl I wanted to get out and check it out.

After looking at it, we decided on a line, however I wasn't 100% sure on it. I had to put my trust in My spotter and test out the line. It's usually not so bad when you see others do it first, but when you're the leader it's a whole different story. As I'm going down the line I could feel it getting tippy, but Darryl assured me I was ok and down the trail I went. As each vehicle came down the line, they got better and better. Joe was making his way down the hill with my dad following behind him on foot. He was on an off camber and down hill dirt v-notch and started to lose traction, so he sped up his feet a little to catch up to Joe and Loren's Jeep. Right as he went to grab for their Jeep, he said he felt one leg go out, almost as if it exploded. And within the next second if not less, his other leg did the same thing and down he went.

At this point, I was in my Jeep waiting for people to get back into their rigs so we could continue on. After a while I got on the radio and asked what the hold up was, when Joe replied to tell me my dad had fallen. I rushed back there to see my dad sittin in the dirt v-notch with everyone around him. He tried standing with some help from others but that wasn't working because he was in too much pain and couldn't put weight on his legs or even lift them himself. He was trying to get as comfortable as possible, and someone asked if anyone had a sweatshirt he could use to prop himself up on. One of the things I have always loved about this club still showed true yesterday as I look up and see everyone tearing their sweaters off to let him throw on the dirty, dusty ground where it could possibly get ripped or torn, and definitely dirty.

Luckily, we had a guest, Sherry, with us who is an EMT. She was able to double check things and wanted to splint his leg that was hurting the most. We had the idea to either get him onto the Jeep top and pull him down to level ground or to back a Cherokee up to him and lift him into the back. We had another one of our guests, Danny, back his Cherokee up to him, had some of the guys lift him, and a couple others had to lift his legs and he was able to scoot his upper body back into the back. Once we were to the level ground, Sherry put the splint on. Everyone decided they were done with their wheelin for the day and we just had to figure out how to get him down the rest of the trail. In the meantime I believe Joe and Loren called for an ambulance to come meet us at the road. I jumped in my dad's Jeep, Darryl jumped in mine and Kathy stayed with my dad in the back of the Cherokee as we finished the by-pass section of the trail, which was a little longer than I was hoping for with a couple more hairy spots to go through. Once I reached the main road, I took off to make sure the ambulance had found where we'd be coming out at, but our other guests, Vanessa and Stephen had best me to it as they had been down there a while waiting for them. Within about 10 minutes or so we see Danny coming down the hill. Thankfully my dad didn't have too rough of a ride and Danny was a good driver and got him down the hill safely. From there, the medics took over and got him onto a stretcher and into the ambulance.

done x-rays and a MRI and told him he was going to be admitted that night. He was still in laughter and good spirits, as well as today, so luckily he's not in too bad of shape.

Thank you to everyone for your help and patience on



the trail. Special thanks to those who gave up their sweaters for him to be comfortable, to Sherry for doing a great job at doing her job, to Danny for transporting the crippled, to Jim and Sue for airing us up, to Joe and Loren for calling for the ambulance, and lastly to Darryl for keeping me calm during the situation and for driving my Jeep that he hates so much to drive. Sorry if I missed anyone.

Thanks again,
Mallory Jordon



They decided to take him to Redlands Community Hospital. Everyone aired up. Jim and Sue thankfully aired up my dad's Jeep since I had accidentally broken the key to get into the back tool box while trying to find duct tape for the splint. Once we were done we took off and headed to the hospital. We were only about 10 mins behind the ambulance, but he had already got a bed in the ER by the time we got there. We stayed

until about 9:00 pm and in the meantime they had

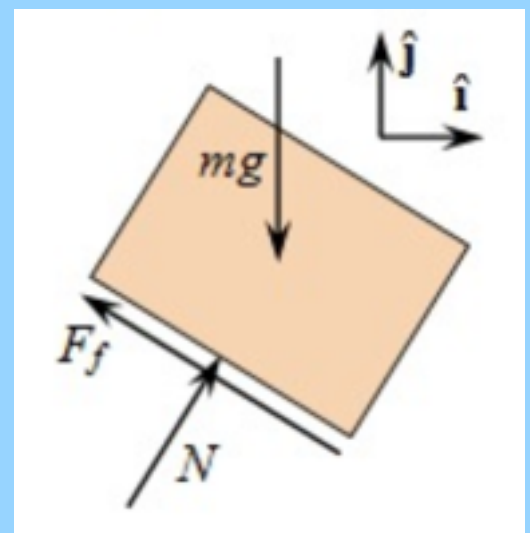


Coefficient of Friction?, by Jerry Burgess



I can bet that you didn't know you were using a scientific formula to aid in your calculation for your route up a steep rock surface. The decision to ascend a rock "this way" or "that way" may be your experience or a good spotter's experience on what works best. It really gets down to relationships between gravity, surfaces and friction. The coefficient of friction (COF) " μ " is a value that represents how 2 surfaces stick to each other. Rough surfaces and low pressure sticky rubber tires are a good high value, whereas fully inflated tires on ice are a low value. Surface materials such as gravel, dirt, plants reduce friction and the COF.

When ascending or descending surfaces, pick clean open areas free of debris, look for anchored rocks that won't move to provide grip, and think of an exit path if something goes wrong. Choose a path that provides a higher COF than a lower path. Smooth polished rocks are low friction, steep angles are less COF than lesser angles of the same material. This decision making process works for driving a trail, as well as walking a trail. Carl can be seen in this photo testing the COF on Cleghorn. The formula is on the right. The results are still pending.



3-16-2014 Sunday Stroll Trip report

Members:
Kevin Rice
Neil Stratton
RON Fleming

Meeting up at Ceder Glen gas station and Jensen market next door for good sandwiches and supplies. Left at 8:30 and went down Hook Creek Rd. Stopping at the end of payment for air down. Continued down to



the T6 crossing over Deep Creek. The first obstacle up Dishpan was no problem, went up to the main waterfall light traffic and on up to Tent Peg for a quick stop. Onto Holcomb Creek through the first rock garden and through to the middle rock garden and creek, stopping for lunch on the east side. We watched a



group of Land Rover cross, spin and winch to the other side of the rock garden. It was still very early so we decided to go do the end of White Mountain and head over to John Bull. (Neil had never been there). We got to White Mountain trail and started up. When we reached the last hill it was much more washed out than the last time I was there.

With some good spotting I made it to the top. Had a jeep holding at the top to go down. Neil was next and with a little spotting the



screaming yellow stopper came right up. Ron started up, but decided to take the by pass. Ran over to little John Bull no problem. John Bull had some snow and mud, but we made it through with only a backups. Done with John Bull at 5 pm. Went down Van Susan and aired up at the pavement. I went into Big Bear for fuel with Neil and Ron headed home. I was a great time.

Big Bear Trips, by Kevin Rice

3-20 Trip Report

Members:

Kevin Rice

Neil Stratton

Meghan Aynsley

Guests:

Ernest Alvarez



Met at Kays Cafe. After breakfast we left about 9. Stopping at Visitors center. Drove to the Gold Mountain trailhead. Air down and over with no problems. Went to Little John Bull a good run, went over John first time for some. Went over and ran Holcomb Creek. Exit at 3n16. A great day!

the Big Bear Lake meeting. Went up and Bull, a great time! The



Sunday Triple Trip

Members:

Kevin Rice

Neil Stratton

Guest:

Aaron Woolbert

Met up at Kays Cafe, left at about 9. Took 330 to Big Bear, turned off at Van Dusen and aired down. Took little John Bull no problem. Came to the start of John Bull and started up, ran into a group of 8 ahead of us, and then 2 more behind us. Yes a traffic jam on JB. Everyone worked to get them through and afterwards we got past them on the other side. We went on to Holcomb Creek and had no problems. Quick stop at Crab Flats and on to dishpan. With a little spotting made it through with little traffic coming up. Air up at the pavement to Hook Creek Rd.

Up to Ceder Glen malt shop for burgers and shakes.

Had a great day! And headed home.



April 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3 Jason Stockberger	4 Jennifer Traven Ken & Cindy Ehlers	5
6	7	8	9 Char Hart	10 Parker Jeep Jamboree	11 Parker Jeep Jamboree	12 Parker Jeep Jamboree Heartbreak Ridge Run
13 Easter Jeep Safari	14 Easter Jeep Safari Terry McNeil Julio Monroy Teri Patterson	15 Easter Jeep Safari Joe & Loren	16 Easter Jeep Safari	17 Easter Jeep Safari Cindy Nunnally	18 Easter Jeep Safari Zac Patterson	19 Easter Jeep Safari Ken Ehlers Richard & Lynette Casia
20 Easter Mia Owen	21	22	23	24 Antonio Monroy	25 Dakotah Traven Nancy Kenny	26 Mike Moore
27	28	29	30			

Upcoming Events

April Run 12 - Heartbreak Ridge & Motino
 April 10-13 Parker Jeep Jamboree
 April 13-20 Easter Jeep Safari
 April 27 Golf Tournament

May 8-10 Big Bear Jeep Jamboree
 June 13-15 Big Bear Forest Fest

Mapping Software and Application Tool Review, By Loren Campbell

I was considering purchasing a Lowrance navigation system for my Jeep, and I decided to investigate further a product I've been using for several years called ViewRanger. I had been using an Iphone app for several years that was originally called AccuTerra, but I needed something bigger than an Iphone screen, and I could never could get the Ipad version working. After online research, I learned my problem was that only Ipads that have a Cellular connection have an actual GPS chip inside them, the WiFi only versions do not have the chip. We got a new Ipad air for Christmas with the cellular connection, and it works fantastic, so I thought I would share how it works.

An important distinction is the cost, the program along with topo maps of the entire country is only about \$30, and you do not need to have an active cellular account, as long as you have the Ipad with the capability, the program works fine, so you don't have to have the monthly connection fee either. The program also is available on Google Play for android devices.

The program works best by using a combination of the internet site at www.my.viewranger.com in combination with the app. You'll also want to purchase access to the topo maps, total cost for both the app and the maps is about \$30.

Download the topo maps: After you install the app on your device, you'll need to download the topo maps for the area you want to travel in. The map download is a lot of data, so you'll want to do this step from a high speed connection before you leave home for the trip. Here's the steps...

- 1) Navigate on the map screen to the area you want to download the maps for
- 2) Click on **Options** at the bottom of the screen
- 3) Click on **Create Saved Map**
- 4) Use a name that will help you identify what you're downloading
- 5) Make sure **Detailed** is selected at the top, this will give you the best topo detail
- 6) Select the grids that you want to download by clicking on them, they should appear in red. If you need to scroll to include more grids, click on **Select Tile** at the bottom, then when you get to the new area, click it again to select the additional grids. It's easier if you select and download them all at once.
- 7) Click **Download** at the bottom. It will let you know when it's done.

Create your Routes: The easiest way to create new routes is by doing it on the internet at www.my.viewranger.com You'll need to create an account, this is free and enables you to store and upload your routes easily to your device. You can create your own route or upload gpx tracks, once logged in, click on the Routes and Tracks Tab. Here's how to upload a gpx track into your account.

- 1) Click on **Create a Route from GPX track**
- 2) Browse to find the track on your computer
- 3) Upload the file
- 4) The track should appear on the map, you can select the type of map you want to view online, I like USGS Topo Plus.

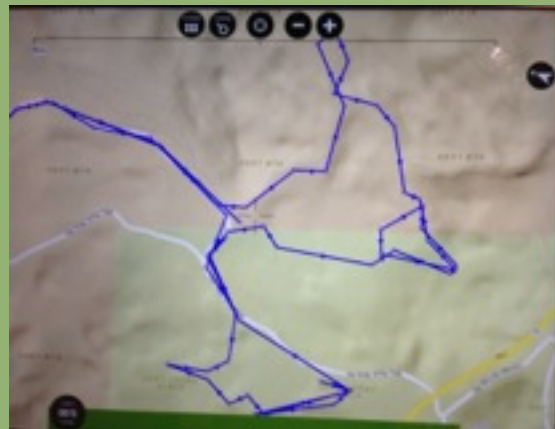
- 1) Click on Save your Route at the top of the page. This will save it to your account, and make it very easy to load onto your device.
- 2) If you have a lot of routes/tracks to upload, do them one at a time, then when you do the next step, they will all copy to your device in one step.

Synchronize your Routes to your Device: On your device, click on the left arrow at the top of the screen, then click on Organizer, then Synchronize. It will then download all your tracks and routes to your device.

View Tracks: From the Organize screen (Left arrow at top of map page)

- 1) Click on Routes
- 2) Click on the Route you want to display. It will give you some details, then click **View on Map**, or **Follow Route**
- 3) You can use the normal pinch method of expanding the map, or the buttons, whichever works best.

Here's a couple of pics taken of my Ipad, one large scale view of several trails in the Parker area, and the second showing the detail view of President's Choice.



Mounting Solutions: You're going to like this for a lot of reasons, it is inexpensive and it's very easy to plan routes, or know where you're at. One of the decisions you'll have to make is how you're going to mount it, I recommend RamMounts, www.rammounts.com. They have great customer support, and will help you figure out what parts will best serve your needs. I mounted mine on my RockHard roll cage. Once you figure out what you need, you'll need to contact a RamMount dealer, I used GPSCity out of Vegas, they were easy to work with, and shipped ground with 2 day delivery.

There are lots of options in using it, I always Record Tracks so that I have a detailed record of the trip and have a future track. When you're done with the route, be sure to stop recording, then give it a name of your choice. Next time you synchronize, it will be added into your master account and you can view it on the PC. One other tip, sometimes it may take awhile when you load ViewRanger on your Ipad, be patient, it's thinking about all the fun you're going to have...

I really like this program, it works and it's easy to use. Try it, you'll like it!

Loren

Motino Wash March 8th, 2014 Run Report

Trail Leaders:

Neil Stratton & Meghann Aynsley 2008 JKU

Tail Gunner: George & Kay Stauber 2013 JK

Members present:

Kevin Rice & guest David 2004 TJ

Mark & Peggy Ogaz 2013 JKU

Craig & Char Hart 1997 TJ

Matt & Sue Martel 2007 JKU

Tim & soon to be Sharla Glider 2009 JKU

Curtiss Freeman 2007 FJ Cruiser

Guests present:

Aaron Woalbert 2013 JK

Kevin Strong 2001 TJ

The morning started off great! Blue skies and a decent temperature without a single Chem trail can be spotted! 9 rigs met at the Ranger Station at



Hwy 38 and Bryant St. and we left at 8:00am and headed to the trails start on 2N01. Curtis met us at the trail start already aired down and waiting patiently for us. Airing down proved to be a challenge with our new rims. There was not enough room for air down tools to be inserted with the new bead locking wheels. Manually airing down with one person on each wheel was required with our rig.

So off we started on the trail. Being a trail leader for the first time is totally different than a guest in the back. You could tell from the puddles of muddy ice water that we were the first to run the trail that day. The ice was breaking beneath our wheels and large splashes of ice and muddle flew through the air as we dashed along.

Our run started at 2N01 and headed to Heartbreak Ridge. Just a week early it had snowed and rained heavily. I wasn't

sure how much of the trail would be changed since the last time I was on this run. The trail was easier than previous as there was a lot of dirt and sand filling the crevices of the rocks. Everyone made it to the top of Heartbreak Ridge without any issues. We stopped for a few minutes to stretch the legs and explore the mountain. Code for 10-100. We headed down Heartbreak Ridge and started our way towards Rattlesnake Canyon. This small section of downhill waterfalls is one of my favorite parts of this trail. Our members have awesome rigs which showed the articulation on each of the steps. Curtiss choose a harder route and ended up turtling himself with his new skid plates. But as always, he comes prepared with a strap for an easy strapping off the rocks.

At the base of the hill we ran across an adventurous couple in a passenger car. They were adventurous to make it this far and smart enough to ask if they should turn around. We took a group vote and then suggested to the couple that they should turn around.

We stopped for lunch at the entrance to Rattlesnake Canyon.

Rattlesnake Canyon is a nice area. We cruised around an abandoned home on soft sandy roads. If it wasn't Kevin Rice helping with navigating, we would have missed the entrance to Mottino Wash.



The wash is a challenge with many turns and large boulders mixed in sandy dirt at the most difficult places. Kevin had the most experience on this trail and helped lead us through the route of difficult steps and tight turns. The entrance proved to be most difficult with some questioning if they could make the run any further. With the great club members that we have, we all jumped out to assist one another. The shorter rigs proved to be better in the tight turns as many (mainly me) scrapped shards of aluminum off of our wheels. This is Jeeping!



After the tight switch backs, the remainder of the trail is wide enough to choose different route options from the moderate to the most difficult of obstacles. I choose obstacles that are difficult, but avoid

obstacles that will create the possibility of body damage when I can.

All was good until we ran across a challenging step up. There were many different routes to take depending on the amount of vertical clearance under your rig and width of your axles. Kevin and I took the step up at slightly different angle as we had the vertical clearances. Next up in line was FJ Curtiss. With a lower vertical height, he couldn't follow the same line. What line he chose to take at that time was probably the best route until the sand under his tires decided to leave him stranded. So we strapped him up to my rig and I slowly pulled him forward. As his tires suddenly gripped the rock in front of him, the rock grabbed hold of his tire and stopped the wheel dead in its tracks. Many of you are thinking as you read this, what broke? Yes something broke! The left front CV joint broke apart leaving Curtiss to finish in 2WD and a tow strap.

With 2 rigs through and one broken rig, the remaining 7 rigs took a closer look at this difficult spot. Many of the longer JKU rigs decided to choose a difficult route that included a 3

point turn. Craig and Char Hart's rig was unstoppable throughout the entire route. They choose the most difficult section. We thought this section finally gave them some



difficulty as it seemed they were stuck. A button was pressed, and Craig finally had to use his lockers for the first time that day. Up and over he went with a smile.

Guest member

Aaron in his widened JK tried the same approach that Curtiss attempted but was too wide and had to take another approach angle. George was next and wasn't as wide as Aaron, but he was taller than Curtiss. George proved that the last one in line can learn from everyone else's mistakes, trials, and successes as his rig was suited right for this obstacle.

The rest of the run was easily handled by all in either 4WD or 2WD. We exited Rattlesnake Canyon and Curtiss had to leave for work and split off of the right as we went left towards Pioneertown for dinner. I was looking forward to



Pappy & Harriet's for dinner but Saturday nights proved to be the wrong time for a group of 16. With a minimum hour and half wait, we decided to have dinner at Las Palmas Mexican Restaurant in 29 Palms to finish the day.

For my first time as a Trail

Leader, I was nervous. But with the great members that we have in the club, they all made it easy for me. Everyone must experience being a Trail Leader at least once. I am looking forward to doing it again.

I am asking that people send me some cool pictures so we can add them to the newsletter

Marathon Sunrise to Sunset Adopt a Trail Snow Run Across the San Bernardino from West to East in One Day Trip Report March 2, 2014

Trail Leader-Loren Campbell & Joe Martinez
Tail Gunner- Ronnie & Emily Rogers
Members
Bob & Kris Yaryan
Doug Russell, Guest Brian Charlie
Tony Nunnally, Guest Greg Beresford
Cindy & Debbie Coffin, Guest Jacob Landolfi
Jerry & Patti Rogers
Darryl & Mallory Jordon
John & Ming Letzkus



The plan was to meet at the trailhead at 6:00 for a 6:15 departure, and most of us were planning on topping off fuel at the Chevron right before. About 5:45, we were pulling into the Chevron when Joe felt a wobble followed by a pop, then the left front side of our Jeep fell to the ground and came to a sudden stop. The left front tire, however, continued its roll into the gas station. We were fortunate with only 1 stud broken and recovery of most of the lug nuts. We jacked up the vehicle, installed the spare, reallocated lugs so we had 4 on each wheel, and proceeded to the trailhead.

We got to the trailhead, and after airing down and a quick driver's meeting, we departed Cleghorn at 6:39. With about 90 miles of offroading ahead of us, I knew we had to average 8 miles per hour throughout the next 11 ½ hours to get to our destination, Pappy & Harriett's by Sunset. As we were descending the hill up Cleghorn, we climbed through the cloud layer into blue skies above, with magnificent views of the snow crusted mountains. We made good time through Cleghorn, taking just one alternate off the main road. As we crested Cleghorn, the wet roadways around Silverwood looked like a vast network of rivers with the sun reflections.

We drove around the west side of Silverwood to the start of 2N17X, and as we got close to the trail, Bob reported a grinding noise like a hub bearing or a

rock stuck in a backing plate. He worked with it a bit on the road, and decided to go ahead on 2N17X. We came up on the intimidating rock at the beginning of 2N17X, and everybody made it look like child's play. We were off to a great start.

We quickly got through 2N17X to join Pilot Rock 2N33, and made great time to Highway 173. By the time we got to the 173, Bob and Kris elected to head home as they were afraid the noise wasn't getting any better and they were on pavement where it would be easy to call AAA for a tow if they needed it. We said our good byes, wished them safe travels, and turned North on 173 for the short drive to Willow Creek Road. We made a quick stop at the Pinnacles Staging area restrooms, and then proceeded down 3N34. About 2 miles down 3N34, we ran into a major obstacle, a huge tree had fallen completely blocking the road. Since Diddy's tree was 50' long the day before, ours must have been 60... Our group quickly formed a strategy on clearing the trail. We hooked up Joe Martinez with his winch and a snatch block, anchoring Joe's Jeep in place with Cindy's Jeep. With Ronnie at the winch controls, the enormous tree was budging, but it wasn't enough to move it clear of the trail. We then called out our

secret weapon, the Magnificent Ming! We hooked her up to the end of the tree and pulled with all 3 Jeeps, broke off the last 8 feet of the trunk, then hooked up again and moved the 70' tree clear of the trail. (Must be like fishing, it kept getting bigger and bigger)



fishing, it kept getting bigger and bigger)



Onward we moved, stopping for a quick lunch on the trail, then continuing on to Dishpan. The first obstacle is pretty torn up and although there was a few heart stopping moments and a few changes in the lines, we made it without damage and a lot of fun. About a mile after the first obstacle, a call came out on the radio from John that he had high centered on a rock he said was right in the middle of the road. Knowing that Ming was sitting right next to him and giving him plenty of advice, everybody jumped out and with a few well placed rocks we were moving again.

When we got to the main waterfall, there was a collection of rigs parked at the bottom with nobody around. About the time I started walking up the slope, everyone heard the "whrrrrrrrrrrrrrrrr" of spinning tires, and we knew somebody was in trouble. A Toyota pickup was at the tree, and winching itself up the obstacle. I started talking to one of the guys watching and he told me that the Toyota had broken a front axle. He also told me that one of the Land Cruisers at the bottom also had a broken suspension. I told him about our marathon run, and asked him if he would mind if we went around them, promising him that all 8 of our rigs would be able to drive up without any delay. He checked with a couple of his buddies and they graciously agreed to let us pass. True to the IE4W form, the promise of everyone climbing the obstacles went down without a hitch. I know they learned

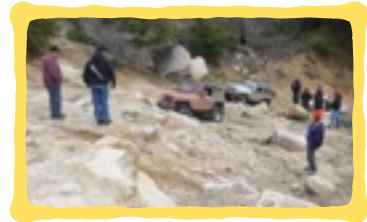
something about finesse rather than force from IE4W.

When we got to Crabtree Flats Campground, we asked if the women would like to stop to use the restroom, but they enthusiastically said to push on. When we got to the entrance

rock garden at Holcomb Creek, we ran into Derek and Russ just beginning to do Holcomb. We said hi, and pushed on along 3N16, stopping at 3N97 for a 10-100 and adding some gas to a couple rigs. We pushed into the Big Pine Flats area, where the snow covering the road was about 7" deep. It was beautiful sailing along the snow covered road, and someone suggested we stop for a group shot in the snow, which was a welcome relief. Lots of snowball throwing, a great photo op, and eagle eyed Tony spotted one of his front U Joints cap was beginning



to work off. He pounded it back on with a hammer, and I found a C Clip in my spare parts box. Tony quickly put it on and we pushed on through Holcomb Valley. When we were getting close to the 18, we had been on the trail for almost 9 hours, and I asked if everybody wanted to keep pushing on to our final destination. The group enthusiastically responded "let's finish this" and we were off like race horses. We were still planning to work in Mottino as the last run of the day. When we got to the 18, we took a shortcut down Cactus



Road to the Cactus Flats Staging area. We stopped again for fuel, and with incredible support went flying past the restrooms (we don't need no stinking restrooms) to 3N03 (Smarts Ranch Road). 3N03 was a super highway, we were going 40 mph in long stretches of it. Ronnie Rogers had a hot oil temp light come on, which took just a few minutes at idle for it to go off and let us continue. At this point, we tossed around the idea of running or skipping Mottino at this point, and decided that we would save Mottino for another day and complete the marathon run to Pappy & Harriett's by sunset as we had planned. About 5:00 I got cell reception and I called Pappy & Harriett's. I told them I had a group coming with 17 people for dinner, and she said great, we can take you at 8. When I told her we would be there in 10-15 minutes, she said she would see us shortly. When we arrived at 5:15 and checked in, she told us she would have our tables in about 10-15 minutes. By the time we finished airing up, our tables were ready and we had an awesome dinner together to complete our adventure. Pappy & Harriett's is to be commended on their ability to handle such a large group on such short notice with excellent service. We pushed hard, and we ran 96 miles in 10 hours and 45 minutes. Thanks to everyone on the run for your enthusiasm and your desire to complete the goal, you were fantastic, I

couldn't ask for a better group of people to wheel with. The Marathon Sunrise to Sunset Adopt a Trail Snow Run Across the San Bernardinios from West to East in One Day is now in the books. Next adventure....

Loren



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We Thank You for Your Support!



The Inland Empire Four Wheelers meet the first Thursday of the month at 7:00 PM at the Grand Terrace Community Center on the corner of Barton Road and Vivienda, Grand Terrace, CA. From the north on 215, get off at Barton Road (south of I-10) and make a left on Barton. The Community Center will be on the left side of the road as you approach Vivienda. From the south (north of Hwy 60) on 215, get off at Barton Road exit to the right and turn left on Vivienda after the signal light.