



The Dirt Devils Digest

April 2011

A monthly publication of the Dirt Devils Circulation 130

<http://www.dirtdevils.org/>

President's Message

We have 2 great run reports. Be sure to read all about it.

See you on the trail



President Sheldon Neal and First Lady Nancy Neal

Table of Contents

Adopt a trail.....	2
Calendar.....	2
Run Report.....	2
Club info.....	4
Cal-4Wheel.....	Error! Bookmark not defined.
Classified.....	Error! Bookmark not defined.
Cowbells.....	5
Safety Report.....	5
New members.....	5
Guests.....	6
Advertising.....	7
Classified Ads.....	8
Dirt Devils Membership Form.....	9

Website news

Please provide feedback. Anything you would add?

I also need from EVERYONE 2 BEST poser shots (*JPEG*) of your wheeler in action Your First and Last Name and A brief description of your ride.

If you want to unload Jeep parts send me a picture and a brief description and I will post.

Adopt a trail

Holcomb Creek: Mike O reported that other groups are asking for help to repair Holcomb Creek trail. It has gotten worse from the rains this winter; a lot of the trail is washed out. The forest service is asking for extra help to get it open in time for summer. Mike Ortega and Roger Mauer will provide monthly updates.

Calendar

April

2 - Cleghorn
 2-3 - Parker Poker Run
 5 Regular meeting
 9 - CA4WDC - South District Meeting
 16 -Rattle Snake Canyon
 16 - 24th Jeep Safari Week Moab, UT
 30 -Corral Canyon

May

3 Regular meeting
 7 - DD—Adopt-A-Trail
 14 - DD—HDR Prerun
 20 Mojave Trail Kevin Hull
 27-30 - CA4WDC - High Desert Roundup

Directions to Anderson Dry lake
 34°33'23.62"N 116°46'18.82"W

Anderson Dry lake is 15 miles from junction 247/I-18
 Take I-15 north to Bear Valley rd. Go right to the end of Bear Valley at I-18.
 Turn right. Continue east to the stop sign at Junction 247/I-18.
 (This is the last place for gas or supplies!)
 Reset odometer at this stop sign to 0. Go 5 miles on odometer (Do not rest odometer) to Camp Rock Rd on Left. Sign on right says Johnson Valley North entrance. Turn left onto Camp Rock Rd. Go north to 8.9 on odometer. Straight north is Harrod rd. Do not go onto Harrod Rd. Do not turn on Granite Rd.
 Stay on pavement to the right staying on camp rock rd. Pavement ends at 11.2 on odometer. Johnson Valley sign stay straight till 11.8 on odometer.
 Continue till 14.9 on odometer. Go past the sign and go right at 15 on odometer. You are now at Anderson dry lake. Road is bumpy, go along right side mountain range. Cement pad and water crossing at 15.4 on odometer, go right across the cement and go quick left. Restroom is at 15.7 on odometer.
 Camp is in this general area.

June

7 Regular meeting
 18-19 - DD—Kennedy Meadows
 25 - DD—White Mt.

July

5 Regular meeting
 16 - DD—Adopt-A-Trail
 30 - DD—John Bull / Gold Mt.

August

2 Regular meeting
 6 - DD—Adopt-A-Trail
 11-14 - CA4WDC - Sierra Trek
 27 - DD—White Mt Road

September

6 Regular meeting
 10 - DD—Miller Jeep Trail

October

1 - DD—Seven Oaks
 4 Regular meeting
 14-16 - CA4WDC - Operation Desert Fun
 22 - DD—Calico

November

1 Regular meeting
 5 - DD—Last Chance Canyon
 11-13 - CA4WDC - Panament Valley Days
 24-27 - DD—Anderson Dry Lake Area

December

6 Regular meeting

Run Report

Anza Borrego Adventure

March 19, 2011

Run Leader: Sheldon Neal

I left for Anza Borrego Friday afternoon and arrived at Blair Valley after a fairly uneventful drive. Pete was already there and had his camp set up in our usual location. It was just Pete and I for a while until John, Nancy, Roger and Berty arrived later in the evening. They all had to work so couldn't get out earlier.

On Saturday morning we took it easy getting out of camp since we had a small crowd. Mid-morning our four Jeeps headed down the road a couple of miles to a good spot to air down at the trailhead. Once we were all aired down, we headed on a leisurely scenic drive to the Squeeze. This is a pretty narrow slot between two big rocks. It's actually pretty easy to get though in a Jeep if you just keep it slow and listen to your spotter.

Along the way we had let four dune buggy types pass us in a sandy wash. When we got to the Squeeze, there they were! It took a little bit for them to get through. There are a few rocks to crawl over getting into the Squeeze. With rear wheel only drive and no lockers, they are not the ideal rock crawling vehicles. Once it was our turn the buggy guys stayed to watch us go through. They were amazed at how easy we made it look. All four of us made it through with no problems.

Later on down the trail we caught up with the buggys again in a little rock garden. It was interesting watching them; no traction, lots of throttle. But they made it through.



Some more scenic driving then brought us to the next exciting moment – Heart Attack Hill. This is a fairly long steep off-camber hill. The fun part of it is at the top. As you slowly peek your nose over, you soon get to a spot where your tires no longer hold and you start to slide. The key at this point is to let off the brake and let the vehicle ease on down. Then your left front tire falls into a big hole and some people like to raise the right rear tire up in the air.

The Buggys were just going down when we arrived. They slipped and slid their way down heading towards sideways at times. At the bottom was also a big group of Jeeps so we had to wait until they cleared out so we'd have room at the bottom. We all made it down well thanks to good spotting and attentive drivers. There were a couple of CJ-5s at the top wanting to go down so John spotted the first one for his wild ride. When he went down in the hole his back end came up reeeceaaaal far. It looked pretty spooky. CJ-5 number 2 wasn't real excited to repeat the experience so John offered to help him down with the winch. Of course John wanted me to walk back up to help him. We hooked him up and eased him about halfway down and unhooked the winch. He made it the rest of the way down in good shape. I gave John a quick spot, he drove down and we decided to break for lunch.



On down the trail, we came on a little waterfall to climb. The Jeep group from Heart Attack Hill was there so we had to wait on them. Most were trying to do the obstacle with throttle which made for some pretty interesting climbs. We all climbed up pretty easily, although Pete tried an interesting line at first which put him in a precarious position. He wisely backed down, repositioned and made it up.





Driving down the wash on our way to climb up Diablo Dropoff, a voice came over the CB, "Dirt Devils, STOP". So, I stopped. The other three Jeeps in our group caught up and I'm asking who said to stop. Nobody was fessing up to it and then this silver Jeep came driving up. It was Danny and Linda Ward. They had planned to meet us at the air down area but were running late. When they got there some people told them a group of Jeeps had left a little bit before. So, Danny and Linda went on down the trail thinking they were chasing us. We, however, were still back at camp due to our leisurely departure. They had stopped to talk to some of the Hemet Jeep Club when they saw us going by and shouted out for us to stop.

On we went, now five Jeeps strong. We came to the cutoff to get to the bottom of Diablo Dropoff and turned in. This is a narrow canyon, wide enough for one vehicle at most points, with a few rocks to climb over. About half-way up we ran into a group of stock vehicles (FourRunner, Explorer, Suburban, 2WD ranger, etc.) with pretty inexperienced drivers.

They had no idea what to do and were pretty much frozen in their tracks. So we climbed the Jeeps up the side of the canyon to make room for them to pass. They were amazed we could get the Jeeps up there. After an hour or so of repositioning Jeeps and helping these people through, we headed to the dropoff. No issues there so we headed on. We had planned to swing by the mud caves but due to either a navigational error by Sheldon or Nancy or a bad map, we ended up at pavement and aired up there for the drive back to camp.

Sunday was get-away day, we all packed up and went our separate ways. Good weekend, good trail and fun for all!

Black Canyon

Run Date: Saturday - March 5, 2011

Trail Leader: Ray Kleinhuisen

Six Jeeps made it to the meeting spot on the 5th of March for the Black Canyon run. We left the meet area at 8:35 and headed to Irwin rd. We aired down just after leaving Irwin rd near the entrance to the Rainbow Basin National Landmark. We stopped for pictures of the colorful land formations that are present in the rainbow basin area.

Next we proceeded to the entrance of Black Canyon about 7 to 10 miles to the west. During the pre run 2 weeks earlier there were several sections of mud on the trail that were unavoidable. Many but not all had dried up or were significantly reduced. This being an easy trail the only chance for a cow bell was getting stuck in the mud but no one had a problem.

When we got to the well and water trough for the stagecoach route that ran through Black Canyon a game warden truck stopped to talk. We found out that hunting season for a bird that resides in the Black Canyon wilderness area had just ended and the game warden was looking for illegal hunters.

We stopped at Inscription Canyon for lunch and met the worlds foremost authority (my label for the guy) on the history and meaning of the Inscription Canyon Indian petroglyphs. He had some interestin ABDSP g theories on the meaning of the petroglyphs his theories were different than any of the books I've read on the area. Everyone in our group had fun talking with him. He would have kept us there all day looking at petroglyphs if we would have let him. We also met a very friendly and informative BLM ranger at the inscription canyon stop.

After Inscription canyon we proceeded on to short stops at Scouts Cove, Arena mine, the motorcycle riders memorial and bird spring before heading out to Hwy 395. The only damage for the day was a broke sway bar disconnect bracket. This most likely happened just before bird spring were there is a deep V notch on the trail.

Lesson for the day is no mater how easy the trail there's always the possibility of vehicle damage so go with more than one vehicle and be prepared.

Club info

Politics

Release Wilderness Areas

I just recently stumbled on this bit of info. We have a huge opportunity to open up 43 million acres in the west for off road use. We have to act.

All Wilderness Study Areas (WSA) and Roadless areas have been evaluated by the BLM and Forest Service and 43 million acres have been found to be unsuitable for Wilderness Designation.

The long overdue Release of Wilderness Study Areas (WSA) and Roadless Areas is hampering land management and harming the environment and reducing recreation opportunities on our National Forest and BLM public lands.

Recreation and other land uses desired by the community and the public are needlessly restricted or prohibited, such as Mountain Bike, Off Road recreation and many other uses.

A significant amount of resources and funding are wasted each year in patrolling and monitoring these lands for Wilderness standards, even though they are not suitable for Wilderness.

Active Fire Management is needed, but prohibited in these areas.

Yet twenty two years later these lands continue to languish and be subject to inappropriate restrictive and costly management regulations as if they were Wilderness, merely because they have yet to be released. Congressman McCarthy will soon be introducing the ‘Wilderness and Roadless Area Release Act’ to address these problems.

Google search or click here to read more:

<http://www.arcticchat.com/forum/general-atv-discussion/297689-help-release-wilderness-study.html>

Truckhaven Hills

The northern portion, now owned by Anza Borrego Desert State Park ABDSP is now closed to motorized travel. Over the past couple of weeks the boundary has been marked by steel signs “Foot Travel Only” every 30 feet along the entire boundary, about 6 miles.

Lots of people are angry that the area ABDSP inherited is now closed to motorized vehicles. This areas has been open for 50 years. Unless you are fit enough to hike over this rugged terrain you can no longer visit. There is a group talking about a class action against ABDSP because they are now limiting access to elderly or physically challenged people. Public accommodations include providing access for people with physical limitations, how does the ABDSP close off a huge area to those people without strong justification?

Ocotillo Wells OHV Park is open.

HDR

HDR is moving from the Barstow Road location west near Anderson dry lake. Anderson is closer to Lucerne, off Camp Rock Road. New runs will need to be planned Jesse will be asking for our help setting up new runs.

Cowbells

Andy Lamar Oct 23rd Calico run

Mike Maneth Sept 25th, 2010



Mike’s wife Mary greeted Mike with a baseball bat. Take note of their grandson hiding behind the Bronco. Mike was winched off the first obstacle on Gold Mountain.

Roger Mauer, July 11, 2010 on John Bull/ Dishpan yanked by Mike Ortega.

Dustin Bennett got yanked by Joel Card at Gold Mountain June 27th, 2010.

Dustin Bennett got high centered at HDR John Powell helped pull off.



John Morgan at Miller Jeep Trail June 12th documented by Pete Johnson

Castulo Olivas at Gold Mountain July 09 (the little cow bell)

Safety Report

Safety administrator Danny Ward

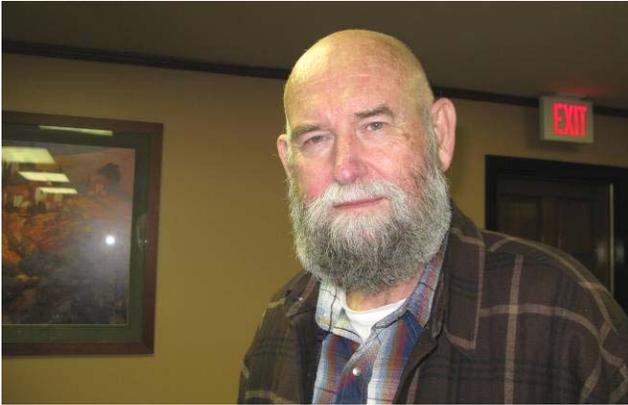
Basic safety equipment should include: first aid kit, fire extinguisher, CB radio, tow strap, extra food and water, basic tool kit, some spare parts, safety glasses, gloves, full size spare, working emergency brake.

Large Velcro straps are handy to keep your straps together.

New members



Oscar Lizarraga drives an '84 CJ7 with 37” tires, 4” lift and 3” body lift. Back in 2007 Oscar went on 4 runs with the Dirt Devils and helped Roger on our adopt a trail. July 2010



Terry Puckett visited us again. Terry Puckett is busy restoring a '94 grand Cherokee.

Guests



Randy Hardt, randy drives a 2005 Jeep TJ with a 1 1/2" lift



Brad Lark visited the Dirt Devils without his wife and son

Randy and Donna Huddelston first visited January meeting Randy drives a 2005 Wrangler unlimited mostly stock. Sorry Randy I assumed I had your picture but I did not.

First aid kit tracking

Jesse May.
Mike Ortega believes he gave his 1st aid kit to Sheldon
Jeff Jernigan Feb 1st got from Pete Johnson

Banner

John Strege has it.

Stickers

Dirt Devil Stickers are now available for purchase at the regular monthly meetings for \$15.00 from Emi Webber. We are currently out of magnets.

Meeting Place

We meet the first Tuesday of each month. 6:30pm for Dinner & 7:30pm for the meeting at

Keno's Restaurant

5750 E. La Palma
Anaheim just east of Imperial Hwy and north of the 91 Fwy.

Shirt sales

See the next page for pricing and ordering instructions.
You can fax order to Quest Building Products just write Emi Webber in the upper left corner. It will get to her.
714 738 6640 or email emiwebber@hotmail.com

Club officers



President: Sheldon Neal



Vice President: Roger Mauer



Treasurer: Emi Webber



Secretary: Nancy Neal

- President: Sheldon Neal, smneal@cox.net
- Secretary: Nancy Neal, smneal@cox.net
- Web Master: Mike Ortega
- Newsletter: Ron Webber / webbermail@cox.net
- Treasurer: Emi Webber / emiwebber@hotmail.com
- Hospitality: Emi Webber / emiwebber@hotmail.com
714 649 9836 /
17092 Olive Grove Lane Silverado, CA 92676
- Immediate past treasurer: Mary Jo Delp / rkoolmom@aol.com / 310-542-2436
- Safety Committee: Dan Ward / d4lward@sbcglobal.net

- Run Coordinator: Needed

Advertising

\$25 for ¼ page ad, for 3 issues

\$50 for a ½ page ad, for 3 issues

\$100 for a full page ad, for 3 issues.

A full page ad also gets a Web Link.

Classified Ads

Call Ron Webber 714 649 9836 webbermail@cox.net



Battery pan & top handle fits 97- 2003 TJ Free



seat belts fits 97- 2003 best offer free



Rear Axle Bridge

Full Traction Rear upper "V" link support"

Fits a dana 44 dif. You might use it if you were going to get rid of your rear upper control arms and rear sway bar which is very restrictive and install a triangle upper arm assembly. Retail price \$199.00 buy it for \$100.



Dana 30 front dif complete works fine. out of my 2000 jeep wrangler TJ
3.56 gear ratio Detroit Locker
T&J HD dif cover
disk brakes Axles included
tie rod, drag link & pan hard rod not included
if new cost is \$950.00
buy it for \$350.00



Rear Rubicon Springs 5.5" lift 18" longs retail \$175. buy them for \$75.00



Front Full Traction coil springs 6" lift fits actually 23" long – retails for \$165. buy them for \$75.00

Dirt Devils Membership Form



June 1, 2010 through May 30, 2011

Membership: New * _____ Renewal _____ Change of address: _____

Member Name: _____

Vehicle Type: _____ Year: _____

Vehicle Type: _____ Year: _____

Handle: _____

Home address: _____ City & Zip: _____

Cell phone # _____ Home phone # _____

E-mail address: _____

Spouses Name: _____

Vehicle Type: _____ Year: _____

Handle: _____

Cell phone # _____ E-mail address: _____

Visitations:

1st meeting visit: _____ 2nd meeting visit: _____

1st club run: _____ 2nd club run: _____

Self safety check required:

CB: _____ Fire ext: _____ 1staid kit: _____ Insurance: _____

Pull strap: _____ Tow hooks front: _____ tow hooks rear: _____

Jack: _____ Spare tire: _____ Functioning park brake: _____

Seat belts: _____ Roll bar: _____ Battery tied down: _____

Annual Membership Dues:

\$36.00 (Member) \$12.00 (spouse)

Please make check payable to **Dirt Devils of SoCal**. Send check & this form to
Emi Webber 17092 Olive Grove Lane, Silverado, CA 92676 emiwebber@hotmail.com

California Association of 4 Wheel Drive Clubs, Inc.

\$45.00 yearly renewal of membership dues Member ID # _____

Note: The Federal Tax Reform Act requires that we advise members that contributions or gifts to CA4WDC or Dirt Devils Club are not deductible as charitable contribution for Federal Income Tax purposes.