



The Dirt Devils Digest

May 2011

A monthly publication of the Dirt Devils Circulation 130
<http://www.dirtdevils.org/>

President's Message

Be sure to check out the calendar including the ever popular Mojave Trail and HDR at the end of the month. Many good run reports.

Elections are coming up at the May meeting, know your candidates, on pages 5 and 6.

Roger will be looking for help at our next adopt a trail run tentatively set for May 7th. We have a lot of work to do including pushing and pulling many downed trees off the trail.

See you on the trail



President Sheldon Neal and First Lady Nancy Neal

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Website news

Mike reported that he is having some problems with the server. He is also having a lot of difficulty dealing with the company. Motion made for Mike to host the Website. Seconded and voted in with majority.
 If you want to unload Jeep parts send me a picture and a brief description and I will post.

Adopt a trail

Tentative date the next AAT run is May 7th. Roger will let us know at the May Meeting. Ranger Greg Hoffman would like us to get extra help since there is so much work to do on our 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

May

3 Regular meeting

Adopt-A-Trail 7th

HDR Prerun 14th

Mojave Road Expedition May 20-22

Kevin Hull – 714-227-8876 cell

kevinhull@yahoo.com

You need to RSVP so that we have a head count as we may need to break up into different groups to comply with NPS regulations. RSVP to my email at kevinhull@yahoo.com. We will also circulate trip updates to the participants.

Itinerary: Note the morning departure times. We all got ready at different speeds last year – resulting in some of us standing around while others packed. So, we will set the departure time and then leave it up to you to be ready to go at the appointed time. 10 minutes grace, then \$1 per minute to the club treasury.

Thursday, May 19 – You need to get to the Avi Casino Hotel near Laughlin for an early departure on Friday. Last year we went to Mitchell Caverns on Friday afternoon, but they are currently CLOSED for renovations until October. I'm thinking about going to the Kelso Depot, Kelso Dunes or something like that on the way out, assuming that I avoid the office on Thursday. Last year we hit the pool at the hotel and maybe will try some pyromaniac stuff this year (flying and exploding fireworks are sold at the Casino convenience store).

Friday, May 20 – 8:30 AM departure from the back of the Avi Casino parking lot. 35.015372 N 114.643572 W Plan is to dry camp at the same location as last year at the boulders near Mid-Hills. 35.139953 N 115.404255 W

Saturday, May 21 – 8:30 AM departure to Hole in the Wall. Will be doing a 1 mile or so loop hike that includes some climbing up some rock cracks via steel rings. As a bonus, there are pit toilets at Hole in the Wall. Later on, we will go to the same mine as last year and then to the lava tubes. We'll do the Aiken cinder mine again and then proceed to the dry campsite in the lava cul-de-sac. 35.184632 N 115.827186 W

Sunday, May 22 – 8:30 AM departure toward Soda Dry (hopefully) Lake and Afton Canyon. I expect that we will come off the trail after fording the Mojave River and get back to I-15 between Baker and Barstow. As an option, we can continue on a while further (about 16 additional miles). However, the out at the Afton Canyon Campground gets us off the trail at a decent hour on Sunday.

Reference Material: Dennis G. Casebier's Mojave Road Guide book is an excellent, extremely detailed, mile by mile history and description of the route. The book was updated in March 2010 with GPS coordinates and current descriptions of the trail.

The pamphlet from the National Park Service has a nice map, but if you can't get to pick one up, check out this website for maps: <http://www.nps.gov/moja/planyourvisit/maps.htm>. This website also has brochures about Hole in the Wall and the Lava Tubes among others.

What to Bring: What do you need to bring? Friday and Saturday nights are dry camping. No water, no facilities. Bushes or bring some WAG bags and a bucket with one of those fancy seats... Tent camping, air mattress – you know the drill. Bring water, ice chest, lantern, etc. Bring food. Bring a chair for the camp fire.

Everyone should bring two bundles of wood for the community campfire, one for each night. I am up for a discussion about group meals, but we will circulate that for comments once the RSVPs come in.

I would suggest an **extra gas** can as we will be out for three days. I usually top off in Arizona, right across the river from the casino. Once you are over the river, there are regular supermarkets should you need provisions.

Where to make reservations for Thursday night?

<http://www.avi-casino.com/> I could not get the reservations website to work with my browser, so I ended up calling. The place is cheap. If you are interested, it looks like they have a 'movie' package that includes two movie tickets, two breakfast buffet tickets and your room for a whopping \$37 on Thursday night.

High Desert Roundup 27th -30th -

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

Rattlesnake Trail April 16th

We met at Johnnie's Restaurant in Apple Valley had breakfast and left at 8:30 ready to hit the trail. Ray, Tim, Allan, Randy, Randy and his wife. Headed for the trail, Jesse and Mike Ortega along with his wife and son met us at the trail head. (Im sorry if I forgot someone).

We had a great trip up the canyon, took about two and a half hrs, broke for lunch, then tackled the bonus trail. Excellent trip! No break downs. Nothing major. I believe there might have been a tug or two, but no photographic evidence of such so no cow bells. I believe that one of our Randy's completed his club obligation, and is now ready to join the Dirt Devils at the May meeting.

Instead of going through Baldwin Lake and Big Bear City to get home, we went through Redlands, to the 10 and home. You know it's a good day when six or seven jeeps are following me!

Your trail leader
Joel Card

Cleghorn – April 2nd

Dan Delp led, 13 vehicles through Cleghorn. Jesse had a problem with the lockers on his jeep. Further up the trail, he had a flat tire. Tried to get to Silver Lake for lunch but had a few problems so stopped for lunch at 1:00. Ralph laid his Bronco on its side. Dustin got winched and so did Dan when coming down a notch. Maybe we'll run it backward next time.

HDR Pre-run – March 26th

Jesse May led a pre-run at Anderson Lake for both a day SUV run and a potential night run. Dustin's 4WD was not working and Jesse had to drag him out. Now Dustin has the cowbell. The Jeep decided to overheat. Jesse backed into a rock. It was a short day; finished around 3:00 p.m.

Anza Borrego Adventure March 19th

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

reeeeeeaaal 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 Kleinhuizen

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 interesting ABDSP 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 where there is a deep V notch on the trail.

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

Corral Canyon April 30–

Trail Leader Danny Ward

Sidewinder and Bronco Peak – Pete Johnson, Ray and Karen Kaleinhuisen, and my friend, Chuck and I started our run from Corral Canyon Four Corners staging area about 9:30 am on Saturday after airing down and preparation of our vehicles.

Everything went well at the beginning of the Sidewinder run. The only problem we ran into on the trail was a mud hole caused by an underground spring at an uphill grade. Every time Ray would try to get beyond the slippery hole, he would slide back into it. He had tried several times and I offered him the strap, but he preferred the challenge of making it through on his own. He would go a little high on the bank of the trail, get the first half of his jeep beyond the mud hole, and then his left rear tire would slide back into the hole. Finally, after removing a small rock located in the way of his right rear tire, he finally got enough traction to drive beyond the hole. Since Pete saw the issues with Ray, he applied a little extra speed and went right through the mud hole. No problems after that

and we finished Sidewinder in exactly two hours.

We decided to have lunch back at the Bobcat Meadow camp grounds, where Ray, Karen and Pete had spent Friday night. During lunch I told everyone that Sidewinder was the tougher trail for the day and Bronco Peak would be easy.

We headed out to Bronco Peak after lunch at 1:00 pm. We enjoyed the first half, climbing to the top with ease while playing on some side obstacles. We stopped at the top of the peak to take a few pictures and figured the downhill side would be as easy as the first half and we would be through the trail in no time. After we got ½ way through, we noticed that the backside of the mountain trail had drastically changed since we were here and this was not going to be an easy finish. We ran into the first few obstacles and the challenge was on. The ground had been washed out and nothing but boulders seemed to be in our way. We slowly managed to maneuver around the boulders and downhill grades. Karen decided to scout ahead to warn us of upcoming problems. She turned into an excellent scout and her assistance was useful and greatly appreciated. The trail took us 4-5 hours to complete with no breakdowns or anyone getting stuck. This should have been a 2-3 hour trail.

We went back to Bobcat Meadow campground and aired up. Pete, Ray and Karen spent Saturday night at Bobcat. Chuck and I headed home about 6:30 pm. Fun day, with good weather.



Club info

New officer elections

Nominations are in; vote in May; results are available in June; new officers take over in July.

President:

- Danny Ward – Accepted
- Kevin Hull – Declined

- Jesse May – Accepted
- Ron Weber – Emi declined for Ron.
- John S - Declined

Vice President:

- John S – Declined
- Roger – Declined
- Mike O – Accepted
- Bill S – Accepted

Secretary:

- (Nancy Neal declined)
- Birdie – Declined
 - Linda Ward – Declined
 - Karen Kleinhans- Accepted

Treasurer:

- Emi - Accepted

Politics

OHV trust Fund dollars.

Several publications have recently reported that our legislature has borrowed \$112 million from the OHV trust fund. What are the chances that money will ever get paid back? If the trails are not maintained what will the OHV park rangers do? I'm guessing they will just close down more areas rather than leave them un supervised.

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>



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

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.

Cowbells

The editor is a little confused. Apparently Roger Maurer and Jeff Jernigan have cow bells.

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.

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

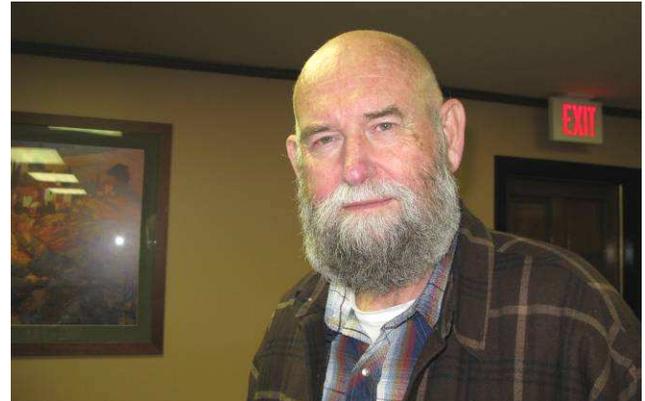
Safety Report

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.

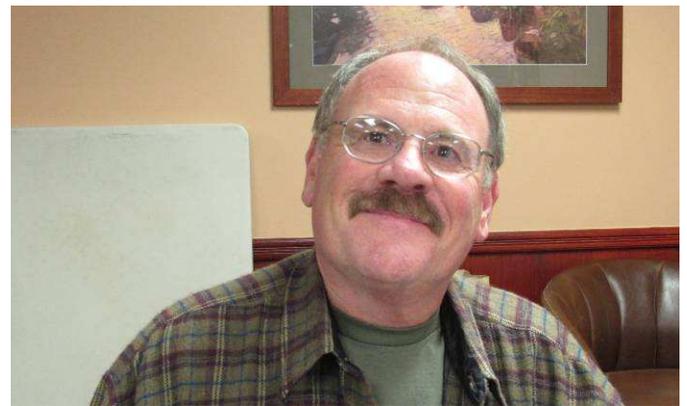
Large Velcro straps are handy to keep your straps together.

New members



Terry Puckett. Terry Puckett is busy restoring a '94 grand Cherokee.

Guests



Randy Hardt April Meeting



Ron & Sharon Jackson April meeting

Dirt Devil supplies

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.

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 free

Call Ron Webber 714 649 9836 webbermail@cox.net



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.

Call Ron Webber 714 649 9836 webbermail@cox.net



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 used for 3 months before switching to coilovers. retail \$175. buy them for \$75.00

Call Ron Webber 714 649 9836 webbermail@cox.net



Front Full Traction coil springs 6" lift fits actually 23" long – used for 6 months before switching to coilovers 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: _____ 1st aid 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.