

Low Range Ramblin'

a publication of:

Inland Empire 4 Wheelrs



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WHO IS IE₄W?

The Inland Empire 4 Wheelrs 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

IE4W Business Meeting – August 1st, 2013

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

The guests stood and introduced themselves. The guests included George and Kay Stauber of San Bernardino (up for membership), Mike and Monica Ortega of Running Springs, Mike and Camille Rubio of Rancho Cucamonga, Kevin Rice of Phelan, Steven Soliz and Amber Luna of San Bernardino, Neil Stratton and Meghann Aynsley of Beaumont, Mark and Peggy Ogaz of Highland, Eric Faley of Atascadero and Mike Smith of Redlands. The sign in sheets started around. The secretary's minutes were approved for the July Meeting 2013 as published on-line, on the website and in Low Range Ramblin'.

Reports

Treasurers Report - Mike Moore present – The club started June with \$24,040.76. During the month income was \$1,966.00 and expenditures were \$2,487.62. The club ended the month with \$23,519.14. Income included membership dues (414.00), sheriffs' fines (14.00) and merchandise sales (747.00). Expenditures included a donation (1,500.00 – Friends of Oceano Dunes) and the usual monthly expenses. Mike has found an on-line website to fill taxes at a fee of only \$30.00. The usual bills for monthly expenses and an invoice for new club hats were presented and approved.

VP Report – Jim announced the next Corva event, the Southern Jamboree at Spangler Hills (Oct 12) and passed out flyers for the event.

Land Use – Loren Campbell mentioned that the effort to save Johnson Valley is looking better, but there is still work to be done. Do not wait when responding to letter writing requests or making a phone call, time is usually a factor in this.

Merchandise Report – Derek and Ashley Rist present – Ashley announced that hats are coming and the club flags are still in the works.

Membership - Kevin Dahl present – Kevin has membership packets tonight and at most Round-Ups. George and Kay Stauber are up for membership tonight.

Board of Directors

President	Randy Stockberger president@ie4w.com
Past President	Tom Thompson ppresident@ie4w.com
Vice President	Jim Miller vpresident@ie4w.com
Secretary	Sue Sloan secretary@ie4w.com
Treasurer	Mike Moore treasurer@ie4w.com
Membership Chair	Kevin Dahl membership_chair@ie4w.com
Hospitality	Tom Thompson hospitality@ie4w.com
Newsletter	Loren Campbell 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	Open Position
Club Merchandise	Derek & Ashley Rist house_chair@ie4w.com
Sheriff	Tim Kemp sheriff@ie4w.com
Trail Boss	Randy Stockberger stckbrgr@sbcglobal.net

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

Forest Fest – Mike – no report.

Round-Up Report – Bill Henry present – Round-Up will be held on the August 13th. Dick Gervais will provide the prizes for the game. Roxann Stockberger won the July game – mileage to Pismo.

AAT Report – Jim Miller and Jim and Sue Sloan spoke about their run with Greg Hoffman on 2N01, where they learned how to write a maintenance plan for our adopted trails

Upcoming Club Runs and Events – Randy

August 4-11	Campbell's Rubi-Dusy
August 17	Sloan's Run with No Sun – Holcomb Creek
September 13-15	Randy's Overnighter – Crab Flats – Holcomb Creek and Dishpan
October 20	Steve Owen will lead a run at Achy Breaky in Stoddard Wells
November	Thanksgiving at Parker
December	Open
January	Sloan's New Year's run to Truckhaven Hills
February	Peterson's run to Calico
February	King of the Hammers
March	Mallory's Powderpuff run
April	Thompsons run to Lake Morena and Corral Canyon will include a Toga Party!

Website Report – Steve Owen absent

Safety - Jerry Burgess present – Jerry asked that we all read the article about lighting in this month's newsletter. Sue also mentioned the effect of lights on people in front of you for the upcoming night run.

Historical Report – Tim Kemp absent

Public Relations – Chair required

Newsletter Report - Loren Campbell present – no report

Break – The refreshments were provided this month by Russ and Karen Deer.

July runs – **George Biddlecombe** spoke about his run to Pismo. He arrived at 3:00 AM on Thursday. The adventure included dune runs and fun in the sand bowls, flat tires and a trip to town for Chowder at the Splash Café. **Darryl Jordon** spoke about the Exploratory run with Mal and Jim and Sue. We found new mining remnants on the spurs to tip Top Mountain.

Loren Campbell talked about his Cleghorn/Pilot Rock run, which included sampling of manifold tri-tip. Yummm. **Jim Patterson** spoke about Rick Clay's run to Holcomb. A 4 door JK struggled and another group blocked the rock garden.

Loren Campbell also spoke about the SBNF First Aid training that 13 people attended. They are now ready for a Zombie attack or an attack of the Boy Scouts.

Old Business – The Installation Picnic will be held on Saturday, September 21st at Rancho Jurupa Regional Park. We were not able to book a pavilion, so they event will be held near our RV's in the camping area. The Meat will be provided by the club, everyone please bring a side dish, appetizer or dessert. Loren will be bringing the "Super BBQ" again. Bring games.

The AAT picnic will be held on Saturday, September 28th at the Big Bear Discovery Center. There will be a rib cook-off and runs in the morning.

Tom Thompson and Darryl Jordon are working on putting together a run for newcomers to wheeling.

A donation to the Ocotillo Wells legal fund was tabled until more information is gathered.

The club voted to donate \$660 to the Boy Scout troop that picked up trash for us at Forest Fest.

New Business – Tom Thompson announced that that there will be discussion next month on another by-law change to redefine our runs.

Nominations for the Board of Director were as follows. Jim Miller is resigning as Vice President. Loren Campbell was nominated. Randy Stockberger will run for another term as President, Mike Moore will run unopposed as Treasurer, and Sue Sloan will run for another term as Secretary. Jerry Burgess was nominated as President, and after a long pause, said no. Nominations can be made at the September meeting and the vote will take place also.

Sheriff's Report –Tim Kemp absent

Raffle – Rick Morales provided the prizes this month. Joe Martinez will provide the prizes for the September meeting. Matt Martel donated a Parker Desert Splash registration to the raffle.

Side note – Mike Moore announced that our insurance through Corva, not only for Forest Fest but all events, was \$495.00 for the year. Corva requires that we have 10 members of our club in Corva to qualify. We are down to 9, so please renew or join now.

Submitted by Sue Sloan, IE4W Secretary

\$169.28 collected for raffle ticket sales
 \$116.00 collected in merchandise sales
 \$0 collected for Sheriff's fines

Closed Session – George and Kay Stauber of San Bernardino were voted into the club. Congratulations!

SEPTEMBER 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 Larry Peterson Amber Lynn Heidi Kemp Ben & Carol Hoskins	4	5 Club Meeting Lou Szakal	6	7
8 Cindy Maldonado George Stauber	9 Debbie Gibbs	10 Roundup Ron LaBusch	11 Jerry & Kathy Burgess	12 Bob & Kris Yaryan	13 Cole Chadwick	14 Randy's Overnite
15 Randy's Overnite	16 Laura Monroy Ty Rogers	17 Monica Coey	18 Rachel & Bill Bem	19	20	21 Installation Picnic
22	23 Misty Rodriguez	24	25 Wayne & Monica Coey	26	27 Wende Owen	28
29 Doug Russell Joshua Stockberger Leif Munoz/Clay	30 Amber Kirchbaum					

Run With No Sun

**Runnin' Outta Moonlight Holcomb Creek –
8/17/13 – 49 Rigs and 97 People**

Members and their Passengers

Jim and Sue Sloan – Trail Leaders
Loren Campbell and Joe Martinez – Gunners
Derek Rist – Gunner
Bill Henry – Gunner
Doug Russell – Gunner
George Biddlecombe, Tiffany and Alec Goveia –
Tail Gunners – Rig # 49
Ron and Jerry Rogers
Rob Rogers and Mike Rutherford
Mallory Lhamon
Darryl Jordon and Gabe Simoneaux
Russ and Karen Deer
Tony Nunnally and Johnny McRae
Lou Szakal and Mike Boeke
Matt and Sue Martell and “Step Children” George
and Kay Stauber
Curtiss and Chris Freeman
Justin, Laura, Ian and Taylor Burke
John Maldonado
Rick Ventriglia
Bob and Kris Yaryan
Todd Farrell, Bo Parham and Gary Halvorson
Scott, Monique and Couper Chadwick
Dick Gervais
Ron Fleming
Bb and Karen Peterson

Past Members

Kevin Rice and David McMichael
Jeff Innes

Guests

John Driscoll and Jimmy Sloan
John and Mike Hardin
Mike and Monica Ortega
Neil Stratton and Meghann Aynsley
Steven Soliz and Amber Luna
Mark, Peggy and Chris Ogaz and Danica
Wayne Kuykendall and Jose Barba
Debbie and Cindy Coffin
Raymond Stanbird
Joey Maldonado and Erin Gatward
Harry and Julia DeChenne
Randy and Mondie DeChenne and Chris Vogel
Mike and Kadie Smith
Brett and Chase Davis

Stacey Mabe and Connor
Kristian Lee and Julie and Andrew Saldana
John Deane
James and Sarah Nunley
Zachary Beadle and Andy Aguilar
Duane Byrd
Gary Stuiwenga
Ken, Jake, Hannah and Tyler Bisson
Russ Hilton

Dinner Guests at AJ Bariles

Kellie Russell
Ken and Cindy Ehlers
Cindy and Ian Nunnally and Jennifer McRae
Kathy Ventriglia
Barbara Bongiorno
Patti Rogers
Jim and Teri Patterson
Rick and Tammy Clay
Nancy Kenny

We met at AJ Bariles for dinner. Kellie and Doug Russell made special commemorative beads for the run and we started passing these out. At 7:15, we had a drivers meeting and inspected the

g u e s t ' s
rigs. At
7:30, we
h e a d e d
for the
mountain.
It seemed
like we
had the
w h o l e
highway,
with 40+
rigs in

tow. We got to Fawnskin, met with a few people at the top, aired down and passed out the glow sticks Loren and Joe brought. Then we positioned our mid-gunners Loren and Joe, Derek Rist, Bill Henry, Doug Russell and George Biddlecombe ended up as Tail Gunner. We passed the first obstacle and heard that the Bronco needed a strap. We were moving right along, and heard Curtiss had popped a bead on





the FJ. That was fixed quickly and we kept the front of the group moving. Everyone made quick work of the middle rock garden and we headed to McDonald Rock for the midnight break. There were treats galore! We all made it to the break together!

Then we motored on to the exit rock garden. Everything was going smoothly; people were exiting in groups,



airing up and heading home. Then we heard that the Super Duty had broken, with approximately 7 rigs behind him. We got the blocked rigs out and started the

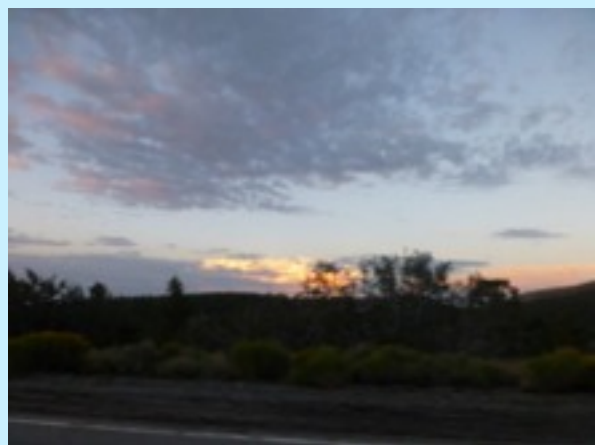
rescue mission at about 2:30 AM. We got him to 3N16 at around 6:00 AM. Thanks to Doug, Darryl, Mallory, Gabe, Mike and Monica Ortega, Tony, Johnny, Curtiss and Kevin Rice for all the

help and support through this part of the rescue.



We left Jeff at this point to try to get a tow truck to get him out. No one would come out to pick him up, so the first

attempt was a tow dolly. Thanks for Derek Rist for bringing it up from Redlands. It wasn't big enough. At 11:00 AM, we left again to get phone reception and get a large enough trailer up to get him out. We got ahold of Loren and Joe, they secured Jim and Teri Patterson's trailer and arrived at 3:30. At this point, Darryl and Mallory showed up with George to help and provide moral support to a very tired group. By then the battery had gone dead on the truck, so we had to use a snatch block to get it onto the trailer. We couldn't turn the truck and trailer around, so we headed back out to Fawnskin. We got to the fire station at 6:30 PM and unloaded the truck for a tow truck to come pick him up. Loren asked if we wanted to put our Jeep on the trailer to get us home and we were very happy to get a ride. We got home at 8:30. Jeff got home at 11:30. And the night / day / night run was over.



Jim and Sue Sloan, Proud Members

Rubi Dusy August 4-11, 2013

Members

Leader (Offroad) – Mike Moore
Leader (Highway) and Midgunner – Joe Martinez & Loren Campbell
Ultimate Tail gunner – Kevin Dahl
Rob Rogers, Devon, and Ty
Ben Hoskins & Eddie
Bill Henry
Jerry & Patti Rogers
Scott & Monique & Cooper Chadwick – Rubicon
Randy Stockberger – Dusy

Guests

Ashley & Tina
Mark Leara – beginning of Rubicon

Over 9 days we managed to cover approx. 1,300 miles of highway driving and 55 miles of some of the most rugged trails in the Sierra Nevada Mountains. Along the way we took in some fantastic scenery, ate, drank, relaxed, made time for repairs and bonded with friends both new and old making this a truly epic adventure. I could easily add several pages detailing the fine food prepared and eaten along the trail but will try to limit my report to the (what I deem) important and noteworthy events. A special thanks to Loren for arranging the menus and assigning the chefs for each meal as well as organizing and equipping the shared kitchen. I must say I was originally a little skeptical of this arrangement but it proved to be very efficient and eliminated duplication of effort – I came back with lots of snacks but we managed to consume just about everything else.

We started the trip meeting at McDonalds off the 15 and the 138 in the Cajon Pass after deciding to take the more scenic route up the 395 to Tahoe and then back down highway 50 to Placerville. Met up with Ben, Scott, Monique and Cooper as we headed up the 395 as the entire group from So Cal caravanned up the 395.

This route up the 395 is by far more scenic than the 5 or the 99 and may only be a few miles farther in distance but probably added a couple of hours as we made our way up over the mountain passes into South Lake Tahoe. A blown trailer tire (Joe & Loren), almost running out of gas (Jerry) and an overheated truck requiring the Jeep to make its way on its own (Rob) as well as blown trans line requiring the Jeep to be put back on the trailer. We survived the first day a couple of hours behind schedule arriving at the Best Western in Placerville after the pool closed but finding the Mexican restaurant in the parking lot still in full operation finished the day with a couple of large margaritas and some great food.

Sunday breakfast at the Best Western, some last minute shopping across the street and we were ready to head up highway 50 around 9:00 AM making our way towards the Rubicon trail. Rather than going in at Loon Lake we decided to take the Gerle Creek entrance at Wentworth Springs. This is the original entrance pre Loon Lake and adds 3-1/2 miles to the trail and includes one of the harder obstacles known as the Devils Postpile as well as an optional sluice.

We had to winch a couple of vehicles up over the Postpile which is probably

where we took our first causality of the trip. Shortly after this stretch Mark was having some driveline issues. At first we thought he had broken a link but after further investigation we realized that his rear pumpkin had rotated on the axle





putting his driveline in a bind. After making several unsuccessful attempts to rotate the pumpkin back in place and being unable to remove the driveline since the bolts were hidden where the driveline was bound at the joints we decided to continue on and hope the driveline would eventually fail.

When we reached the intersection of the trail where the Loon Lake trail meets the Wentworth Springs portion we decided to head Mark back via the Loon Lake section. As Bill and Mark exited the trail the driveline finally failed and Bill was able to get Mark back to Loon Lake and on to Placerville where Mark was able to flat tow his Jeep home.



After leaving Mark and Bill we headed up the trail hoping to find our camping spot at Spider Lake. Exiting the trail near the Spider Lake Sluice Loren took point (on foot) and guided us up the trail via the markers our Spider Lake hosts had left for us. Alas, we missed the last marker and headed down a more used trail that would eventually lead us back on to the regular trail the next morning – but this lead us away from our intended site. We passed a flat spot and after going another 500 or

600 feet decided to backtrack and call it a day. We set up camp got settled. After dinner our hosts discovered us and let us know we were only 150 feet from the site they had picked out for us – we happened to pick a spot that was soft, in the dirt and had enough room for all the tents – appears it was a mud pond when it rain which was probably why it was level and since it did not look like rain we decided to stay.



Bill met up with us the next morning after leaving Mark in Placerville and the second day on the Rubicon took us down the granite slabs into Buck Island Lake.

The upper trail through the sluice was blocked by yellow tape from the Jeep Jamboree – the trail is still open to the general public but after 2 long days I opted to take the easier and quicker route down to Buck Island. We started the day with an electrical problem (Kevin) before we began the descent down the slab. After counting 20+ engine error codes the diagnoses was leading towards a defective computer but after further investigation it was discovered the plugs to the computer were disconnected – after reseating the plugs we were on our way.

After leaving Buck Island, a broken track bar bolt (Ben), a sheared control arm bolt (Bill)

a stop for lunch at the top of the hill before we headed down to the Big Sluice across the bridge and we found ourselves in Rubicon Springs at a reasonable hour with enough time to



do a little sightseeing before we headed off to find a camp site just before the trail headed back up the hill leaving the valley. We crossed the Rubicon River and found an excellent camp with

plenty of room and a short distance from the river. With plenty of time we managed to swim, bathe and relax before another hearty meal.

On last day on the Rubicon and what we knew was going to be the longest day of the trip. We headed up out of the valley making fairly good time up past Cadillac Hill and on to Observation Point for our last look at Rubicon Valley. After observation point the trail is rocky but does not present any significant obstacles. Unfortunately this was where we met the most traffic with 30 to 40 quads and side-by-sides headed down in the opposite direction. Past the quads and on to Miller, Lilly and McKinley Lakes – a quick lunch stop at the OHV staging area before getting back on the pavement and on the



way back to Placerville. A few post Rubicon ailments – recurring hot oil light (Jerry), wobble (Ashley and Tina) which required replacing a tie



rod end, what appeared to be a driveline vibration (Mike) still not completely fixed, another lost trailer tire (Jerry), no trailer lights (Loren) as a result the previous blown trailer tire brought us limping into Clovis – once again after the pool had closed. The Clovis Best Western took pity on us and for a promise of quite (I think we were too tired to make noise anyway) allowed us to relax and unwind at the pool.

The next chapter of the epic journey resumed after a trip to the grocery Wednesday morning in Clovis. A little rearranging and dropping off some Rubicon clothes and replacing with the Dusy bag and we were off again. Randy was going to meet us at the motel but got stuck in traffic so agreed to meet us up the hill on the way to the trailhead in Shaver Lake at the last stop for gas.



Jerry had been having an intermittent wheel wobble which became more pronounced on the way up the 168

and required a stop just past the town of Prather. We discovered that both wheel spacers were loose and removed them from the rear axle. The wheel studs had been damaged on the left so Bill ran to the NAPA in Prather and picked up an assortment – none of which were a perfect match but at least got us moving again. A couple of stops to tighten the wheel

lugs and we met Randy in Shaver Lake. After topping off with gas we were on our way to Courtwright Reservoir, across the dam and our

first Dusy lunch stop at the Courtwright campground at the Dusy-Ershim trail head.



On the dirt again, past the Voyager camp ground, up Chicken Rock and on to Thompson Hill. Looked like we were making good time

until Jerry had another bout with his trans oil overheating again and another bout of loose lug nuts and damaged wheel studs. I was taking lines and not making any of them and Kevin noticed I did not have front wheel drive – appears I had a hub that became disconnected – a quick turn and I was back in business and made it the rest of the way up the hill. As we neared the top of the hill Victor Valley 4 Wheelers had walked out from camp to greet us – they were coming in from the Kaiser Pass side and heading out to Courtwright the next day. It was starting to get dark so the first part of the group decided to get into camp to set up and prepare dinner. The Rogers clan along

with Bill and Kevin stayed back to help Jerry keep his lug nuts tight and make it the rest of the way up. They were about an hour behind us so once we heard them come up the trail I walked out with flashlight in hand to direct them off the trail and back into the camping area.

Since it was dark we decided to eat, rest and deal with Jerry's wheel studs in the morning. Ben was in charge of breakfast Thursday morning and

did an excellent job preparing the menu – just a little overwhelmed with the preparation of his 8 coarse meal – Ben's breakfast disaster was given new direction by Joe, Ashley, Tina, Devon, Ty and the rest of the group and we managed to eat, pack and hit the trail again. With the success of the trip up Thompson hill the night before on 3 wheel lugs we decided to continue on to Ershim Lake and make permanent repairs on our down day before heading back out to civilization. We had not even made it 200 yards out of camp when the wheel gave way and Jerry lost the 3 wheel studs that got him all the way up one of the roughest parts of the trail the night before. Loren broke out the welder – Bill retrieved the wheel studs purchase at the Napa in Prather and Ron tore it down to replace the bolts – our trail mechanics made quick work for the fix, welded some new bolts on to the axle flange and once



again we
were on
our way.

We kept a
quick
pace the
rest of the
day.

Randy
was
behind
Tina and

Ashley and spotted something that did not look right under the front of her Jeep coming down off a hill. Right place at the right time – she had sheared a track bar bolt and another few feet would have created more damage than we needed – as it was this was quick fix. Jerry's roof bag fell off going under some low branches but other than that we made excellent time and actually got to Ershim Lake at a reasonable hour.

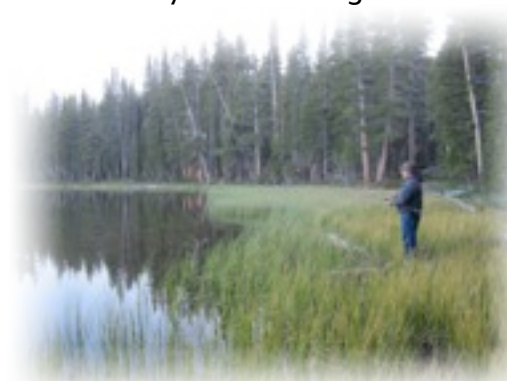
There is nothing better than a day of rest – especially after 5 days of wheeling with a long day of commuting in the mix. We had been

going non-stop and it felt good to just kick back, take a leisurely breakfast with a Bloody Mary to start the day and nothing better to do but fish,

read or do nothing.

This last day on the trail – a hearty breakfast to start the day and we were off – after jumping a dead battery

(Ashley) and then one final stop to fix a brake booster hose (Randy) – a little rescue tape to seal



the break on a fitting and our journey was near its' conclusion. Jerry managed to damage a couple of air hoses while airing up. On the way down the mountain I kept hearing and feeling a strange

noise and vibration. The second stop for me and Ron diagnosed the problem – every lug nut on the left rear tire was loose – not sure if my Jeep had spent too

much time next to Jerry's and loose lug nuts is a communicable disease between Jeeps but a good tightening insured a safe a pleasant trip back into Clovis.



We made it back to Clovis at a very reasonable hour and the pool was still open for a change! Jerry decided to make amends and sprang for Pizza at the pool. I don't think any of us really wanted to go out so it was probably the perfect ending to perfect trip.

Those of us that caravanned up decided to caravan back down – nothing more fun than to watch the looks of all the folks as they passed us on the freeway – I would like to think that most were admiring the rigs and wishing they had been where we had just come from. We decided to head back via the 58 to the 14 and the 138 – breaking the group up in Palmdale as Joe and Loren had to pick up the dogs and Jerry ended the trip with another flat on the trailer – at that point we separated and made our way home ending a trip which will be remembered in IE4W lore for many years to come.

Mike Moore, Trail Leader



Driver's Point of View

Driving your vehicle with tons of electronic gadgets and a never ending supply of accessories can become a placement challenge. Remember NOT to obstruct your view and NOT to place any items into an airbag deployment zone. The added accessories should assist you in your driving in some way without causing any risk. Secure interior items and accessories in a way that they don't become loose and then distractive to your driving. The objective of this month's safety topic is to ensure that the driver has every opportunity to see other motorists and pedestrians ahead, aside, and behind while operating a motor vehicle. When adding accessories, please refer to the following CA CVC laws regarding visibility:

Material Obstructing or Reducing Driver's View

CVC 26708 (a) (1) A person shall not drive any motor vehicle with any object or material placed, displayed, installed, affixed, or applied upon the windshield or side or rear windows.

(2) A person shall not drive any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows.

(3) This subdivision applies to a person driving a motor vehicle with the driver's clear vision through the



windshield, or side or rear windows, obstructed by snow or ice.

(b) This section does not apply to any of the following:

(1) Rearview mirrors.

(2) Adjustable nontransparent sunvisors that are mounted forward of the side windows and are not attached to the glass.

(3) Signs, stickers, or other materials that are displayed in a seven-inch square in the

lower corner of the windshield farthest removed from the driver, signs, stickers, or other materials that are displayed in a seven-inch square in the lower corner of the rear window farthest removed from the driver, or signs, stickers, or other materials that are displayed in a five-inch square in the lower corner of the windshield nearest the driver.

(4) Side windows that are to the rear of the driver.

(12) **A portable Global Positioning System (GPS)**, which may be mounted in a seven-inch square in the lower corner of the windshield farthest removed from the driver or in a five-inch square in the lower corner of the windshield nearest to the driver and outside of an airbag deployment zone, if the system is used only for door-to-door navigation while the motor vehicle is being operated.

(c) Notwithstanding subdivision (a), transparent material may be installed, affixed, or applied to the topmost portion of the windshield if the following conditions apply:

(1) The bottom edge of the material is at least 29 inches above the undeepressed driver's seat when measured from a point five inches in front of the bottom of the backrest with the driver's seat in its rearmost and lowermost position with the vehicle on a level surface.

(2) The material is not red or amber in color.

(3) There is no opaque lettering on the material and any other lettering does not affect primary colors or distort vision through the windshield.

(4) The material does not reflect sunlight or headlight glare into the eyes of occupants of oncoming or following vehicles to any greater extent than the windshield without the material.

Defective Windshields and Rear Windows

CVC - 26710 It is unlawful to operate any motor vehicle upon a highway when the windshield or rear window is in such a defective condition as to impair the driver's vision either to the front or rear. In the event any windshield or rear window fails to comply with this code the officer making the inspection shall direct the driver to make the windshield and rear window conform to the requirements of this code within **48 hours**.

Mirrors

CVC - 26709 (a) Every motor vehicle registered in a foreign jurisdiction and every motorcycle subject to registration in this state shall be equipped with a mirror so located as to reflect to the driver a view of the highway for a distance of at least 200 feet to the rear of such vehicle.

Every motor vehicle subject to registration in this state, except a motorcycle, shall be equipped with not less than two such mirrors, including one affixed to the left-hand side.

Jerry Burgess- Safety Chairperson

Brad Paisley Concert



Jim Sloan posted a short note on the group site on August 21 that he was able to get free tickets for the Brad Paisley concert, and a major event was started. Just 3 days later, there were almost 100 members, guests, and friends that showed up in the parking lot at San Manuel Amphitheater for an awesome evening. George Biddlecombe brought his Warrior and cooked up brats and burgers, along with potato salads and all the fixins., as well as providing a restroom and ac to get out of the heat. Of course there was also plenty of that fantastic lubricant, no not AMSOIL; beer, moonshine, and fireball. The concert was awesome, beginning with Lee Brice, followed by Chris Young, and then finally a 2 hour performance by Brad Paisley, where he started with Mud on the Tires, and finished with Alcohol. There was even a surprise performance by Carrie Underwood.

It was an awesome evening, thanks to Scott Krichbaum and Slim for setting it up.



The Club's Installation Picnic will be Saturday September 21 at Rancho Jurupa Regional Park in the Cottonwood Camping area. We will have a BBQ starting at about 1:00, with the Installation of new officers at 3:00. The club will bring the main dish to BBQ on the Redlands Jeep Super Barbi, everyone please bring your favorite salad, side dish, or dessert to finish up what we do best-EAT! Because we will not have the use of the Pavilion this year, please bring your tables, chairs and EZE ups. Campsites for the weekend, or even cottages on site, can be reserved at <http://www.rivcoparks.org/parks/rancho-jurupa/rancho-jurupa-park-home/>

Upcoming Events

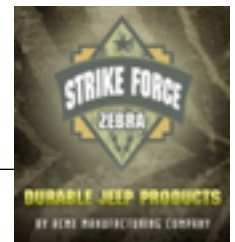
September 13-15 Randy's Overniter
September 20-22 Installation Picnic
September 28 Adopt a Trail BBQ-Discovery Center
September 28 National Public Lands Day
October 5-6 Offroad Expo Pomona
October 12 Corva Southern Jamboree Spangler Hills
October 20 Steve Owen's Achy Breaky Run
October 26- OMC Toy Drive Banning

Thanksgiving at Parker
December - Open
January Sloan's New Year's Run at Truckhaven
February- Peterson's Run to Calico
February- King of the Hammers
March- Mallory's Powderpuff Run
April- Thompson's Corral Canyon Run and Toga Party
April 13-20 Easter Jeep Safari

September 2013 IE4W

Big Bear Forest Fest Platinum Sponsors

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.