

LOW RANGE RAMBLIN'

February 2020

A Publication of: Inland Empire 4 Wheelrs



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WHO IS IE4W?

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!

PRESIDENT'S CORNER

By Mark Ogaz



Membership & Roundup Info

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.



The IE4W Roundup is held the 2nd Tuesday of each month. 6:00—9:00pm

Fuddruckers

4423 Mills Cir

Ontario, CA 91764

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

February 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2 Ron Flemming	3	4	5	6 Cindy Holley Kim Owen	7	8 Mallory Jordon
9	10	11	12	13	14 Kellie Russell Valentines Day	15
16	17 Presidents Day	18	19 Bobbie Holley Joe Martinez	20 Tim Kemp	21 Carl Lhamon Lynette Casiano	22
23 Carol Lefevre	24	25	26	27	28 Mark Ogaz	29

Please go to IE4W forums to read trail leader messages, run descriptions, meeting places, and minimum requirements.

UPCOMING EVENTS

February 22-23 Calico Bob Peterson
March 28– April 4 Moab Bob Berg
April 9-14 St George Loren Campbell
April 25th Dishpan & Holcomb Kevin Rice
May 23 TBD Jim Miller
June 19-21 Forest Fest
July 16-19 Taboose Creek Mark Ogaz

WEDDING ANNIVERSARIES

CLUB ANNIVERSARIES

Debbie Coffin
Cindy Coffin

Board of Directors

President	Mark Ogaz president@ie4w.com
Past President	Teri Patterson ppresident@ie4w.com
Vice President	Robin Reed vpresident@ie4w.com
Secretary	Kay Stauber secretary@ie4w.com
Treasurer	Karen Henry treasurer@ie4w.com
Membership Chair	Joe Martinez membership_chair@ie4w.com
Hospitality	Jennifer Atwood hospitality@ie4w.com
Newsletter	Todd Vargason newsletter@ie4w.com
Big Bear Forest Fest Chair	Tim Kemp bbff@ie4w.com
Historian	Peggy Ogaz
Round Up	Bob Peterson round-up@ie4w.com
Adopt A Trail	Ken Ehlers adopt-a-trail@ie4w.com
Environmental Affairs	Loren Campbell environmental_affairs@ie4w.com
Safety	Jerry Burgess safety@ie4w.com
Web Site	Teri Patterson webmaster@ie4w.com
Public Relations	Barbara Bongiorno
Club Merchandise	Kevin Strong house_chair@ie4w.com
Sheriff	Bill Henrey sheriff@ie4w.com
Trail Boss	Randy Stockberger trailboss@ie4w.com



The Inland Empire Four Wheelers regular business meeting is held the first Thursday of each month at 7:00 PM

The Redlands Elks Lodge

633 New York St.

Redlands, CA 92374

All are welcome

Please be considerate with noise when congregating in front of and in the club house.



Did you forget your cash for Merch or Raffle? Visit Karen as we now take Credit Cards.



Safety Report

By Jerry Burgess

Are you Connected?

When we hit our favorite trails, we have a process of making the rigs trail happy by lowering the air pressure and disconnecting the front **Sway Bar**. Some newer Jeeps have electronic disconnects for 4x4 modes and they automatically reconnect when the vehicle is shifted into 2WD mode. We have to consider these:

Electronic Stability Control (ESC)

This system enhances directional control and stability of the vehicle under various driving conditions. The ESC corrects for over/under steering of the vehicle by applying the brake of the appropriate wheel to assist in counteracting the over/under steer condition. Engine power may also be reduced to help the vehicle maintain the desired path. ESC uses sensors in the vehicle to determine the vehicle path intended by the driver and compares it to the actual path of the vehicle. When the actual path does not match the intended path, ESC applies the brake of the appropriate wheel to assist in counteracting the oversteer or understeer condition.

Electronic Roll Mitigation (ERM)

This system anticipates the potential for wheel lift by monitoring the driver's steering wheel input and the speed of the vehicle. When ERM determines that the rate of change of the steering wheel angle and vehicle's speed are sufficient to potentially cause wheel lift, it applies the appropriate brake and may reduce engine power to lessen the chance that wheel lift will occur. ERM will only intervene during very severe or evasive driving maneuvers.

NOTE: Anytime the ESC system is in the "Full Off" mode, ERM is disabled.

ESC Off

This is the normal operating mode for ESC in 4L range. Whenever the vehicle is started in 4L range, or the transfer case (if equipped) is shifted from 4H range or NEUTRAL to 4L range, the ESC system will be in this mode.

Having said all this, our 4x4 Low Range crawling is slower than highway, thus the ESC is disabled and you have manual control only of your vehicle. When I become concerned is when you, or a guest on your trail either forget to reconnect or intentionally leave the sway bar disconnected and hit the road to drive to camp or home. The ESC is re-engaged in 2WD and the "Stock" vehicle dynamics are used in the computer to determine if you deviate out of the bounds or perimeters for safe operation. If you violently swerve on a curve or make an evasive maneuver to avoid an obstacle with a disconnected sway bar, and have a raised center of gravity, (Larger Tires and Lift) the ESC / ERM may not kick in soon enough to prevent, mitigate or stop a roll over.



Trip Reports

Cougar Buttes

12/21/2019 Kevin Rice

Cougar Hammer Down

12/21/19

Met up at the cafe at 730 and left at 8. Went out to camp rock and aired down. Quick meeting and off we went. Did 1 climb before the Hammer Down gate. I showed everyone the trail in and with some spotting all got through. I started over the waterfall and stopped part way down. I've done this many times. Felt overextended, Merycia was pointing driver butt steering locked. Started to. Back up and down went the driver front tire. Rolled down hill onto the side and top. I couldn't move(pinned in) but not badly hurt. Kevin got a winch line on and pulled it enough for me to open the door. From then on it took 5 Jeeps 5+ hours to get it out. Pulling the plugs, too late, blown motor. A couple of Jeeps for San Diego 4 wheelers and Jeep Freeks also helped so glad they did. Got out to camp rock at dark. Tow truck home.

Thanks again to all the help everyone.



Bradshaw—Red Canyon Trail

1/11/2020 Tom Thompson

Trip Reports

Members:

Tom & Sherie Thompson - Trail Leader -10 JKU

Robin Reed -15 JKU

Russ Deer - 12 JKU

Mark & Peggy Ogaz - 13 JKU

Derek & Dean Rist -10 JKU

Mike Ewing - 17 JKU

Tim Kemp 20 JT

Bill & Rachael Bem - 10 JK

Bob Peterson - 15 JKU

Jim & Teri Patterson - Tail Gunner -20 JT

Guests:

Clem Cilluffo - 15 JKU

Chris Petrotta & Naomi Mutta - 13 JK

Chris Ogaz etal (Nicole, Mike, something & Candy) -13 JKU

Chris Valentine, Tiffany, Travis & Avery -13 JKU

Dana & Voncile Graham - 19 JLU

David & Trinity Storvino??? - 15 JKU

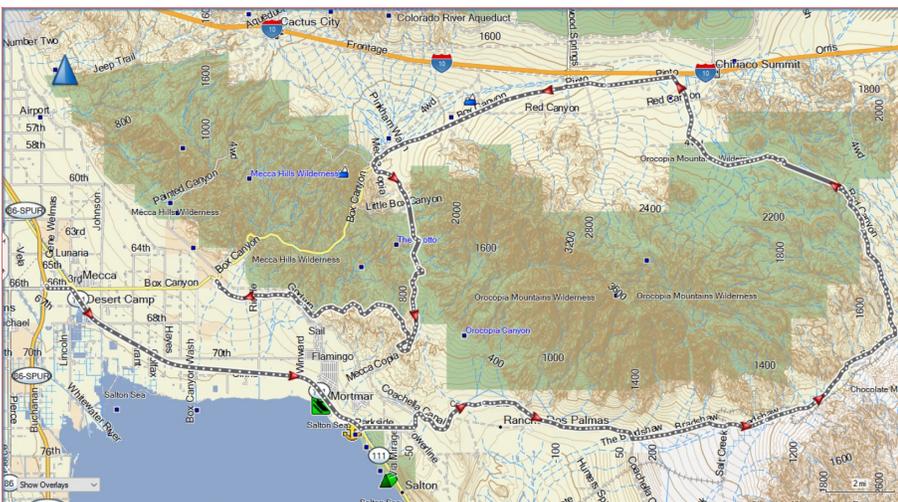
Tony Little & Diane Norcott - 04 TR



We met at the Mecca Travel Center on 66'th Ave. We had a quick drivers meeting. Joe and Loren pulled up to the stop light on Highway 86 & 66'th Ave. We all waived and waived. It was a long light but Joe and Loren did not even waive back. Not even a one hand Jeep waive. Didn't honk either. We were all crushed.

We aired down at Desert Air and the canal road, drove the washboard Bradshaw Trail to the Eagle Mountain Railroad trestle for a group picture. Mark Ogaz spotted a abandoned camp fire that was still burning and put it out. We ran Red Canyon Jeep Trail. We took Box Canyon Rd to the trail head for the Mecca-coppia Jeep Trail and had lunch there. Jim & Teri aired up and headed home. The remaining group ran Mecca-coppia Jeep Trail to Joe Gogwin Jeep Trail to Powerline Rd. to Canal Rd. back to Box Canyons Rd and aired up there. No issues. Not a lot of traffic.

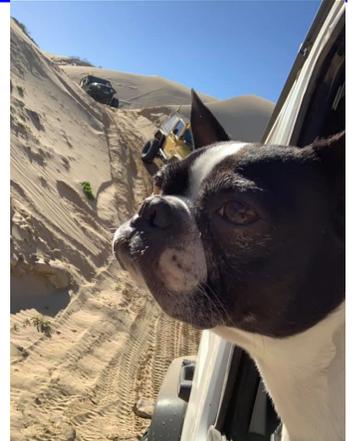
Tom Thompson



Superstition Mountain (SD4W)

1/17/2020 Mark Ogaz

Trip Reports



Superstition Mountain Run

Sand Diego 4 Wheelers

January 18-19, 2020

Members:

Run Leaders – Mark and Peggy Ogaz

Kevin Strong

Bob Berg

Keith and Carol Lefever

Mike and Jennifer Atwood

Bob and Karen Peterson

We had a great weekend and weather was perfect, no wind, not too hot. We all camped together and had a campfire Saturday and Sunday night. We all signed up for the same runs, Saturday was Knock on Wood, and Sunday was Black Cat East to West. Both days had excellent trails in the gravel and sand around Superstition Mountain. We had some challenging soft spots on some climbs, but everybody in our group made it out with no damage. I am looking forward to going back next year.

Mark Ogaz

Trip Reports

Trail Guide Training Alpha Group

1/25/2019 Loren Campbell

Trail Guide Training Run Report- January 25, 2020

Trail Leaders: Loren Campbell, Jerry Burgess, Bill Henry, and Kevin Rice

Members: Joe Martinez, Ken Ehlers, Darryl Jordan, Mallory Jordan, Michael Ewing, Ron Fleming, Todd Vargason, Scott Atwood, Jennifer Atwood, Robin Reed, Jim Miller, John Dunlap, Larry Peterson, Gayle Peterson, Mike Anderson, George Stauber, Kay Stauber, Bill Bem, Barbara Bongiorno, Bob Peterson

Guests: Soniz Cruz, Adam Illingworth, Denise Illingworth

27 people met at the Big Bear Elks Club at 8:00 for a hearty breakfast served by the Elks and classroom training on tips about being a trail guide. The purpose of the day was to teach and learn, and from the comments I heard, everybody did both. The training syllabus will be posted separately, and I'm also going to post in the Blog section of the Forum, which is located in the top Navigation Bar.

Bill Henry, Kevin Rice, and Jerry Burgess all took turns going through the many steps of preparing and leading a trail, and lots of additional tips and questions were thrown out from the audience. It was a great session of "classroom" training that lasted a little over 2 hours, but everyone knows that the real learning happens out on the trail. At 10:30, we headed out to the Fawnskin Fire Station where we aired down and divided into two groups, Alpha and Bravo.

Alpha Group pulled out of the parking lot first and headed to the West entrance to Holcomb, and Bravo Group headed to the East Entrance. Bravo Group consisted of Loren and Kevin, Ken Ehlers, Mike Ewing, Jim Miller, John Dunlap, Larry Peterson, Mike Anderson, Bill Bem, and Bob Peterson. Adam and Denise left their stock Sahara at the Fire Station as I was afraid it would not fair well on Holcomb with the stock tires and rock rails. Jerry is doing a separate report on Alpha Group's tail escapades, so the rest of this report is all about Bravo...

Lesson 1-If you as trail leader does not feel a rig or driver is up to the run, make the smart choice and let them know this trail's not for them. Adam and Denise were able to ride with John, so they didn't miss a thing except a bunch of damage to their Jeep.

Mike Anderson conducted the driver's meeting in the parking lot and then we headed down 2N14. We got to the first obstacle quickly, and we started our training right away. Mike Anderson stepped up and guided Joe through the difficult 90 degree turn, then moved around the corner and spotted him up the next part of the obstacle. Loren and Kevin were there to offer suggestions, and Mike did an excellent job. Bill Bem next stepped up to spot, and he also did a fantastic job, and so did Mike Ewing.

The hill right after the obstacle was covered with snow and ice and proved difficult for many people to get up. There were 2 real secrets everybody learned rather quickly that air pressure and momentum were your allies in negotiating slick, icy terrain. Many of our group had only aired down to 15-16#, and they found out they were not getting up the slick slope. We tried to winch Bob up, but found out that his winch controller did not work, apparently water had gotten into it.



Lesson 2-Make sure your equipment works.

Airing Bob down to 10 pounds and getting him to start slow and increasing momentum were the answer in getting up. Joe had aired down to 9#, and even he had some difficulty with traction, so when he got to the top, he aired down to 6# in anticipation of more slick terrain. Behind Bob, you could hear a loud hiss of air spilling out of tires from many directions and that really helped us get people up the slope. Generally, I have found that most tires, even without beadlocks, can be aired down to 10# without too much worry of a broken bead. It also makes the ride a lot smoother on the bumps.

One other technique that I find helps people a lot when they need to commit to a climb where you need momentum is that changing your focus well beyond the difficult portion really helps. What tends to happen is that your mind starts to shut down your climb if you only focus a few steps ahead of your vehicle. Picking your line at the bottom, aiming your eyes at an object beyond the top (Ken was often the target they were trying to run over) and committing to the drive got them to the top. Everyone had difficulty even standing on the slope, I know I was not the only one that discovered that the hard way when we fell on our butts. Maybe crampons need to be carried on this hill next time for the guides...lol

It took us quite awhile to get through the obstacle and up the hill, but a lot of great experience was had by the people taking turns honing their spotting skills.

Lesson 3-Air Pressure, air pressure, air pressure needs to be appropriate for the conditions.

Lesson 4-Learn how to use momentum properly and to distinguish between momentum and speed.

Lesson 5-When you need momentum to climb over an obstacle, make sure you focus on a point beyond your goal, not immediately in front of your rig

We cruised on to discover our next obstacle, a huge tree that had fallen across the trail. It was obvious to us that people had been bypassing it by going off the trail well above it, and you could already tell that the bypass was going to cause significant erosion trouble in the future. We made a group decision that we would work on trying to move the tree clear of the trail.

Winching the tree was an excellent exercise in group decision making. Joe tried his winch first and barely moved the tree until our Jeep started skidding towards the tree. We thought that maybe adding Jim next to Joe winching might yield better results, but after talking it over a bit, Jim and Ken had a suggestion that we try to winch from both sides, Joe was hooked at the top of the tree and Jim hooked up at the bottom of the tree to spin the tree on the pivot point. This strategy really began to spin the tree on the pivot, but then one of the tree limbs began digging into the ground like a sea anchor stopping the spin. We moved Jim's strap and winchline to break off the branch, along with another one that would be blocking the trail up higher, and we snapped off both of them. After a quick reposition of Jim's line on the bottom of the tree and the tree spun clear of the trail. Success is always sweet, and when a bunch of people come together to come up with a solution that works, the joy is even better. **Lesson 6-Problems are often better solved by collaborative thinking to come up with a better solution.**

By this time a JK had come to the obstacle from the West, and when we got the trail cleared he got in his Jeep to move it to let us pass, and it would not start. The engine would crank and start to fire then immediately die. Several of us began trying to figure out what to do, I got out my new Code Reader and determined it had a P2097 code, the display said "post catalyst fuel trim system too rich bank 1" I tried to get into the diagnostics section of the code reader, which was why I bought the new one, and could not get into the menu system. I asked Kevin to come up from the back and he figured out it was probably flooded. Kevin depressed the pedal all the way to the floor, held it there, cranked the engine, and it fired to life. We told them that Alpha Group would be coming along behind them in case they had any more trouble, so they decided to continue out to the East Exit. (Today I looked up that code, this is what it would have said if I had known how to get into the diagnostics "An engine needs the correct amount of air and fuel to run properly. The air/fuel ratio is measured in the exhaust stream by the oxygen (O2) sensors. ... **Code P2097** indicates the downstream bank 1 O2 sensor is registering a rich condition." In other words, it's flooded)

Lesson 7-Know how to use your equipment

Lesson 8-Never travel in backcountry alone. The JK driver was accompanied by his wife and a toddler, being stranded with a vehicle that won't start would not have been a good situation.

The entire trip we had great communications with Alpha Group, it was easy to communicate with George and Kay on their mobile ham radio. Because it was already 3:00, we decided to head out the X Trail to shorten the return trip. Alpha Group also decided to exit on the X Trail. Because we knew this and we were concerned about the JK Family getting out, Jim Miller and Ken Ehlers turned around and went back the way we had come to make sure the family got out. We were also in constant communication with them.

Trip Reports

Trail Guide Training Beta Group

1/25/2019 Jerry Burgess

Run Report Jan 25th, 2020 Trail Leader Training / Holcomb Creek

Jerry Burgess – Trail Leader

Bill Henry – Tail Gunner

George and Kay Stauber ; Darryl and Mallory Jordan; Scott and Jennifer Atwood ; Todd Vargason ; Ron Fleming ; Robin Reed.



We assembled at the ELKS in Big Bear for breakfast and then engaged in a detailed presentation of what it takes to be an effective Trail Leader. The presentation was coordinated by Loren Campbell and was well accepted with many participating in both the presentation as well as personal experiences.

Following our Trail Leader training, we left ELKS and aired down at Fawnskin by the FD. The group was split into 2 groups, my group (as listed above) proceeded to the west rock garden of Holcomb Creek via 3N16. This gave Jennifer, Mallory, Robin and others the opportunity to practice spotting, while receiving some pointers in real time. We managed the obstacles well, no one had difficulty. We encountered some

ice under snow on the shady side of the mountain that gave me a bit of concern along the trail. Going slow was NOT the way to get through, we clipped right through with momentum.

We drove up to McDonald rock and re-assembled our group. Robin tried to climb the rock and started to slide sideways to his driver's side due to the crown of the rock. The rock wasn't climbable at this location, a good point for the winching demo. Robin positioned his 4dr on the rock face, and held tight. I positioned myself in front of Robin's Jeep about 20 ft away directly facing his for winching. Bill Henry positioned his Jeep beside mine. I ran my winch line through a snatch block on Robin's front bumper and anchored the end of the winch line on Bill Henry's Bumper. The demonstration showed how to pull a Jeep up an obstacle without much effort. George Stauber stood on my brake and gave throttle.





Scott Atwood thought it would be fun to do the same, in the same place. Ron Fleming and Todd Vargason were on the relay and controls, coordinating the pull. I guess I realized the break-over height of Scott's Jeep is lower than Robins when I heard the frame rails in agony on the rocks while Ron was hot on the button winching Scott up. I looked and saw a brief second where the back tires left the rock and got back in contact. So, point learned – the winching is very effective despite some resistances offered beyond gravity, ie.. friction. Scott was pulled to the top easily. We ate lunch and enjoyed the sun until Bill Henry was bitten by the rare Artic Mojave Timber Rattler right in our camp. We addressed the issue and discussed what was to be done / not done. Must have worked, Bill survived.

Following lunch, we headed to the middle rock garden after driving through more ice and snow. The middle rock garden was a bit more difficult due to the creek water running through the drive area, our tires being wet, and the lack of traction to stay on intended rocks. We all made it through.

We coordinated our group with Loren's group via Ham Radio and we both made an exit via the "X" trail. We were delayed a bit, which was great because it put both groups together, apparently another Arctic Mojave Timber Rattler found a victim in Loren's group.

Following the training, our groups joined together up to 3N16. I took about 15 of us west on 3N16 to make our way out via Crab Flats to Green Valley Lake. The others headed back to the ELKS for parked vehicles. Our group encountered more ice and snow on the road, and did well. We did stop at one point where a rouge 4x4 was hill climbing in the snow in an unauthorized area. I took the opportunity (with plenty of back-ups behind me) to yell to the passenger who was standing and watching the hill climb to STOP and GET OFF the hill, he can't be up there. With our forces gathered, and being greatly outnumbered, they complied.

We made it to Green Valley Lake and the end of 3N16 where we all reconnected, aired up, and left for home. Another great day without breaking or having an emergency and an added benefit of TRAINING!

IE4W Minutes
January 2, 2020



MEETING MINUTES

Pledge of Allegiance led by: Ken Ehlers

Introduction of Guest: Tony Little, Diane Fiance' & Abigail daughter; Heidi Christenson

Welcome:

Secretary's Report: **Cindy Coffin (Thank You Cindy) Typed by:** Kay Stauber

Both Rosters will be passed around after the break! Should you need to make any changes then please do so.

Trail leaders fill out report

Fun Fact: January 2nd!
"National Buffet Day" & "National Cream Puff Day"

Motion by: Todd Vargason
Second by: Peggy Ogaz to accept Minutes as Published.
Motioned Passed: ALL

Treasurer's Report: Karen Henry – started the month with \$53,710.23

Passed both by: Peggy Ogaz & Rick Clay

Vice President & Land & Use Report: Robin Reed – No Report

Committee Chair Reports:

Merchandise: Kevin Strong – Absent

Newsletter: Todd Vargason – Please Post & turn in all reports & post on Forum....

Membership: - Joe Martinez – Absent

Hospitality: Jennifer Atwood - Absent

Forest Fest - Cindy Coffin – No Report

Next Committee Meeting –

Round Up: - Bob Peterson – Absent

Adopt A Trail: Ken Ehlers – No Report

Historian: Peggy Ogaz – No Report

Website – Teri Patterson - Absent

Scholarship – Tim Kemp - Absent

Safety: Jerry Burgess – Spoke about Hypothermia & how more people die from Hypothermia during the Summer each year than during the Winter.... Also in the News Letter...

Break: Drinks for (January) Ron Fleming
(February) will be provided by: Mallory Jordon

***Cindy Ehlers for Raffle Tickets

Report on Past Runs:

December 14th – Christmas Parade – Christmas Parade was Cancelled.....

December 21st – Cougar Buttes Run Hammer Down -

Future Runs: Loren Campbell - Absent

January 11th, 2020 – Tom Thompson – Met at

Mecca Travel Center @8:30

January 17th – Mark & Peggy Ogaz -

Superstition Mountain

January 25th – Loren Campbell – Trail Guide Training

February 7th – King of the Hammers

February 22nd – 23rd, 2020, Bob Petterson will be doing Calico

March – Bob Berg -Moab

March – Randy Stockberger will also be doing a run.

April – 9th – 14th, 2020, Loren Campbell -

St. George, UT. Please make reservations at Temple View RV Park, or there is Tent camping and Hotels close by..

May 23rd, 2020, will be Jim Miller’s Run!” TBA

July 16th – 19th, 2020 – Mark & Peggy Ogaz – Bishop Area

Future Events: Big BearForest Fest June 19th – 21st, 2020

Old Business:

Elks Lodge providing dinner

New Business:

Membership

Trail Leader Workshop

Parker 2020

Camp Kangaroo

Sheriff’s Report: Bill Henry –

Raffle Prizes – (January) was provided by Ken Ehlers

Raffle Prizes: - (February) Alternate months! 50/50 & Raffle

1st: Cindy & 2nd: Rick Clay

Motion by: Todd Vargason

Second by: Tom Thompson

Meeting Adjourned at: 8:00 p.m.

Motioned Passed ALL

**Respectfully Submitted by: - Cindy Coffin &
Kay Stauber**



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Thank you for your support!!!



Colton, CA

