

FunTreks • Second Edition • 100 Trails

GUIDE TO
**California
Backroads &
4-Wheel-Drive
Trails**



EASY

MODERATE



DIFFICULT

Charles A. Wells & Matt Peterson

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And finally, thanks to Hannah Parker, who runs our business so Matt and Chuck can focus on books.

GUARANTEE OF SATISFACTION

We guarantee you will enjoy the trails in this book. If not, or if you are dissatisfied with the book in any other way, return it to us for a full refund. Or, call our toll-free number during business hours at 877-222-7623. We promise to do whatever it takes to make you happy.

DISCLAIMER

Travel in California's backcountry is, by its very nature, potentially dangerous and could result in property damage, injury, or even death. The scope of this book cannot predict every possible hazard you may encounter. If you drive any of the trails in this book, you acknowledge these risks and assume full responsibility. You are the final judge as to whether a trail is safe to drive on any given day, whether your vehicle is capable of the journey, and what supplies you should carry. The information contained herein cannot replace good judgment and proper preparation on your part. The publisher and authors of this book disclaim any and all liability for bodily injury, death, or property damage that could occur to you or any of your passengers.

We have made every effort to update trails to match U.S. Forest Service Motor Vehicle Use Maps (MVUMs) that were available at the time of this writing. We cannot match maps that have not yet been issued or keep up with annual changes to existing maps. We will attempt to report changes on our website, but make no guarantee of accuracy. You are ultimately responsible for following the latest and correct MVUM. In addition, OHV laws described in this book change constantly. We do our best to keep up with them; however, you are ultimately responsible for knowing the correct and latest laws. The publisher and authors of this book disclaim any and all liability for fines or other punishment that could result from being on the wrong trail or breaking the law.

Telephone numbers and websites in this book were verified April 2025.

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TRAIL LIST

Green = Easy, Blue = Moderate, Red = Difficult

TRAIL FINDER

#	Name	Pg.	#	Name	Pg.	#	Name	Pg.
* New Trails								
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To find a trail, use list at left and map below to determine in which area a trail is located, then turn to the page indicated. Detailed area maps will direct you to individual trails.

Throughout this book you'll see the above gray box. It's a reminder that our website features individually presented trails with trail updates and free GPS downloads (waypoints and tracklogs). Finding trail updates on our website is a breeze. Simply use the search bar at the top of the page to enter the trail name. Once you're on the trail's page, scroll to the bottom.

To submit a trail update, click on the orange box at the top of any page on the website and follow the directions from there.

TRAIL RATINGS DEFINED

Trail ratings are very subjective. Conditions change for many reasons, including weather and time of year. An easy trail can quickly become difficult when washed out by a rainstorm or blocked by a fallen rock. You must be the final judge of a trail's condition on the day you drive it. If any part of a trail is difficult, we rate the entire trail difficult. You may be able to drive a significant portion of a trail before reaching the difficult spot. Our ratings were written primarily for SUVs and Jeeps, so you will have to determine if the trail will be harder or easier for your vehicle. Read each trail description carefully for specific information.



■ Moderate

Rutted dirt or rocky road. Careful tire placement may be necessary. Some grades are fairly steep but manageable if dry. Soft sand possible. Sideways tilt will require caution. Narrow shelf roads possible. Backing may be necessary to pass. Water depths passable for stock high-clearance vehicles except during periods of heavy runoff. Mud holes may be present especially in the spring. Undercarriage may scrape occasionally depending on ground clearance. Rock-stacking may be necessary in some cases. Brush may touch vehicle. Four-wheel drive, low range, and higher ground clearance required in most cases. Standard factory skid plates and tow hooks recommended on many trails.

● Easy

Gravel, dirt, clay, sand, or mildly rocky road. Gentle grades. Water levels low except during periods of heavy runoff. Full-width single lane or wider with adequate room to pass most of the time. Where shelf conditions exist, road is wide with minor sideways tilt. Clay roads, when wet, can significantly increase difficulty. Some trails can be driven in 2WD under ideal conditions. Others will need 4WD and, in some cases, low-range gearing.



◆ Difficult

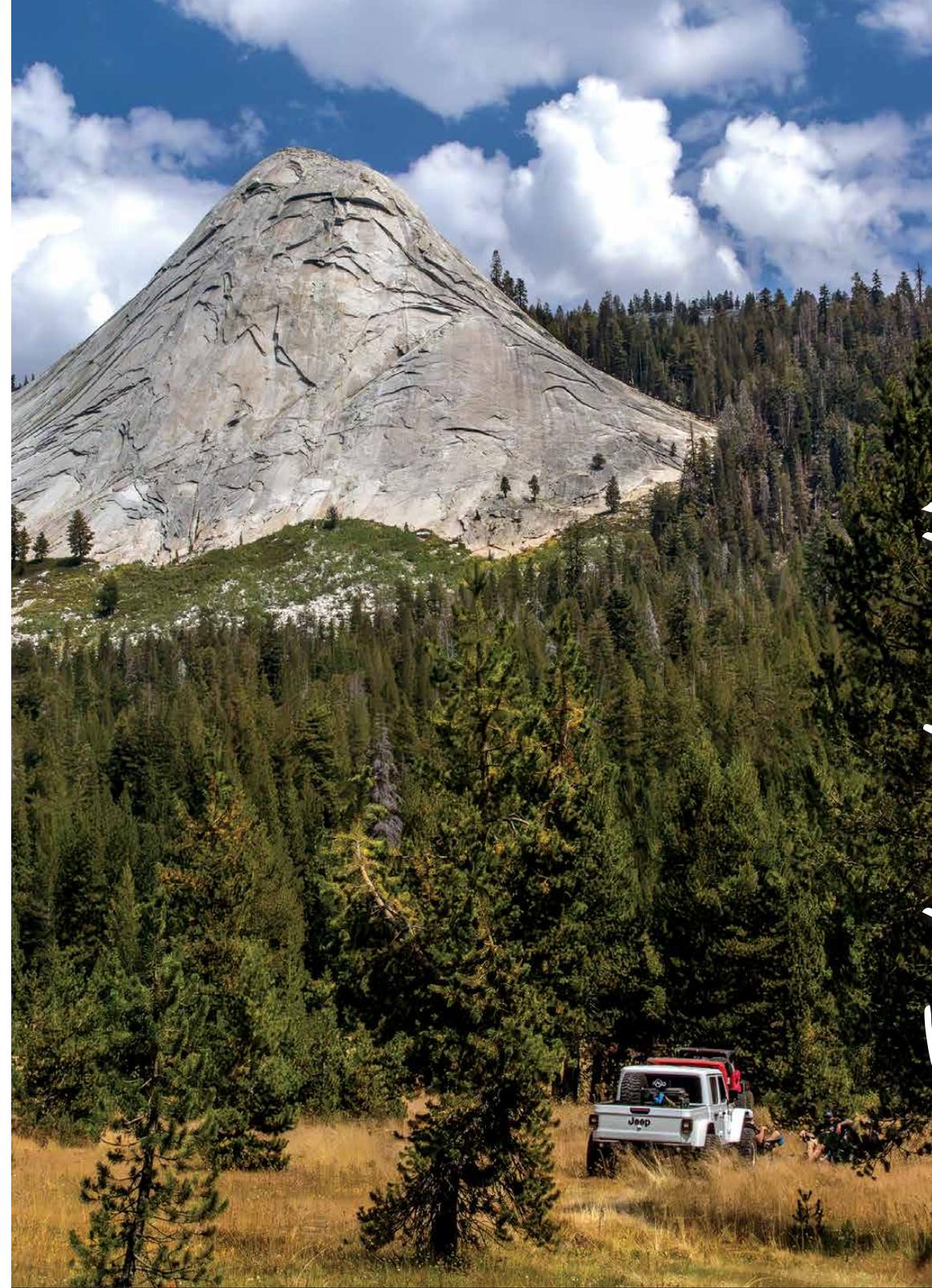
Grades can be very steep with severe ground undulation and large boulders. Sideways tilt can be extreme. Sand hills very steep with soft downslopes. Deep water crossings possible. Shelf roads extremely narrow; use caution in full-size vehicle. Passing may be difficult with backing required for long distances. Brush may scratch sides of vehicle. Body damage possible. Some trails suitable for more aggressive stock vehicles, but most trails require vehicle modification. Lifts, differential lockers, aggressive articulation, and/or winches recommended in many cases. Skid plates and tow hooks required.

FunTreks Vehicles: (See photos)

A. 2012 Jeep® Rubicon 4-DR: Standard equipment: V6 engine, lockers front and rear, quick-disconnect sway bar, 32" BFG Mud Terrain tires.

B. 2021 Jeep Wrangler Rubicon: 2.0 turbo engine, lockers front and rear, ARTEC full belly skid plate, JCR Offroad front and rear bumpers, rock rails, roof rack, 9.5TI Warn winch, Synergy 2.5" lift with lower control arms, 35" Falken Wildpeak MT tires, CB and Dual Band radio for communications.

® "Jeep" is registered trademark of Chrysler Corporation.



Dusy/Ershim, trail #31, rated difficult. Group relaxes at the base of Old Man with Beard rock.

INTRODUCTION

Our journey began in 2002 when Charles Wells, armed with a 2-door Jeep, set out to map California's offroad trails. Little did he know, this was just the beginning. Over the past 23 years we've returned to California twice more, exploring over 11,000 miles of trails. We've seen the offroading community grow, with increased motorized trail access and the opening of new OHV parks. We're grateful to those who are dedicated to keeping these trails open. As with all our guidebooks, FunTreks proudly promotes adventure-responsible principles to ensure continued access to offroading.

In this tech-driven world, we've gone digital. We offer e-books for all our printed guidebooks and we encourage our customers to use GPS. Our website features over 500 individually presented trails with trail updates and free GPS downloads (waypoints and tracklogs). You'll also find an interactive trail-locator map and trail updates. In addition, we offer an easy-to-use FunTreks app, available on IOS and Android mobile devices for use on the trails.

Improvements to the 2nd Edition

We work very hard to select the best trails. We started with a list of 200, drove 122 of them, and then selected the best 100. We re-drove everything and looked for ways to make improvements to each trail and the book as a whole.

One big improvement you will notice is on our maps. We've changed how we highlight the route described in the mileage log. The new way is more obvious and it is easier to differentiate the green, blue, and red trail colors.

We've added 22 new trails to this edition with standout favorites like *Carrizo Wash*, *Escape Trail*, *Verdi Peak*,

and *Valley of the Moon*.

And back by popular demand, we've added two new pages in the front of the book. One page lists the trails in alphabetical order, the other in order of difficulty, from easiest to hardest. We hope you enjoy this added convenience.

We added new trails to replace closed or severely eroded ones. This made our "100-Best" list even better.

You'll also notice that many trails have changed in difficulty, with most becoming more challenging. Trails like *Sherman 4x4 Trail* and *Corral Hollow* now demand better-equipped vehicles than before.

We've also brought back several classics from the original First Edition that continue to deserve recognition—like *Trona Pinnacles*, *Miller Jeep Trail*, and *Fordyce Creek*.

This book also has a new binding that lays flat and folds back completely. The full-coil wire spine will not break or allow pages to fall out. The back cover has an extra flap that can be used as a placeholder. You may also notice that the text paper is much thicker.

How to Use This Book

All trails in this book are listed on page 4 and grouped in areas shown on the map on page 5. Select an area and go to the page indicated. Here you'll see a detailed area map with key roads to each trail. After that, go to the specific trail, where you'll find a detailed custom-drawn map of the trail and all pertinent trail information.

To find a trail alphabetically, go to page 6. To find a trail listed in order of difficulty, go to page 7.

The mileage log on each trail page features turn-by-turn directions of the entire route, which is highlighted on the

map. If you drive the trail in the opposite direction, use the reverse mileages shown in brackets. GPS coordinates are shown in the mileage log and are easy to find on the map. For ease of use, we always show our maps north up.

To determine if your vehicle is suitable for a particular trail, read the individual trail rating on the trail page, the rating descriptions on page 8, and the explanation of vehicle symbols on pages 12 and 13. The pictures on the trail pages are also beneficial. On harder trails, we usually show a photo of the most difficult spot.

How You Can Help with Trail Updates

Typically, we learn about trail changes when we re-drive a trail. Occasionally, we see notices of closures at U.S. Forest Service and other government websites. We follow forums and read online newsletters. But, by far, the best and most frequent updates come from our readers.

If you haven't been to our website recently, you may not realize how easy it is to leave a trail update. Just click on the orange box at the top of the home page and follow directions from there. You can also submit updates on our app by clicking the orange trail update button. Once we receive the update we may reach out to you for clarification via email. After we verify the update it gets posted on the respective trail page. When we accumulate enough updates we send out a free email newsletter. Make sure you've signed up for it on our website.

FunTreks—A Different Kind of App

There are lots of great all-purpose backcountry apps out there. We know because we use many of them ourselves. What makes our app different is that it specifically matches the trails in our books. The waypoints match the book,

and the tracklog follows the route in the book. And you don't need an internet connection to see your position as you move along the trail.

When you have connectivity, you will see a full detailed satellite image. Without connectivity, you can download a terrain map to use with just one click. Even if you forget to download a terrain map and are without connectivity, the trail and waypoints will always show on the screen.

When you buy the app, it includes every trail we have. There is no need to buy each book. New books are added as a free update.

If you hate the complexity of most apps, try ours. Our customers tell us it's the easiest app they've ever used.

Fun Trails—Our Promise to You

If you are new to offroading, you'll soon learn that not every 4-wheel-drive road is fun to drive. Some can be long and boring, others rough in a tedious way that's not enjoyable. After three decades of exploring the backcountry, we've learned which are fun and which to avoid.

When we're in an SUV or mid-sized pickup, we want the drive to be interesting with curves, dips, and something real to see. We expect the same pleasures driving our modified Jeep but with an obstacle or two along the way. If we're in a side-by-side or riding an ATV, we need to know if we're legal and where to unload.

We are so sure you'll have fun, we guarantee it. Really! Please read our full guarantee on page 2.

Just remember that having fun doesn't mean tearing things up and making a lot of noise. Adventure responsibly and always stay on designated trails. Be courteous to everyone regardless of how they treat you. To save our trails, we must all be good ambassadors for motorized recreation.

Explanation of Vehicle Symbols

Please read carefully before attempting any trail in this book.

SUV or Mid-sized Pickup Truck.



This symbol represents a street-licensed stock sport utility vehicle or pickup truck with 4-wheel drive and a short wheelbase. Minimum ground clearance should be 8" to 10" at the low point of the vehicle and a foot or more at the rocker panel. Longer and wider vehicles require more clearance. Low range is recommended for rocky, steep, and high-elevation trails. Aggressive models will have factory off-road enhancements; higher clearance, skid plates, tow points, and differential lockers.

In addition to vehicle capability and size, other factors such as driver's skill, tires, and tolerance for damage greatly affect which trails can be driven. Every vehicle is different, and every trail is different. Judgment as to whether a vehicle can traverse a specific trail lies solely with the vehicle's owner. Read each trail description carefully.

Hard-core Modified.



This symbol represents street-licensed vehicles that have been significantly modified for difficult, hard-core situations. Most modifications are custom, but there are specific factory models that meet hard-core standards. Minimal tire size starts at 33", but 35" to 37" are more typical. Lifts of 3" or more, heavy-duty skid plates and accessories, increased articulation, and differential lockers are the norms. Many additional modifications are possible.

Only the most capable vehicles can handle extreme trails #8, #13, #14, #16, #31, #55, #70, #71, and #72. These trails require maximum modifications and a high tolerance for vehicle damage. Other trails may have extreme obstacles, but they are optional.

50"- to 74"-wide Side-by-Sides (SxSs).



This symbol represents NON-street-legal SxSs (also called UTVs or ORVs). They are considered unlicensed vehicles; however, some states allow licensing if modified for street use. Out-of-state street licensing is not yet recognized in California, but a few local areas, e.g., Mammoth and Ocotillo Wells, allow limited use on some roads. For the purposes of this book, UTV side-by-sides are considered unlicensed vehicles.

The capability of these vehicles ranges from simple utility uses on ranches to extreme modifications for hard-core trails. For this book, 4-wheel-drive capability is assumed.

Our easy, moderate, and difficult ratings were written primarily for SUVs and Jeeps, so you will have to determine if the trail will be harder or easier for your vehicle. The symbol means you are legal. Some trails may have sections not open to this vehicle, which is identified on the trail maps.

50"-wide ATVs and Side-by-Sides.



This symbol represents NON-street-legal ATVs and SxSs not wider than 50". They are considered unlicensed vehicles; however, some states allow licensing if modified for street use. Out-of-state street licensing is not yet recognized in California, but a few local areas, e.g., Mammoth and Ocotillo Wells, allow limited use on some roads. For the purposes of this book they are considered unlicensed vehicles.

ATVs range in size from tiny 2WD machines for kids to large 4WD machines for adults. SxSs 50" wide will typically haul two adults.

Our easy, moderate, and difficult ratings were written primarily for SUVs and Jeeps, so you will have to determine if the trail will be harder or easier for

your vehicle. The symbol means you are legal. Some trails may have sections not open to this vehicle, which is identified on the trail maps.

Dirt Bikes.



This symbol represents NON-street-legal dirt bikes only. (Street-legal, dual-purpose bikes can go on any trail in this book.)

The symbol does not mean the trail is a single-track trail; it only means non-street-legal dirt bikes are allowed. All trails in this book are wide enough for SUVs and Jeeps, but most are still great rides for dirt bikes. Keep in mind, some trails may be too difficult to ride.

Easy, moderate, and difficult ratings do not apply to dirt bikes but provide general information on what to expect.

OHV Laws and Licensing

All vehicles operating off-road on public lands in California must be street-licensed or registered as off-highway vehicles (OHVs). Your best source of up-to-date OHV laws is the California State Parks website at www.ohv.parks.ca.gov. Details of what's required are listed on the FAQs section. Here is a summary:

Street-licensed vehicles. This includes SUVs, Jeeps, and dual-purpose motorcycles. They must display a standard highway license plate. No OHV sticker is required. The operator must have a driver's license and proof of insurance. Arizona RV and MC plates do not count as licensed vehicles in California.

Green-sticker vehicles. This includes ATVs, UTVs, unlicensed rock buggies, dune buggies, sand rails and unlicensed dirt

bikes. These vehicles are allowed in OHV areas, on most BLM dirt roads, and forest roads as specified on Motor

Vehicle Use Maps. These vehicles require green OHV sticker.

Red-sticker vehicles. These are the same as green-sticker vehicles, but use is restricted during high air pollution periods. Dates vary by area or land designation. Vehicles that do not meet the exhaust emission standards established by CARB require a red OHV sticker.

Out-of-state vehicle requirements.

Rules vary by state. If your OHV has a valid registration from that state, you do not need a Green or Red Sticker or a California Nonresident OHV Use Permit. If your OHV is not registered in your own state, you must purchase the California Nonresident OHV Use Permit from the State Park website.

Stay on designated routes. As always, we implore everyone to stay on designated routes. Going off trail scars the land and creates places more susceptible to environmental damage. Violations can be severe and can include confiscation of your vehicle. Read *Trail Rules and Etiquette* (page 17) for helpful information while driving trails.

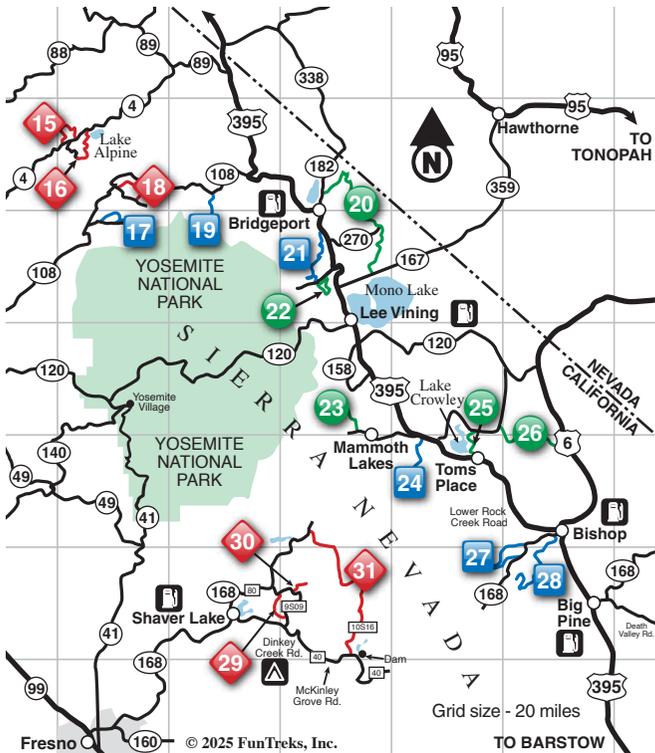
Important Websites:

U.S. Forest Service.....www.fs.usda.us
National Parks.....www.nps.gov
Bureau of Land Mgmt.www.blm.gov
CA State Parks....www.ohv.parks.ca.gov
CA Association of 4-Wheel-Drive Clubs.....www.cal4wheel.com
CA Off-Road Vehicle Association.....www.corva.org
Blue Ribbon Coalition.....www.sharetrails.org
Tread Lightly.....www.treadlightly.org



#	Name	Pg.
15	Corral Hollow	54
16	Slick Rock Trail	56
17	Eagle Peak	58
18	Niagara Rim	60
19	Leavitt Lake	62
20	Bodie Ghost Town	64
21	Kavanaugh Ridge	66
22	Copper Mountain	68
23	Deadman Pass	70
24	Laurel Lakes	72
25	Crowley Formations	74
26	Chidago Canyon Rd.	76
27	Buttermilk Country	78
28	Coyote Ridge	80
29	Bald Mountain	82
30	Brewer Lake	84
31	Dusy/Ershim Trail	86

Lake Alpine, Bishop, Bridgeport, Mammoth Lakes, Shaver Lake



This area offers an incredible variety of terrain, including low to high altitudes, wide dirt roads to narrow rocky paths, and wet to dry conditions. There's something for every off-road enthusiast to enjoy, from challenging granite ledges to historic log roads.

Beginners looking for scenic journeys can start with our favorite easy trails—*Chidago Canyon* and *Bodie Ghost Town*. These routes offer a perfect mix of history and beautiful views. When you're ready for a bit more of a challenge, step it up with *Eagle Peak*, a short but thrilling 4x4 adventure from our first guidebook in 2004, where you'll encounter lava rock and a breathtaking vista.

For the ultimate test of skill, tackle *Dusy/Ershim Trail*, a relentless rock-crawling adventure. This remote, three-day legal route takes you through

a unique 600-foot-wide corridor that winds through a pristine wilderness.

Easily accessible from the town of Mammoth Lakes, *Deadman Pass* and *Laurel Lakes* offer fantastic high-altitude views.

On *Slick Rock Trail*, when private ownership blocked access to the trail, dedicated off-roaders went into action and created a legal go-around. As always, we remind our readers to do their part in keeping these trails open. Practice good stewardship by respecting others, knowing when to yield the right-of-way, and when to leave gates open or closed.



Leavitt Lake, trail #19, rated moderate. Coming back down the trail from the lake.

Ellis Peak



AREA 1 map on page 22



Great views as you near the top.



Hardest spot just before Waypoint 02.



A short hike from Waypoint 05 leads to this stunning view of Lake Tahoe from Ellis Peak.

Overview: Beautiful, high mountain area west of Lake Tahoe. Route passes several beautiful lakes with outstanding views of Lake Tahoe from top of Ellis Peak. Open to green-sticker vehicles with a large staging area at the start.

Rating: Moderate. Narrow, steep and rocky in places. Some tight brush. Although it has gotten worse over the years, we think an experienced driver in an aggressive stock vehicle with low-range gearing would be able to do it. The optional exit on Rubicon Springs Road is harder and very slow.

Stats: Length: Round trip 22 miles. Time: At least 4 hours. Elevation: 6,434 to 8,577 ft. Open April-December. Best time: June-October.

Current Conditions: Tahoe N.F., Truckee R.D. 530-587-3558. Lake Tahoe Basin Mgt. Unit 530-543-2600.

Getting There: Head south from Tahoe City on Hwy. 89. Turn right after 4.3 miles on Barker Pass Road. After 2.2 miles, continue straight on dirt road where pavement turns left. Staging area is hidden in trees on right in 0.45 miles.

START MILEAGE LOG:

- 0.0** Zero trip odometer [Rev. Miles] From staging area, head west on dirt road. [10.9]
- 01** N39 06.192 W120 12.244
- 3.1** Pass through gate, then stay left and join Barker Pass Road heading west for a short distance [7.8]
- 3.3** Turn left and continue downhill on a lesser road labeled Barker OHV Meadow. [7.6]
- 02** N39 04.595 W120 14.133
- 3.5** Stay right. [7.4]
- 5.1** Turn left on more traveled road where F.S. 03,04,09 goes straight. [5.8]
- 03** N39 03.535 W120 15.120
- 5.5** Continue straight. [5.4]
- 7.4** Continue straight where small road on right goes to Bear Lake. [3.5]
- 7.9** Turn left on F.S. 03,04,12 for Ellis Peak. Right is an alternate exit, currently difficult. See the directions for Rubicon, East Side, trail #14. [3.0]
- 04** N39 02.750 W120 13.624

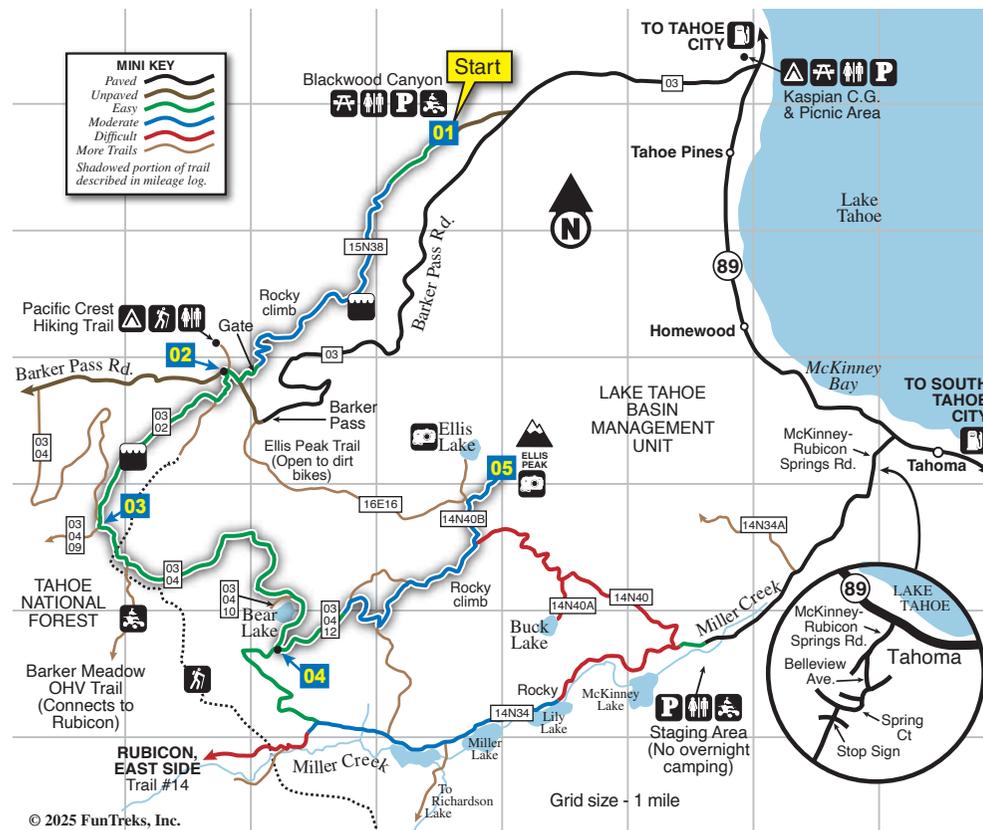
- 8.6** Turn right. [2.3]
- 9.1** Turn hard left. [1.8]
- 9.4** Stay right. [1.5]
- 10.2** Stay left where trail on right is difficult, Buck Lake. [0.7]
- 10.5** Stay right. Trail on left goes to Ellis Lake but gets too narrow to continue. [0.4]
- 10.9** Short climb to top for views of Lake Tahoe. Return to staging area at the start. [0.0]
- 05** N39 03.960 W120 11.857



OHV friendly area.



Vibrant flowers remain in full bloom even at the end of summer.





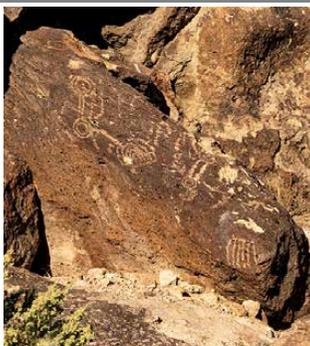
AREA 2 map on page 52



A surprise near the end of this trail adds a memorable finish to your day.



Cabin is one of many structures to explore at Long Chance Mine.



Chidago Canyon Petroglyphs.

Overview: This trail climbs before gradually descending into breathtaking Red Rock Canyon. Along the way, explore a small cabin with an optional shelf road that leads to an overlook. Green-sticker vehicles can explore additional trails in the area. Combine this route with *Crowley Formations*, trail #25 for an easy full-day loop back to Bishop.

Rating: Easy. Entire route is a well-maintained wide dirt road. An optional side road from the cabin to overlook is narrow, steep, and twisty.

Stats: Length: 11.2 miles. Time: About 2 hours. Elevation: 4,880 to 7,050 ft. Best time: March-September.

Current Conditions: Inyo N.F., White Mountain R.D. Call 760-823-2500.

Getting There: From Bishop, head north on Hwy. 395 for 32 miles. Turn right onto Benton Springs Road and continue for another 19.6 miles. The trail begins on the right with a wide dirt road and no signs.

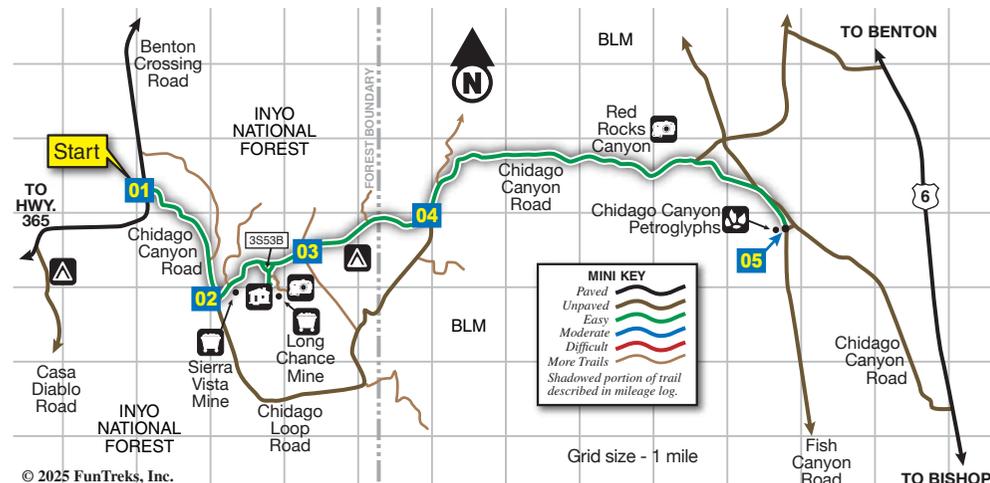
START MILEAGE LOG:

- 0.0** Zero trip odometer [Rev. Miles] Head east on unmarked wide dirt Chidago Canyon Road. [11.2]
01 N37 39.396 W118 35.371
- 1.8** Turn left uphill where Chidago Loop Road goes right. [9.4]
02 N37 38.223 W118 34.304
- 2.7** Turn right uphill on F.S. 3S53B. [8.5]
- 2.9** Arrive at the cabin, leave it as you found it. Return to the main road. (The road behind and east of

- the cabin is rough, narrow, and steep, and ends at a scenic overlook.) [8.3]
- 3.0** Turn right heading east again on Chidago Canyon Road. [8.2]
- 3.4** Continue straight. [7.8]
03 N37 38.696 W118 33.127
- 4.5** Note wide, flat camp spot on right. [6.7]
- 5.3** Stay left where Chidago Loop Road joins on right. [5.9]
04 N37 39.102 W118 31.278
- 5.7** Stay right downhill. [5.5]
- 7.7** You'll start to see rock formations as you enter Red

- Rocks Canyon. [3.5]
- 9.6** Stay right. [1.6]
- 10.6** Stay right. [0.6]
- 11.2** End of trail. Petroglyphs are on the right. [0.0]
05 N37 39.020 W118 26.050
- To return to Bishop, head east, then south on Chidago Canyon Road for 4 miles to Hwy. 6, then follow the highway south for 19 miles.

Get FREE trail updates & GPS downloads at www.FunTreks.com



An easy, scenic drive with views.



Red rock formations provide an unforgettable experience.



Optional trail behind the cabin leads to a scenic overlook.



Get used to this rugged terrain—there's plenty!



You'll cross several log roads throughout the trail.



Experienced driver in well-equipped Bronco.



Small walk to Thompson Lake from campsite.

Historical Highlight: You can't talk about this trail without talking about the 4-Wheel-Drive club of Fresno. They pioneered and built this trail starting in 1956 one section at a time starting on the north end. The final section between Dusy Meadow and Thompson Lake was broken through in 1968. In all, they built 10 trails in the Shaver Lake area. A big thanks to the club for their efforts. For details go to www.fresno4x4.com.

Overview: Every bit as demanding as the Rubicon, this long trail features slow-paced rock crawling over rugged terrain, following a 600-foot-wide corridor between pristine wilderness areas. **STAY ON THE TRAIL!** The Dusy/Ershim is a multi-day trip with excellent camping options and toilets available along the route. Green-sticker vehicles are allowed but not advised.

Rating: Difficult. Extremely brutal terrain loaded with obstacles and tight turns between trees. Thompson Hill is steep with large, loose boulders and can take all day to climb with a large group. Breakage is common. Only for experienced drivers with modified vehicles equipped with a winch. Don't go alone.

Stats: Length: 31.2 miles. Time: Minimum of 3 days. Elevation: 8,131 to 10,114 ft. Open dates Aug. 1 to Nov. 1, but weather is big factor. Call first.

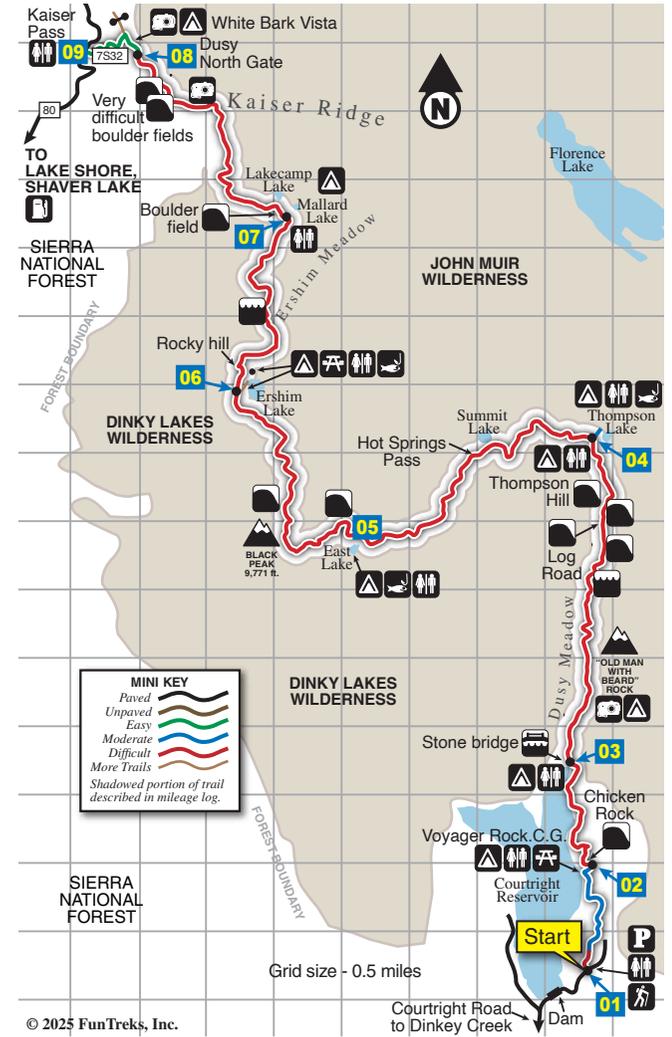
Current Conditions: Sierra N.F., High Sierra R.D. Call 559-855-5355.

Getting There: From Fresno, take Hwy. 168 about 45 miles east to Shaver Lake. Turn right on paved Dinkey Creek Road. Go east about 11.5 miles and turn right on paved McKinley Grove Road. After 14 more miles, turn left on paved Courtright Road. Go north 7.6 miles, and bear right to dam. Cross dam and continue another mile to gate on left marked with "Dusy" sign. It's just before hiking trail parking lot.

START MILEAGE LOG:

- 0.0** Zero trip odometer [Rev. Miles] Head north on rocky trail through trees. [10.4]
- 01** N37 04.954 W118 57.764
- 1.7** Continue through Voyager Campground. [8.7]
- 1.9** Turn left up steep Chicken Rock. Head north on granite staying between boulders. [8.5]
- 02** N37 06.345 W118 57.718
- 2.4** Trail turns sharp left downhill off granite and heads into trees, then heads north along edge of reservoir. [8.0]
- 4.2** Continue straight. Roads go left to lake. [6.2]
- 4.3** Cross Dinkey Creek over stone bridge built by Fresno 4WD Club. Head north after bridge. [6.1]
- 03** N37 07.813 W118 58.024
- 5.8** Old Man with Beard rock on right. [4.6]
- 6.5** Trail begins to climb. [3.9]
- 8.7** Log road. Tough crossing with wet tires. [1.7]
- 9.1** Climb a short ravine with large granite boulders buried in fine dust then ascend extremely difficult Thompson Hill. [1.3]
- 10.4** Continue straight. Road goes right to camp spot at Thompson Lake. Good spot to camp. [0.0]
- 04** N37 12.095 W118 57.651
- 0.0** Zero trip odometer at Wpt. 04. Head west. Road continues with rocks and tight trees. [10.8]
- 2.4** Go past Summit Lake, then over Hot Springs Pass. [8.4]
- 5.7** Pass East Lake and restroom on left. Halfway point. [5.1]
- 05** N37 10.885 W119 01.534
- 7.2** Trail turns north across east slope of Black Peak. [3.6]
- 10.8** Road on right goes to Ershim Lake. Good two-thirds-of-the-way camping area. [0.0]
- 06** N37 12.859 W119 03.588
- 0.0** Zero trip odometer at Wpt. 06. Head north to continue trail. You'll cross a log bridge. [10.0]
- 2.0** Sandy creek crossing at Ershim Meadow. [8.0]
- 3.9** Stay left. Road on right is

- to Mallard Lake. [6.1]
- 07** N37 15.183 W119 02.752
- 4.4** Difficult downhill to Lake-camp Lake. [5.6]
- 6.7** Trail swings west across scenic Kaiser Ridge, highest point of trail. [3.3]
- 8.7** You'll reach north gate of Dusy after challenging boulder fields. Just before gate is the worst. [1.3]
- 08** N37 17.419 W119 05.269
- 8.8** Gorgeous White Bark Vista on right. [1.2]
- 9.2** Trail swings left downhill away from ridge. [0.8]
- 10.0** You reach paved Kaiser Pass Road, F.S. 80. [0.0]
- 09** N37 17.482 W119 06.125
- Parking and toilet across road. Turn left 7.4 miles to Highway 168, then left another 21 miles to Shaver Lake.



Regroup at Kaiser Ridge before making the final push to the end.



Stock Vehicles

Serious Hard-core

Side-by-sides

ATVs

Dirt Bikes



Trails in eight key areas.
(See page 5.)

California's most-trusted 4x4 guidebook, a must-have if you're adventuring in this state. Don't take our word for it—just ask anyone who's used it.

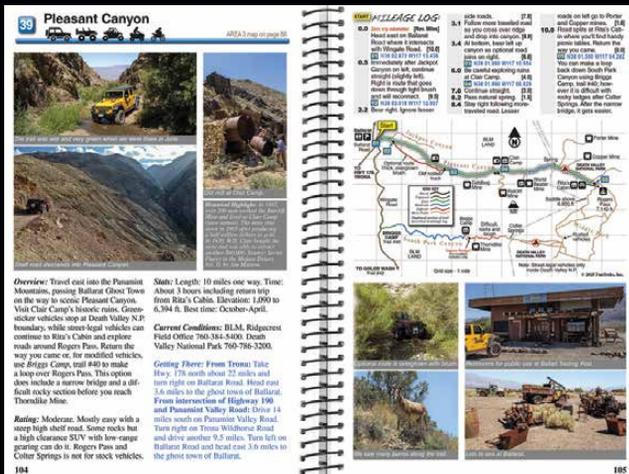
Completely redone, this second edition is packed with fun adventures just waiting for you to get there. All trails have been re-driven and updated, and many routes are improved.

This book includes 100 trails; 22 of which, are new. They're grouped into eight handy areas where we found the best 4-wheeling.

Easy, moderate, and difficult trails are color-coded, while symbols show the kinds of vehicles allowed, including side-by-sides, ATVs, and dirt bikes.

Check out our website for free GPS downloads that exactly match the book. While there, look for trail updates or submit your own. And don't forget to sign up for our free newsletter, which includes recent trail updates and helpful 4x4 news.

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