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MOAB
UTAH



Easter Jeep Safari

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FUN

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9 DAYS

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APRIL 5-6

30 TRAILS

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Celebrate Moab's 46th Safari

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The Red Rock 4 Wheelers wish to welcome you to the 46th annual Jeep Safari! About March 30th the little southeast Utah town of Moab will begin filling up with all brands of four wheel drive vehicles to kick off this year's Easter Jeep Safari. The nine days from that Saturday until Easter Sunday April 8th will feature loads of guided four wheel drive trail rides intended to celebrate spring in the red rock canyon country. These rides range from easy scenic cruises to challenges that require equipment that has undergone numerous upgrades from the way it was manufactured. Never the less the main focus of the event is the same- **FAMILY FUN.**

Those that are very familiar with our event but haven't attended lately will notice a couple changes for the 2012 event that we'd like to mention. A "First Timer's" package, (see page 10) a second "Sophomore" package (see page 11) have been added. Each offers a package of three trips with the same leader and fellow



jeepers all three days. The other change is actually an expansion of a program we initiated recently. When you peruse the trail descriptions on the following pages, you will note some trails feature notices that they have "Trail Supporters" on certain days. What this means is that on a particular day, a vendor has chosen to make a significant donation to our MUD fund and attend the trail ride. The vendor will usually have a little something for all trail participants, but it is up to each Trail Supporter to decide what it will be. Usually the vendor will have a couple vehicles with their products installed on them, so participants can view them on a rig and on the trail. Don't worry, the trail will not be delayed by demos, and

Trail descriptions start on Page 28

Registration information starts on Page 51

participants will not be subjected to sales pitches, these Trail Supporters are just trying to give back to the 4WD community that supports them. Every year it seems our biggest challenge is to get participants matched



with proper trails. Getting a registrant's combination of experience, vehicle, and expectations to mesh with our trail ride offerings is a daunting task. To that end, the Red Rock 4-Wheelers have provided a lot of information in this newspaper. Please take time to review the individual trail descriptions that run from page 28 through page 93. Study our trail difficulty ratings on page 54. If you want a break from the all day trips see page 46, "On the Lighter Side", or just attend the Vendor Exposition on Thursday or Friday. Anyway, a careful reading of this information, combined with an honest assessment of one's four wheeling experience should contribute a lot toward proper trail selection (and don't forget to factor in the family's desires and needs as an additional all important factor).

The Club has found that in many instances participants getting in over his or her head generates the most complaints from fellow four wheelers, since it usually results in frequent delays or breakage at the obstacles. This can really lengthen a day for everyone involved on the trail. Please follow this simple rule: when in doubt, pick the lower rated trail until you become comfortable with Jeep Safari. We will also have members available outside the registration room to assist with trail selection for those registering once they arrive in Moab.



The Red Rock 4-Wheelers and the Moab Chamber of Commerce welcome everyone to the 46th annual Jeep Safari!

The Easter Jeep Safari is a special event function of the Red Rock 4-Wheelers Inc. The Red Rock 4 Wheelers is a club organized to enjoy family 4 wheeling in and around Moab, Utah. The 2012 club officers are:

- President, Doug McElhaney
- Vice President, Eric Brewer
- Secretary, Gayle Wiesbecker
- Treasurer, Rex Holman
- Land Use, David Adams
- Information, Ron Brewer
- Activities, Carma McElhaney

For more complete information visit the club website at www.RR4W.com. The club can be reached at 435-259-ROCK (7625) or mail to Red Rock 4-Wheelers, P.O. Box 1471, Moab UT 84532.



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Mine Not His!

Does This Motor Home
MAKE MY BUTT LOOK BIG?



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HANG ON
I've Got An Idea

I Came To Utah
and all I Got Were These
Lousy Wives!!

WHAT HAPPENS IN MOAB...
ENDS UP ON YOUTUBE!

REAL Jeep's
BUILT
NOT BOUGHT

THIS IS A FIVE
TICKET RIDE

Jeep Girl
Inside

My Jeep's lifted cuz
fat chicks can't Jump!

My Jeep's lifted cuz
fat dudes can't Jump!

IT'S MY FAULT

Geologists Make
Bed Rock

Ride Naked

Hang Up and
DRIVE!!!

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Don't Tread
On Me!

My truck's lifted cuz
fat dudes can't Jump!

UTAH
BUT I'M TALLER

If Not For The Gutter
My MIND Would Be
Homeless!

100's MORE

MOPAR IS
MORE POWER

JEeps DON'T LEAK
THEY JUST MARK THEIR TERRITORY!!!

KWICHERBELLYACHIN

FOOL INJECTED

DODGE CUMMINS
MAKES IT SLAKES II

I'LL GO YOUR SPEED
If You Pay My Ticket

iMoab

We Scrapped This One
For Parts!!

My Job Is Better
THAN YOUR VACATION
I LIVE & WORK IN MOAB, UTAH

NO!
IT'S NOT A JEEP

LIKE MY
\$3,000.00 SUZUKI

RUBICONS
Are for people that
CAN'T BUILD THEIR OWN!!

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FU-FINE JOURNEY

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THE MORE
DIRT BIKIN'

NO
FINE
WIVES

JEeps DON'T LEAK
THEY JUST MARK THEIR TERRITORY!!!

HUMMERS CAUSE
HAVOC

ROVERS LOVE ROCKS

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304,318,360,401
Have you had your V-8 today?

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GOT MOAB? iBronco

NOT TOO PROUD
TO WALK
Moab Jeep Safari

IT'S A JEEP THING
YOU WOULDN'T
UNDERSTAND

GET IN - SIT DOWN
HOLD ON - SHUT UP

Alcohol, Tobacco, Firearms
Who's bringing the chips?

NO FAT CHICKS
FENDERS WILL DRAG

got moab?

NO FAT GUYS
FENDERS WILL DRAG

THIS IS NOT MY
Boyfriends JEEP!

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I put the
"toy" back in
toyota!

SHIT HAPPENS
MOAB, UTAH



HONK
IF ANY PARTS FALL OFF!

I need a winch for my Jeep...
...And one of those things that goes on the front, fool!

Jeep Wrangler Unlimited
It's a wheel base thing.

i WISH
MY OTHER CAR WAS A JEEP

GET IN - SIT DOWN
SHUT UP - HOLD ON

Buggy It!

Get your damn
Foot off the brake!

RIRED DOWN
AND
LOCKED IN

H2
Compensating for something?

HOT WOMEN
DRIVE HUMMERS

DODGE CUMMINS
MAKES IT SLAKES II



MONEY MAGNET

Don't like my driving?
Call my attorneys
Lyon, Crecum & Rowe

BUMP IT!

Dad 60's are for
Lead-footed Hillbillies!

I WENT TO UTAH FOR VACATION...
I LEFT UTAH ON PROBATION!!

Street Legal,
What's that?

Still plays with Trucks

JEEP GEEK

GOING COMMANDO
★ IN MOAB ★
MOAB JEEP SAFARI

My Life Is Better
THAN YOUR VACATION

TOPLESS OR A BIKINI,
JUST PLEASE NO BRA!

WRENCHWENCH

WHAT HAPPENS IN MOAB...
STAYS IN MOAB!!



I want my ATV!!

TOYOTA TRUCKS
TOYS FOR BIG BOYS!

I Caught That Jeep Thing
Now It Hurts When I Peel



RUBBER STAMPS

GOT MOAB?



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Welcome to On-line Registration

We are excited about our new on-line event registration and hope that you like it as well. We have been talking about the day this would be more than a dream for several years. Now after several months of meetings - testing and even more meetings it has become a reality. You will be able to register online for your complete event planning. No more 1st, 2nd & 3rd choice confusion. You will have immediate confirmation of your trail desires.

The registration system will open to the public at midnight on January 20, 2012. This should give everyone an equal chance to get their trail choices.

We have such a unique event, what with the number of trails, the diversity of days offered and the 9 full days of offerings we were unable to use a 'canned' program. Our programmers understood this and worked hard to meet our every need and deadline. As a last test we turned Red Rock 4-Wheelers loose on the site to make sure it was user friendly.

We think you will like registering this way since the response time is immediate when you register for a trail and your confirmation is sent back to you via your e-mail.

In order to actually register you will need to set up an account - this will open a registration window where you can start choosing trails. Eventually you will be able to look at your history of event attendance. The site will walk you through this.

Just a few quick tips to help you negotiate the site then it's up to you to design your vacation. After you have set up your account you will be ready to proceed with the registration process. You may want to have your vehicle specs in mind as well as



the license number, since these will be required to complete your registration. The next page you will see is a sort of "check it out" page, you can look at all the trails and trail details by clicking on the trail name, without ever registering, as much as you like. Want to know what the difficulty rating is; just click the jeep/number icon. Is there room for me on a certain trail, look to the right of the trail name and the number shown under the day column will show how many spaces are available at that moment.

A zero on any day indicates the trail is not being offered that day or is already sold out.

After you have made your trail selection(s) you will proceed to checkout, just like the thousands of web sites available today. At this point you will also be able to join the Red Rock 4 Wheelers if interested and also sign up for some other activities.

The Lottery system is being discontinued. It was a great way to make sure everyone had an equal chance to get their choices no matter how far away they lived. Gone the way of the lottery is group registration. However, get together with your friends - plan what you want to do and everyone get busy on the web site at the same time and you should be able to be together.



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FLYING SAUCERS
FOBLIN VALLEY
GOLD BAR RIM
GOLDEN CRACK
GOLDEN SPIKE
GOLDEN STAIRS
GOT BIKE?
GOT CHALK?
GOT DEVILS?

GET JEEP?
GOT MOAB?
GOT RATT?
GO RED DEVILS!
Got Rocks?
GREENWOOD
GRASSWOOD CANYON
HANGMAN
"HAYDUKE LAYS"
HELLDORADO
HELLDORADO
HELLS GATE
HELL ROARING RND
HELLS REVENGE
HEY JOE CANYON
HIDEOUT MESA
HIRE MOAB
HOLE IN THE ROCK
HOTEL ROCK
HUFRAN PASS
I BROKE DOWN ON...
I DROVE THE...
I ROLLED ON...
I SURVIVED!
JEEP MOAB
KANE CREEK CANYON
KAYAK MOAB
KENNY'S CLIMB
KLONDIKE BLUFFS
LABS FOREVER
LAUNCH PAD
LA SOTA PASS
LIONS BACK
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MOAB RIM
MOAB ROCKS
MOAB, UTAH
MONITOR & MERRIMAC
MONUMENT VALLEY
MOTHER-IN-LAW HILL
NONE BENE' LEFT CAMP?
NATURAL BRIDGES

ONION CREEK
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POOLS CANYON
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ROCK CHUCKER HILL
ROCKER GLOCKER
ROCK PILE
ROLLER COASTER
ROSE GARDEN HILL
RUSTY NAIL TRAIL
SAND FLATS ROAD
SAN RAFAEL SWELL
SEVEN SPIRE
SEVEN MILE RAZM
SHAFFER TRAIL
Shake Moab
SLICKROCK
SOVEREIGN
STEEL BENDER
STRIKE RAVINE
TENMILE WASH
THE BIG UGLY
THE PICKLE
THE SQUEEZE
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WESTWATER ROCKS
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WHITE RIM
WHITE WASH SAND DUNES
WYOM-MAYSON?
WIPE OUT HILL
VENOUD OHN
ZION NATIONAL PARK
Z-TURN

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The Red Rock 4 Wheelers have received a fair amount of comments concerning Easter Jeep Safari attendees ending up with trail choices that were more than they expected as to four wheeling, and less than they expected in the time allowed to enjoy the scenery in our area. We further noted that close to 30% of participants are here for the first time. Recently we began efforts to offer walk-in registration a little removed from the busy registration desk. The hope was that people would ask questions, look at the slide show we had, and maybe end up with a better experience at our event. This year we are going to try expanding on that small start.

The **Safari First Timer's Package** is going to feature three scenic trails, each going to a different area near Moab. All are regular Jeep Safari trails. The package will start day 1 (Sunday, April 1) with the easiest trail, and each day after will

Chicken Corners Vista Overlook



3D Slickrock Climb



The third day will feature the 3D Trail, rated 3. *(For complete description see page 28)* The package is priced the same as any three day selection of safari trails; the difference will be four wheeling with the same fellow jeeps and officials each day. **NOTE: Please make sure you have a CB radio in good working order to get the maximum benefit from this package.**

The Secret Spire



feature a trail a bit more difficult than the prior day's offering. The same trail officials will be used all three days, so you will get to become familiar with them. We want to emphasize that this is not intended to be a lesson in how to drive your 4x4, we expect participants to have knowledge of their vehicle and the basics of how to operate it on 4x4 trails. Our officials may offer tips at times on surmounting obstacles unique to the Moab area (which we encourage all our officials to do) but they are not there to conduct a "Jeeping 101" class. Remember, scenery will be the emphasis of this package; call it a four wheel drive tourist experience.

We will start the package with the Chicken Corners Trail, rated 2. *(For complete description of trail see page 34)* Day two will feature the Secret Spire Trail, another 2 rated trail that is slightly more challenging than Chicken Corners. *(For complete description see page 88)*

3D Scenic Vista



Packages

Sophomore Package

We've designed this package of three trails to be a step up from the First Timer's Package we began offering. The idea is the same-three trips over three days, difficulty level increasing a bit each day, different areas for different scenery every day, and the same companions and trail officials throughout. If you did the First Timer's last year, and want to step up, here you are! If you are new to this concept, yet want an intermediate experience at Easter Jeep Safari without the hassle of planning



Copper Ridge Jeeping

your different trail days, well, here you go!

This package will start with our Copper Ridge Trail for its first day (Tuesday, April 3). The beautiful but weirdly colored area just west of Arches National Park is the focus of this trip. Day two features the Seven Mile Rim Trail (Wednesday, April 4). The first half of this trail will allow you to get a



7 Mile Rim Jeeping

bird's eye view of the Copper Ridge Trail's beginning section, all the while offering more and different 4wd challenges.

The second half moves away from the rim of Sevenmile and into Courthouse Pasture for additional 4 wheeling fun and abundant scenery as well. Day three features the Fins & Things trip (Thursday, April 5), a slick



Overlooking Copper Ridge from 7 Mile Rim

rock jeeper's delight! This trip is close to town and introduces jeepers to the fantastic traction slickrock fins and domes offer. Boy, and talk about scenery! The La Sal Mountains form a nearby backdrop for many of your slickrock adventure pictures. Just be careful to keep your eyes on the trail because your passengers are going to be marveling over the views.



Fins & Things

General View of Fins & Things

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Application for Membership in Red Rock 4 Wheelers, Inc.

(PLEASE PRINT - correct information is very important for our mailing list!)

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Address _____

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Phone _____ Work Phone _____

e-mail _____

Level of membership:

Associate Member - \$40.00

- Receive special edition quarterly newsletter, the annual Jeep Safari Newspaper, and a special edition RR4W logo decal.

Gold Member - \$500.00

- Black Red Rock Jacket with name embroidered on front.
-OR- Gold Member Appreciation Plaque with name engraved.

- Size of Jacket _____
- Name on Jacket _____
- OR- Name on Plaque _____

- Receive special edition quarterly newsletter, the annual Jeep Safari Newspaper, and a special edition RR4W logo decal.

The Red Rock 4-Wheelers Inc, invite you to become part of an exciting Moab tradition! Worldwide, the Moab, Utah based club is as famous for hosting the annual Easter Jeep Safari as the red rocks are themselves. Since the inception of the event, local volunteers have worked through the year to pull off the largest and most well-known "happening" for recreational four wheeling. They couldn't have done it without the extended family of associate members.



Now, you too can be a part of the Moab tradition by joining the Red Rock 4-Wheelers as a **Associate Member**! Just \$40 for one year, makes you a supporter. You will receive a quarterly newsletter, the annual Easter Jeep Safari newspaper, and a special edition RR4W logo decal to proudly display on your 4x4 vehicle. A major portion of your membership support is put towards the efforts of the club to maintain the Moab area trails that the world enjoys, and interact on behalf of the four wheeling community to keep access available to the public. This money goes to the MUD Fund (Multiple Use Defense). See page 16 for more complete information.

If you are really dedicated and enthusiastic about helping the club continue its efforts, then the **Gold Member** option may be just the right match. For a \$500 dollar donation, you will receive an exclusive Black Red Rock jacket with the club emblem on the back with your name embroidered on the front, or select the Gold Member appreciation plaque, custom engraved with your name, the name of your club, organization or supporting business. Your support will also be recognized in the newsletter and online at the club's official website. You will receive the special edition quarterly newsletter.

For more information on all of the activities the club is involved with year round, visit www.RR4W.com where you can also find out how to purchase unique club items for sale. Stop by registration and say hello, purchase something fun to remember your Easter Jeep Safari experience, or sign up to support the club and truly become a part of the Moab tradition!

Cut out application form and mail with your check payable to:

Red Rock 4-Wheelers
P.O. Box 832 Moab, Utah 84532
or Register on-line at
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So You Think You Want To Be A Trail Official?

The Red Rock 4 Wheelers obviously need a lot of help to put on the Easter Jeep Safari (and Labor Day Campout). How does an interested person advance to become a trail official? We really want people who are familiar with our events, so having been a registered participant at two events (Safari or Campout) within the most recent 5 years becomes the first requirement. One must also be a club member; local voting members are the obvious first choice since they are usually available to learn the intricacies of the trails. However, Associate members are also eligible. If you are interested in becoming an associate member, see more details on page 12.

Newcomers are usually scheduled as "gunners" (assistants) on trails so experienced club members can gauge their performance against the criteria listed below.

What Is Expected of Trail Officials?

- **Attendance at the trail official Safety Meeting at the Spanish Trail Arena.** This meeting allows Club officers and local officials to



pass on important information that concerns the running of Jeep Safari. Contact phone numbers, club updates on trails and procedures, law enforcement plans, and how Safari officials can get help on the trails; all these are covered at this meeting.

- **Show up for the trails you will be an official on.** Usually 45 minutes early is about right. Registration lists must be verified against the vehicles in attendance, liability releases distributed and collected, and participant's questions answered. (Notify the registration desk ASAP if you break or are unable to fulfill your responsibilities. The sooner the Club is notified the better chance there is to find a replacement for you.)
- **Officials are expected to know how to get from one end of the trail to the other.** A good official advises and guides his or her charges; helping drivers pick the proper line for an obstacle allows you, as an official, to share your experience with newcomers. Use the CB. Passing on local items of interest, scenic views, or notes on trail conditions helps keep the CB channel clear for use as well as making the trail more interesting for participants.



- **Enforce Club, BLM and safety rules for proper trail etiquette.**

Being a trail official has many responsibilities with few privileges. Note that having an "official" flag on your vehicle does not entitle you to join a trail you have not registered for. Officials have already been given priority for trails on their free days; they will not be allowed to abuse these privileges.

If you have made it this far, you are probably asking yourself - What is the upside of this "official" business? The answer is not much unless you love four wheeling, lots of great scenery and a large group of new friends with common interests. As a working official, you will receive an invitation to the Safari workers party, held during Easter Safari. This family-oriented party is an opportunity for all of the workers to get together and socialize.

As a working official you receive a t-shirt for you from the club. These t-shirts are produced by the T-Shirt Shop in

Moab to your specifications. You will also receive a modest stipend for fuel, which many of our regular officials donate back to the club's MUD Fund. If you survive three years of being an official, you will receive a club jacket with all of the club trimmings: patches, name, etc.



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2012 Mud Fund Supporter Program

A new program to benefit the Red Rock 4 Wheelers MUD fund, (see page 16 for more complete details on MUD fund) was tested in 2010 and found to be very successful. In its simplest form, it allows a participating vendor to make a donation to the MUD fund in return for becoming a "Trail Supporter".

The 2010 success was followed in 2011 by the addition of more companies wanting to join in the effort. Quadratec, JT's Part's, Preferred Chassis, Poison Spyder, Jeep, and MoPar joined the parade of contributors. As a "Trail Supporter" the business will be acknowledged on the trail description page of this newspaper as a supporter and will also be actively involved on the trail on the day of their choosing. Put another way, they are paying the club for the privilege to go along on the trail and interact with you as a participant. The 2011 experience was well received by the trail leaders

and also, more importantly, the participants. All of the participating vendors choose to bring to each trail line-up a bag of goodies, which included a few small souvenirs. It is fast becoming a one-upmanship game by the vendors. One vendor who has already signed up for 2012 has plans to provide ice cream treats at lunch and another has indicated he may provide a catered lunch.

As you look through this newspaper at the trail descriptions trying to choose your trails, look for the company logos that will indicate a "Trail Supporter". Choosing that trail for a given day may give you some extra surprises, besides just a great scenic trip.

The Red Rock 4 Wheelers are thankful for this show of support to the clubs MUD Fund, which goes a long way towards our trail defense for the benefit of all of us in the four wheeling community.

Safari Trail Supporters for 2012

As the Safari Newspaper was going to press, the following trails had "Trail Supporter" commitments. It is expected that others may sign up by the time of the 2012 Safari. A complete list will be available at registration.



Sunday, April 1

Monday, April 2

Wednesday, April 4

Sunday, April 1

Chicken Corners - Quadratec

Monday, April 2

Pritchett Canyon - Mountain Off Road Enterprise (MORE)

Secret Spire - Quadratec

Tuesday, April 3

3-D - Mickey Thompson Tires
Hell's Revenge - Discount Tire Company
Moab Rim - Discount Tire Company
Pritchett Canyon - Nitro Gear & Axle
Steel Bender - Eaton Performance

Wednesday, April 4

Cliffhanger - Discount Tire Company
Fins & Things - Discount Tire Company
Hell Roaring Rim - Dick Cepek Tires
Kane Creek Canyon - Eaton Performance
Seven Mile Rim - Quadratec

Thursday, April 5

Metal Masher - Discount Tire Company
Poison Spider Mesa - Discount Tire Company

Saturday, April 7

Strike Ravine - Eaton Performance

DISCOUNT TIRE

Tuesday, April 3
Wednesday, April 4
Thursday, April 5



Monday, April 2



Tuesday, April 3



Tuesday, April 3



Wednesday, April 4



Tuesday, April 3
Wednesday, April 4
Saturday, April 7

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“The MUD Fund”

The Red Rock 4-Wheelers try to reserve a little strength to keep our recreational trails open. To that end, Red Rock 4 Wheelers have been setting aside some funds for emergency use. We call it the Multiple-Use Defense (MUD) Fund. Often, people who have had to cancel registrations have told us to apply it to efforts to keep the trails open. Those amounts have gone to the MUD Fund. Sometimes people have been unsure of dues or fees and directed us to use the excess for this purpose.

When trail access or other multiple uses of the public lands are threatened, it is safe to say that the most important defense need is someone's time and effort. It takes dedicated personal effort just to plan how to spend available money — but the money is almost always needed. The most serious threats are likely to call for professional services, probably legal counsel and actions.

To this end Red Rock 4 Wheelers pursued a lengthy legal action against the State of Utah Institutional Trust Lands Division and some private individuals that purchased a parcel of State Trust lands. This issue was caused by the failure of the State Lands Agency to recognize a traditional right of way and pass title to the buyers with a clear title. We were joined in this action by San Juan County, who took the position that it was an RS 2477 road and should not be closed. Seven Years and many man hours later, this case was decided by the Utah State Court of Appeals in favor of the Red Rock 4 Wheelers at a cost to the club Mud Fund of over \$75,000.00

At the beginning of 1991, the existence of the Easter Jeep Safari was threatened when the BLM's issuance of our 5-year permit was appealed by the Sierra Club Legal Defense Fund (later renamed) on behalf of the Sierra Club, the Southern Utah Wilderness Alliance, and the Wilderness Society. That appeal was considered by the Department of the Interior's Board of Land Appeals (IBLA). In that appeal procedure, Red Rock 4 Wheelers was not part of litigation but were permitted to submit arguments. It seemed that the arguments needed were not of a legal nature but rather were related to an understanding of the land and the nature of the permitted event. The Red Rock 4-Wheelers submitted a rebuttal, therefore, that was based on the merits of the case rather than legal issues.

The rebuttal, a 31-page document containing 14 photographs, was prepared by a volunteer layman member of the club. We believe that our effort helped the BLM prevail in this action.

The special event use permit that the Jeep Safari is required to have by the BLM expires in 2012. We expect that we will once again be challenged by SUWA and may very well be faced with litigation. The amount of money required to continue these legal actions has brought the club to a much higher level of awareness of the need to increase the cash flow into the MUD fund. What started out as selling MUD pins at registration, has now become a major fund-raising effort. The Red Rock 4 Wheelers have received a number of contributions by



other four wheel drive clubs and many of our vendors at the Safari Trade Show give us sizeable donations. One of BF Goodrich's Outstanding Trails Awards, which came

with a significant donation, was put into the MUD Fund.

In response to the 2007/08 effort by the BLM to develop a new resource management plan (RMP), the Red Rock 4-Wheelers joined with the Blue Ribbon Coalition (BRC) and through donations by members and associate members, the club matched all of these donations which helped the BRC to increase their support to Moab trails. This major effort resulted in influencing the local BLM to leave all of the Safari trails open for the foreseeable future. A few very minor segments of trails that the Red Rock 4-Wheelers acknowledged were just two ways to reach the same point were closed, but it was felt that these minor losses were more than offset by the gains that we made.

Red Rock 4-Wheelers have also contributed to the Utah Four Wheel Drive Association to their trail protection efforts in other parts of the state of Utah.

The Red Rock 4 Wheelers are committed to defend the Jeep Safari trails for all of our loyal supporters to enjoy, but we need your help.

This help can be both financial and/or by writing your respective state and national legislators when there are land use issues.

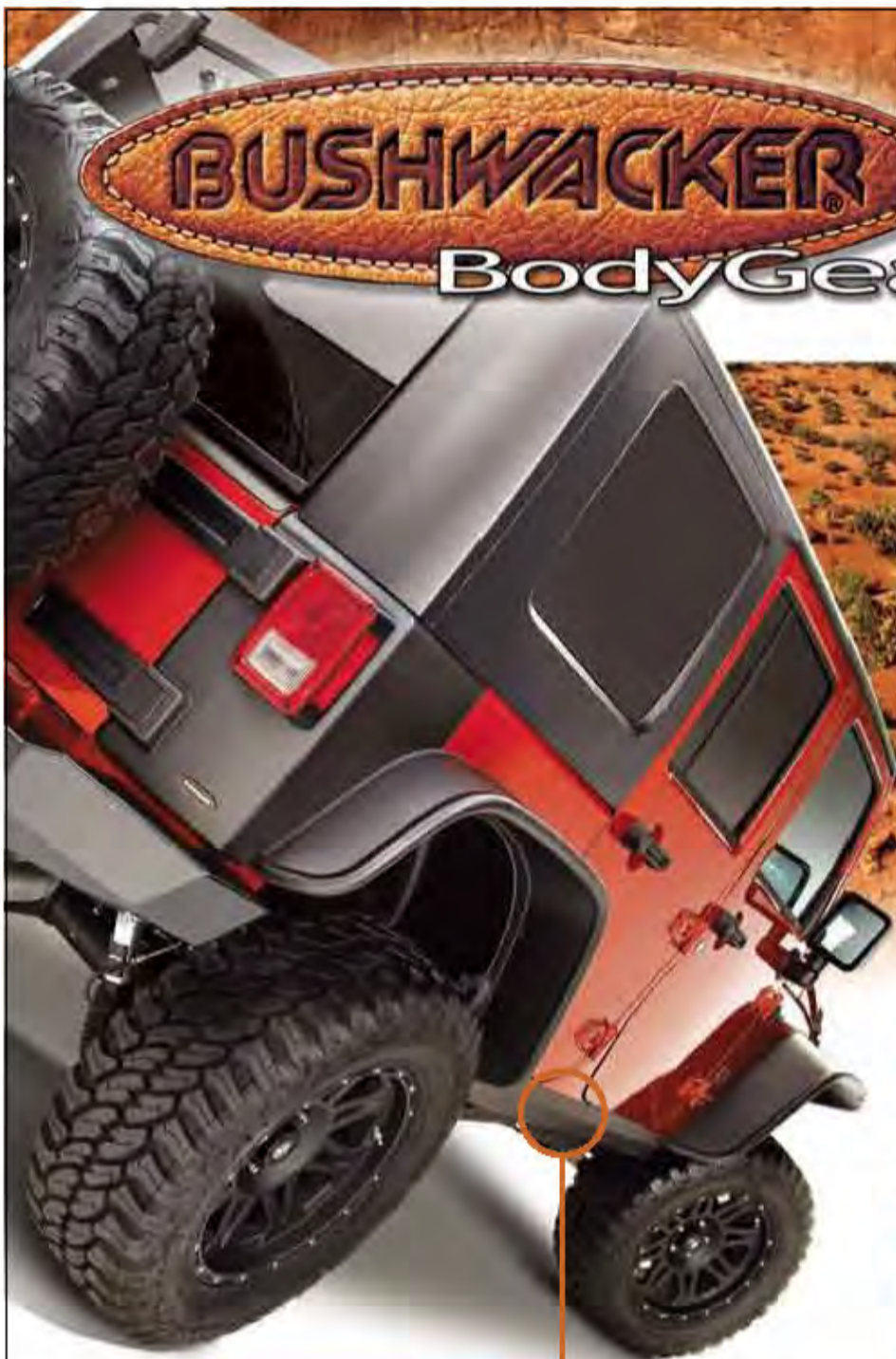
The Red Rock 4-Wheelers, Inc., is a non-profit corporation in the state of Utah (though not “non profit” for tax purposes).



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What You Need on the Trail



Unless your Jeep is a lot bigger than mine, you won't be able to carry everything you might need, but it can't hurt to try. Here are some thoughts on the most important items.

Bring lunch. We suggest that you include a good supply of beverages, and we urge you to make them "soft" drinks. Water is an excellent choice. The dry climate requires that you drink more than you might expect, even on the cooler days.

Bring "spring" clothing for spring weather; the range of temperatures during the day may have you changing outerwear again and again. Past Safari's have experienced days bordering on hot and days with snow and cold wind — not likely, but not unusual in the Spring.

A Citizens Band (CB) radio is not required but is highly desirable for group travel. Communication is important for safety and keeping the group together; you can be warned of road damage and can be aware of stalled vehicles. Furthermore, your trail leader will be telling those "with ears" what is going on at the front of the line and may share pleasant tidbits of local geology and history.

Bring all the emergency gear you can reasonably carry, including personal items like sun lotion. You know the rest...first aid, tow strap, fire-extinguisher, jack, spare tire, etc. Make that tow strap the kind with loop ends; any hooks should already be secured to the vehicle. And remember, your registration fee doesn't include towing insurance, although we and

other buddies often help when we can. The most experienced drivers have learned which parts are likely to fail on their vehicles, and they are often willing to make loans to the less fortunate.

Fill your tank, few trails require extra fuel. The longest trips, the Hole in the Rock and Hotel Rock, may require fuel stops along the way. Elephant Hill is 175 miles total, but only two others (Dome Plateau and Top of the World) come near to being 100 miles.

Do bring a suitable four-wheel-drive vehicle. The term "jeep" in the event name should imply that we expect high-clearance, off-road vehicles with two-speed transfer cases. Neither motorcycles nor ATV's are suitable because their pace of travel is incompatible with the trucks. It is impractical to include vehicles that are not legal for use on the paved roads.

If your truck is showroom new, study the trail descriptions or talk to our experts. Some trails have many opportunities to scratch the paint and sheet metal, and you should be forewarned. Otherwise, stock vehicles should be capable of most 3 rated trails, but some of the newer, larger SUV's may want to choose a notch easier on the rating scale. Check on the trail specifics if you have long wheelbase, long overhangs, or fancy paint. Be wary if you have installed "rock-magnets" like driving lights or running boards as they might not make it to the end of the trail.



Visitor Information

A worthwhile stopping place in Moab is the multi-agency Moab Information Center (MIC). It is a joint effort of the U.S. Forest Service, National Park Service, Bureau of Land Management, Moab Area Travel Council, and Canyonlands Natural History Association. It provides "one-stop shopping" for visitor information with a location as central — Center and Main Streets — as you can get. They have maps, books,

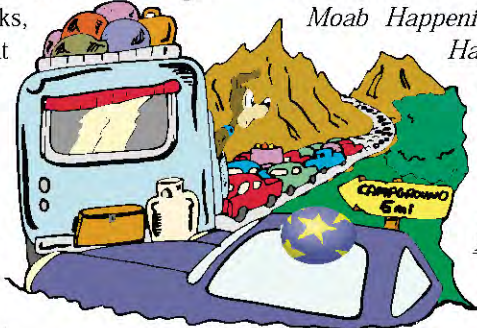
and brochures that cover both public and commercial recreational opportunities. The MIC is located close to other outlets for books and maps. In addition to the well-known National and State parks, there are BLM recreation areas, a national forest, a state forest, and lots of spectacular country that is overlooked by "park collectors." Besides four-wheeling, hiking, camping, mountain biking, river running, golfing, and other outdoor recreational opportunities abound.

For information by mail, a centralized source of information is the Moab Area Travel Council, P.O. Box 550, Moab, Utah

84532. The local telephone number is (435)259-8825, and the toll-free number is (800)635-MOAB. The Travel Council also maintains the web site www.discovermoab.com. For information relating to businesses, try the Chamber of Commerce of Moab, 217 E. Center, Ste. 250, Moab, Utah 84532, (435)259-7814.

Another great source of visitor information in the Moab area is the *Moab Happenings* newspaper. *Moab Happenings* has up-to-date information on lodging, restaurants, events, shopping and more (including your monthly horoscope!). *Moab Happenings* is available by subscription at (435) 259-8431 or on line at www.moabhappenings.com. When in Moab, pick up a current copy of *Moab Happenings* at many locations around town.

The Green River Visitor Center, (phone 435-564-3526), is open year around. as well. Located inside the fascinating John Wesley Powell River History Museum 885 E. Main St., The exhibits are worth an additional reason to visit there.



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Ladies Run(s)

Why should the guys have all the fun? That's the question a number of female club members asked many years ago, and the Ladies Runs were born. The concept is pretty simple: on designated Safari trips all the drivers must be female. Of course the rest of the family is still welcome to come along,

just like any other EJS run. The guys just get to be the passengers as their wife, girlfriend, daughter, mother, grandmother, or mother-in-law pilots the vehicle over one of Moab's famous trails. Maybe in the spirit of it all, the guys can take over the role of watching the kids or pets since they're not used up piloting the rig,

For 2012, the club will be offering two ladies optional runs for your wife's or girlfriend's enjoyment.

Tuesday, April 3rd will be a special benefit trail on Fins & Things. (See related article on this page.) Friday, April 6th the ladies will venture out on Porcupine Rim.



Porcupine Rim

spectacular views of Castle Valley and its much photographed rock formations.

Melanie Tackett will be leading our latest addition to the ladies offerings. We've added a benefit run on Wednesday for the Susan G. Komen for the Cure Breast

Cancer Foundation.

Each participating vehicle will be asked for a donation of just \$10. A BBQ hot dog lunch will be provided somewhere along the trail (cooks to be guys), with donations again gratefully accepted. The RR4W Club has committed to match these individual donations so a significant amount can be sent to the organization. This trip raised \$374.00 in 2011 which the Red

Rock 4 Wheelers matched.

The trip itself will be over the famous 4 rated Fins & Things trail (See page 59 for complete description), one of this area's premier slickrock trips. This trip is accessible to most stock 4x4's, and ALL women drivers with a bit of courage.

So come on along all you Jeepers. Load up the family and join us for one of these exciting and fun Ladies Trips. See what a fun time they can be! Don't forget the camera, the memories should be fantastic, we know the scenery is.

NOTE: For those who are unaware, the Susan G. Komen for



Fins & Things

the Cure foundation was formed in 1982 to honor Susan's courageous fight against breast cancer and is dedicated to finding a cure for breast cancer, which currently strikes 1 out of every 8 women in their lifetime. It also strikes men, although only a small percentage. Visit www.komen.org for more information. Make a difference combating this disease and have a good time doing it.



Janina Fiedler will be leading our usual Friday ladies run. 5 rated Porcupine Rim (See page 77 for complete description) has been selected for the trip again this year. This trip ascends up to the Porcupine Rim, and then follows it along for some



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Meet Your Trail Leaders



The Jeep Safari trails will be guided by volunteer members of the Red Rock 4-Wheelers, Inc., a four-wheel drive club based in Moab. Leading the trails was once a Moab responsibility, but we now have trail leaders and "gunners" coming from 22 states in the U.S., plus Canada and two European countries. In 2012, the following 88 members will be leading the lines on at least one trail and many will be gunning other trails, as well:



Linda Adams - Salt Lake City, Ut
 David Adams - Moab, Ut
 Garrick Ainge - Moab, Ut
 Rod & Marcie Andrew - Spanish Fork, Ut
 Jay & Dana Archibald - Layton, Ut
 Steve & Patty Barnett - La Sal, Ut
 Norman & Rose Bartell - Magna, Ut
 Jason Beddoes - Moab, Ut
 Butch & Eve Brannan - La Sal, Ut
 James Broadbent, DDS - Henderson, Nv
 Guy & Lynda Brown - Salt Lake City, Ut
 Larell Brox - Moab, Ut
 Ken & Betty Bunge - Grand Junction, Co
 Steven & Beverly Bunge - Moab, Ut

Richard & Terry Burg - Covington, Ky
 Norm & Pat Burrow - Farmington, Nm
 David & Connie Christensen - Warrenville, Il
 Travis & Teri Clark - Moab, Ut
 Guy & Carolyn Corway - Albuquerque, Nm
 Jerry & Lisa Cook - Lehi, Ut
 Don & Karen Cravens - Farmington, Nm
 Larry & Tricia Crist - Littleton, Co
 Tom & Dottie Darling - Depew, Ok
 Roy & Laura Davidson - Hemet, Ca
 Brett & Lori Davis - Draper, Ut
 Gene Day & Phyllis Adams - Moab, Ut
 William Dean - Montrose, Co
 Derek Dunsmore - Neola, Ut
 Tony & Rhonda Eyman - Moab, Ut
 Janina Fiedler - Grand Junction, Co
 Melissa Fischer - Moab, Ut
 Matt & Lisa Goetsch - Montrose, Co
 Aaron & Catherine Graves - Bountiful, Ut
 James & Kimbirlee Graves - Farmington, Ut
 Brad & Rhoda Green - Telluride, Co
 Jerry & Lucy Hansen - Moab, Ut
 Brady & Jody Hansen - Pleasant Grove, Ut
 Kevin Hawkins - Murray, Ut
 Skip & Janet Herzog - West Jordan, Ut
 Rex Holman - Moab, Ut
 Robert & Marsha Humphreys - Moab, Ut
 Bart & Janeal Jacobs - Orem, Ut
 Jake & Joyce Jacobson - Erda, Ut
 Nancy Jenkins - Farmington, Nm
 K. Casey & Andi Kay - Montrose, Co
 Bob & Shirley Keniston - Edgewood, Nm
 Curtis & Debra King - Moab, Ut
 Ber & Charlotte Knight - Moab, Ut
 Frenchie & Karen Lachance - Ramona, Ca
 Chuck & Juanita Laurencis - Moab, Ut
 Curtis & Gennie Leonard - Phoenix, Az

Charles & Karen Leonard - Mesa, Az
 Larry & Sharon Long - Moab, Ut
 John Marshall - Moab, Ut
 Justin & Heather May - Tooele, Ut
 Doug & Camma McElhane - Moab, Ut
 Jeramey & Mary McElhane - Moab, Ut
 David McIlrath - Lander, Wy
 Dan & Debbie Mick - Moab, Ut
 Robert Micklick - Clifton, Co
 Jim & Mary Ann Molter - Moab, Ut
 Scott & Nicole Morrison - Moab, Ut
 Bob & Annette Myers - La Sal, Ut
 Brian & Debi Nish - Orem, Ut
 Robert & Sarah Omer - Highlands Ranch, Co
 Devon Parson - Moab, Ut
 Marlene Parson - Moab, Ut
 Perry & Leila Reed - Montrose, Co
 Pj & Kristin Roubinet - Clearfield, Ut
 John & Sonja Sensenbrenner - Moab, Ut
 Marlin & Julia Sharp - Lindon, Ut
 Matt & Cynthia Spencer - Salt Lake City, Ut
 Joe & Nancy Stanley - Tybee Island, Ga
 Jeff Stevens - Moab, Ut
 Susan Stevens - Moab, Ut
 Gail Straty - Ft Lupton, Co
 Paul & Michelle Sutor - Salt Lake City, Ut
 Dave & Debbie Swafford - La Sal, Ut
 Eric Swafford - La Sal, Ut
 Melanie Tackett - Layton, Ut
 Robert Telepak - Bosque Farms, Nm
 Dieter Thoery - Liechtenstein, Europe
 Robert & Misty Thornock - Salem, Ut
 Rich & Marilyn Weigand - Goodland, Ks
 Perry & Linda Willard - Ogden, Ut
 Rick & Eileen Wolcott - Castle Valley, Ut
 K.L. & Erin Young - Moab, Ut

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Trail Helpers

The leaders wear the big smiles, but much of the work is done by the other helpers, sometimes called "tailgunners" and "waistgunners." They are in some ways the most important Red Rock 4-Wheelers on the trails -- the ones we depend on for taking care of breakdowns or getting help in case of emergency. The following 142 are likely to be seen with OFFICIAL flags sometime during the event.



Jeremy & Jessica Abrams - Helper, Ut
 Marty & Debra Abrams - Riverton, Wy
 Misty Adams - Moab, Ut
 Michael & Bennie Ames - Lewisville, Tx
 Paul & Sabine Anderson - Madera, Ca
 Richard Anderton - Larkspur, Co
 Justin Andrew - Spanish Fork, Ut
 Trevor Andrew - Spanish Fork, Ut
 Jason & Crystal Archibald - Layton, Ut
 Ashley Archibald - Layton, Ut
 Jeff Awmiller - Halls Crossing, Ut
 Jay Barnett - Compton, Ca
 Rolf & Sonja Baumgartner - Switzerland, Gl
 Glenn & Jo Baxter - Green River, Ut
 David & Maure Bell - Valley Mills, Tx
 Tim & Delilah Berry - Weatherford, Tx
 Kenneth L & Angela Book, Jr. - Moab, Ut
 Lori Brannan - La Sal, Ut
 Matt & Krista Bray - Eagle Mtn, Ut
 Ron & Linda Brewer - Moab, Ut
 Eric & Kama Brewer - Moab, Ut
 Maurice Brown - Brentwood, Ca
 Bruce & Kim Bryant - Riverton, Ut
 Marc & Marnie Bryson - Woods Cross, Ut
 John M. & Anne Camblin - North Liberty, In
 John W. & Gretchen Camblin - North Liberty, In
 Brian & Beckie Cannon - Salt Lake City, Ut
 Bob Camey - Casa Grande, Az
 Dr. Thom Charon - Canada,
 Jared & Dana Chiara - Price, Ut
 Collin & Theresa Clock - Grand Junction, Co
 Pete & Doe Clore - Grand Junction, Co
 Steve Collins - Durango, Co
 Tracy Conway - Albuquerque, Nm
 Torry & Julie Cortez - Farmington, Nm
 Earl & Wilma Covey - West Haven, Ut
 Luke A Darling - Sharon Center, Oh
 George Demetropolis - Bluffdale, Ut
 Michael & Samantha Dosen - Johnstown, Co
 Kevin & Melissa Dull - Moab, Ut
 Paul (Dan) & Becky Dunaway - Casa Grande, Az
 Brandon & Phoenix Durrant - Plantation, Fl
 Blaine & Caroline Durrant - American Fork, Ut
 T. J. & Louetta Edwards - Moab, Ut
 Kenneth Emory - Montrose, Co
 Dan & Ilona Ence - Saint George, Ut
 Russ & Becca Erickson - Evanston, Wy
 Edward & Marylou Evans - Anoka, Mn
 Scott B. & Debra K. Ferguson - Grand Junction, Co
 Tracy Fiedler - Grand Junction, Co
 Gary Fischer - Moab, Ut
 Peter & Faye Fogel - Glade Park, Co
 Duaine & Carma Galloway - Duchesne, Ut
 Kenneth Gaw - Albuquerque, Nm
 Kim Geary - La Sal, Ut
 Larry Gee - Rapelji, Mt
 Dave & Dee Ghost - Vail, Az
 Mark A. Gonske - Conifer, Co
 Edward Gough & Jeri MacAdams - Moab, Ut
 Gary & Dena Graves - Irvine, Ca
 Chuck Griffith - Howell, Mi
 Glen Hawkins - Alma, Ga

Kevin E Hawkins - Montrose, Co
 Clark & Linda Hendrickson - Pahrump, Nv
 Steve & Elizabeth Hinken - Los Lunas, Nm
 Timothy & Sue Hodgkins - Napoleonville, La
 Matt & Renee Hornback - Lindon, Ut
 Clete & Randi Hruska - Apache Junction, Az
 Bill & Debra Hughes - Grand Junction, Co
 Pete & Ann Jackson - Canada,
 Richard & Jennifer Jenkins - Farmington, Nm
 Davy Jones - Canon City, Co
 Michael & Joanne Kelso - Alameda, Ca
 William Kenney - Flower Mound, Tx
 Larry & Sue King - Marana, Az
 Jeremey & Brianna King - Moab, Ut
 Karen & Cory Kirkman - West Haven, Ut
 Bob & Patsy Kraft - Moab, Ut
 Thomas J. Love - Ely, Nv
 Lenn Lundman - Moab, Ut
 Ronald J. Lyman - Farmington, Nm
 Hurshell Malone - Ft. Lupton, Co
 Ray & Marianne Marler - Sacramento, Ca
 Kenneth & Donna Mattus - Washington, Ut
 Mike & Ellen McAlister - Camp Verde, Az
 Gaylord & Linda McCall - Orient, Ia
 Gene (Willie) & Beckie McCann - Laporte, In
 Ferris & Jeani McCollum - Montrose, Co
 Russell & Talina McConahay - Salem, Ut
 Tom McCready, II - Silverthorne, Co
 Tom (Floyd) McCready, Jr - Arvada, Co
 Dee McNenny - Carbondale, Co
 Richard Mick - Moab, Ut
 Mike & Jenalyn Mills - Lehi, Ut
 Kenneth Minor - Moab, Ut
 Rick Moore - El Cajon, Ca
 Brian & Darla Morris - Delta, Co
 Carl & Vicky Nesbitt - West Valley City, Ut
 Warren & Coni Nielson - West Valley City, Ut
 Darrel & Brenda Nish - Provo, Ut
 Drew Norman & Joanna Duckworth - Waddell, Az
 Allan & Janene Olsen - Provo, Ut
 Larry & Linda Olsen - Ogden, Ut
 Leon H Olson - Spanish Fork, Ut
 Tracy & Marclyn Payne - Englewood, Co
 Christopher Payne - Kennewick, Wa
 Terry J Peavler - Buena Vista, Co
 Roger & Krista Peck - Magna, Ut
 Codey & Brooke Phillips - Orem, Ut
 John & Nancy Picken - Moab, Ut
 Aaron & Jeannette Pontius - West Haven, Ut
 Jeremy Pool - Sandy, Ut
 Rick & Dolores Purrington - Clinton, Ut
 Doug & Pam Ramsey - Hesperus, Co
 Don & Martha Reece - Arvada, Co
 Ray Richardson, Jr. & Lori Wersinger - Lakewood, Co
 Marcus Rick - Liechtenstein, Europe
 Russ & Susan Ridgeway - Provo, Ut
 Alan Riley - Fort Worth, Tx
 Paul & Jeannette Roubinet - Bountiful, Ut
 Sam & Linda Russler - La Sal, Ut
 Terry & Jane Rust - Los Alamos, Nm
 Kevin Samuelson - Farmington, Ut
 Lance & Carmen Samuelson - Farmington, Ut
 Robert & Claudia Sanders - Boise, Id
 Dave Shannon - Durango, Co
 Tyler Smith - Durango, Co
 Richard Smith - Durango, Co
 Alan & Kathy Thayn - W. Jordan, Ut
 Carl & Becky Thomas - Farmington Hills, Mi
 Kirk J Thorne - Perry, Ut
 George & Sandra Thornock - Orem, Ut
 Aaron & Nicole Tonks - Ogden, Ut
 Wayne & Barbara Van Lieu - Aurora, Or
 James Walden - Farmington, Nm
 Ed & Penny Weber - Moses Lake, Wa
 Matt & Christinne Westrich - Roy, Ut
 Jim & Mary Ann Widdison - Moab, Ut
 Greg Winters - Moab, Ut
 Jamie & Kim Wride - Salt Lake City, Ut
 Al Wudell - Grand Junction, Co



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RED CANYON OUTFITTERS

Labor Day Safari

September 1, 2 & 3 2012



Come camp with us!

Bring your family and join us for the 2012 Labor Day Safari and Camp-out!

Bring your family and join us for the 2012 Labor Day Safari and Camp-out!

If you have participated in our Labor Day Safari and Camp-out before, you will notice some big changes for 2012! Just like last year, we are keeping the "Stay together, Play together" mentality, by offering a family-focused event that includes not only wheeling together, but camping together as well as other activities. For 2012 our event will encompass camping, staging, entertainment and more.

This year we will be headquartered Moab Rim Campground located at 1900 South Highway 191. This full service campground is located at the top of the hill as you leave Moab to the South. It has all of the amenities, including water, showers, etc. RV sites and Rustic cabins will be available at discounted prices for Safari participants. 1-888-599-MOAB (6622) Spaces are limited so reserve now! We look forward to spending the weekend with you!

Your \$150 per vehicle fee includes:

A reserved tent camping area or RV parking with no hook-ups at the Moab Rim Campground exclusively for paid participants. Your campsite will be available Friday afternoon, August 31st through Monday afternoon, September 3rd.

Breakfast on Saturday morning and dinner on Sunday evening.

The chance to rub shoulders with other jeeps,

hang out in a family friendly environment, and share stories. You never know, you just might meet some great new friends.

Daily Trail runs led by fun and knowledgeable Red Rock 4-wheelers.

The following trails are scheduled to be run based on registrations and are subject to change. The schedule has been developed with family fun, scenery and short trail days in mind. Each day has a moderate, medium and a challenging trail but not necessarily vehicle damaging trail schedules.

For 2012 we are offering two new 4 wheeling opportunities. First we will have a totally new trail for the 3 day camping trip. This will be Beef Basin, which is located South and West of Canyonlands National Park and will offer a total new back country experience.

Second: taking a page out of the Easter Safari, we are offering a "first timers" two day package that will keep a group of the same jeeps together for two days. (Saturday & Sunday) Registration for the event will be available on-line in May of 2012. If you are on the Jeep Safari mailing list you will receive the registration material by USPS in June.

Attention Red Rock 4-wheelers: If you are interested in volunteering for Labor Day Safari and Camp-out, we have many volunteer opportunities in addition to Trail leader and Gunner positions. Please contact the club to find out how you can help!

2012

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Campfire Activities
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Family fun
Full weekend of Fun
\$150.00 per vehicle
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Saturday, September 1

Copper Ridge (3)
Fins & Things (4)
7 Mile Rim (4)
Poison Spider Mesa (5)

Sunday, September 2

La Sal Pass (3)
Metal Masher (6)
Hells Revenge (6)
Strike Ravine (5)

Monday, September 3

Hurrah Pass Plus (2)
Fins & Things (4)
Hells Revenge (6)

Overnight Trails

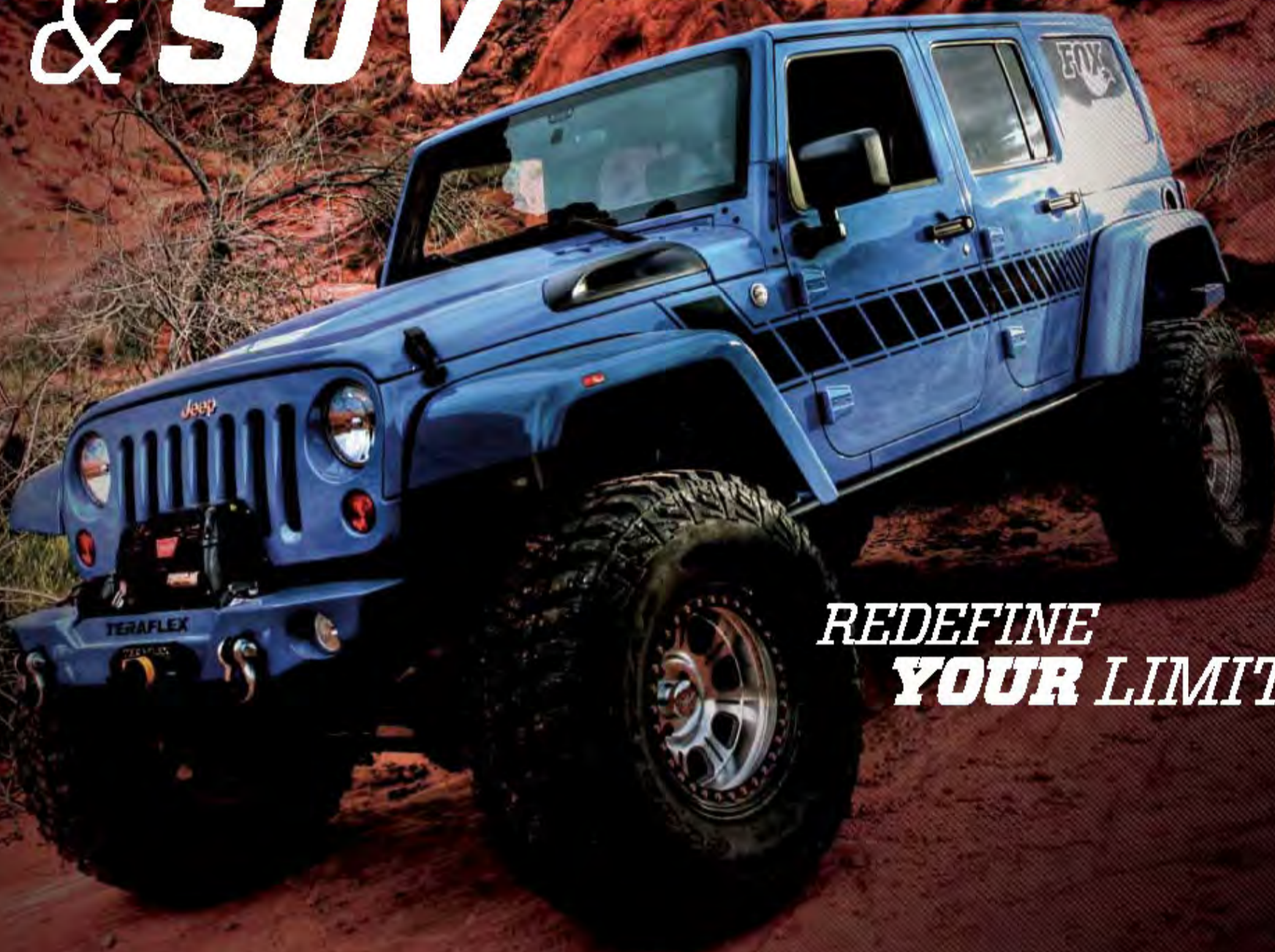
Beef Basin (6) For three days
Dolores Triangle (5) Two days –
with the opportunity to add on
Monday for another trail.

First Timers

Saturday, Sept 1, Secret Spire (2)
Sunday, September 2, 3D (3)



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Special Notes for Members & Volunteers

Easter Bunnies (Monitors)



whenever possible. We hope your children and grandchildren will be able to enjoy the land as it was when you first saw it.

Have you ever thought what an easy job it is to get people to go on trails they want to go on? It's quite a different story when you are trying to keep people off the trails they want to go on - it's really a challenge.

One week out of fifty-two really isn't a lot of time to be inconvenienced. Almost every jeeper who our Trail Monitors have encountered have been very understanding. It really has made our job easier. Thanks to all of you!

We'll be there again this year and more than likely from now on. The Club



has tried to leave days open for you to enjoy during Safari and the Monitors will have a list of alternates you can use for the day. Please note the Exclusive Use and One Way trails section in this paper. (Page

43) Exclusive Use trails include spin-off trails, such as Where Eagles Dare, etc off the beginning of Gold Bar or the end of Golden Spike and will be closed on the days that we have scheduled the use of the trail until that trail has exited.

Membership Opens Up To More 4 Wheelers

Hey - Great news! If you have been waiting to join the Red Rock 4-wheelers and become a vital-active part of a great Club, it's now possible. Now you too can be a part of Moab tradition by joining the Red Rock 4-wheelers as an **Associate Member!** For just \$40 for one year, as an Associate you will receive newsletters throughout the year, the annual Easter Jeep Safari newspaper and the opportunity to volunteer to help during Club events. You can renew annually. The Club established the MUD Fund (**M**ultiple **U**se **D**efense) for the purpose of maintaining the Moab area trails that the world enjoys, and to interact on behalf of the four wheeling community to keep access available to the public. Most of our fund raising efforts are returned to the community via donations (ie: Sheriff; hospital; Search & Rescue, and many more) and to keeping the lands surrounding Moab open for all. This membership level is available to individuals, clubs, organizations and businesses.

enthusiastic about helping the club continue its efforts, then the **Gold Member** option may be just the right match. For a \$500 dollar donation, you will receive an exclusive Black Red Rock jacket with the Club emblem on the back and your name embroidered on the front - or - select the Gold Member Appreciation Plaque, custom engraved with your name, the name of your club, organization or supporting business. Your support will also be recognized in the newsletter and online at the Club's Official website. You will receive the special edition bi-annual newsletter and a special edition RR4W logo decal.

For more information on all of the activities the Club is involved with, year round visit www.RR4W.com where you can also find out how to purchase unique Club items for sale. Stop by registration and say hello, purchase something fun to remember your Easter Safari experience, or sign up to support the Club and truly become a part of a Moab tradition.

If you are really dedicated and



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'97-06 Wrangler 6-CYL shown

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GAIN UP TO: **+29hp** **+40lb-ft**
constant-duty power



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Complete Systems yield greatest performance gains — Components also sold separately.



Banks Ram-Air® Intake

DOUBLE THE STOCK AIRFLOW

- Increases Power & MPG
- Draws cooler, denser air for more power & better economy
- Giant deep pleated filter inhales massive amounts of air for high-flow filtration



+NEW PRODUCT

Patented Technology improves performance for '91-99 Jeep 4.0L

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- Non-deforming manifold outlet seal
- Patented collector "pulls" out exhaust
- Bolts easily to stock exhaust



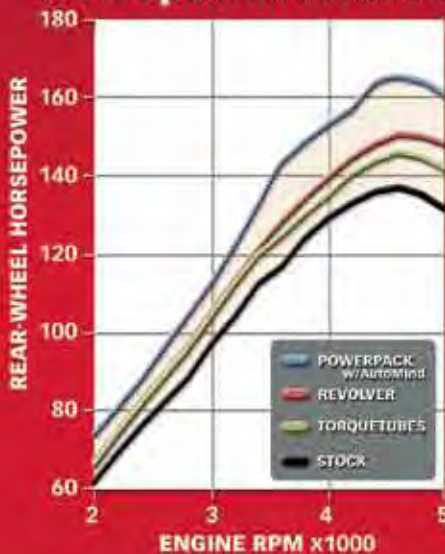
Monster® Exhaust System

FLOW, POWER & EFFICIENCY

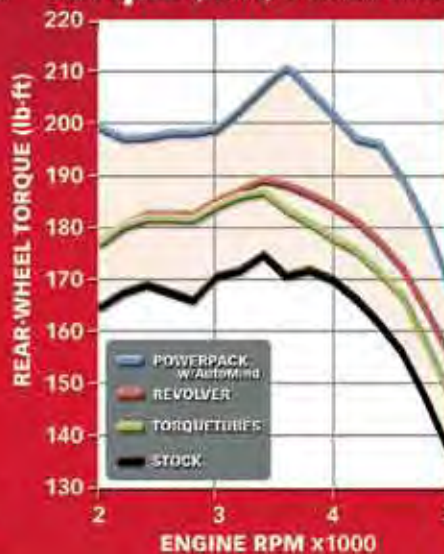
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- Rich & throaty sound

'91-99 JEEP 4.0L POWERPACK TEST DATA

Horsepower @ the Rear-Wheels



Torque (lb-ft) @ the Rear-Wheels



CHECK OUT THE RESULTS!

Banks TorqueTube headers have been the best available power producers for quite a while. About a year ago, I applied my 5 cylinder collector patent to the '91-99 Jeep 4.0L 6-cylinder header using a firing center tube & I Kicked My Own Ass! The NEW Revolver header matches the low end of the previous TorqueTube design & adds a ton of top end power.

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Gale Banks

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3-D TRAIL

“The Jack Bickers Memorial Trail”

John Sensenbrenner, Leader



The 3-D Trail tours the vicinity of colorful Hidden Canyon and Brink Spring, northwest of Moab. It visits the canyon bottom and canyon rim, and finally, a higher overlook of the area (hence the name

of the white layer that caps the Entrada. Vistas are to the north toward the Book Cliffs.

Road Surface: There are some two-track dirt sections, a little slickrock, a sandy and maybe wet washbottom, and some rock/dirt mixtures with a few ledges.

Obstacles: Not far beyond Courthouse Rock is Airport View Hill where a few stock vehicles that still carry highway tire-pressure may try to climb it more than once. Hidden Canyon bottom is very sandy but is usually not difficult. The slickrock fields of Lunar Canyon and upper Brink Canyon are interesting but not steep. The climb out of the upper canyon first encounters The Wall, which looks like a rock wall to the uninitiated, but is usually climbed easily by stock vehicles. Just past The Wall is Mean Hill, which climbs about 200 feet in two steep sections with a gentler slope in between. The first steep section has an eroded, low-traction bypass that be best to avoid because its use is destroying the main trail where they meet. The final climb on Mean Hill looks worse

than it is because it is on a “hogback” with a drop-off either right or left. The sight of it encourages everyone to make a good running start, and it has never given much trouble.

Associate Leaders: Misty Adams, Steve Barnett, George Demetropolis, Larry Gee, Mark Gonske, Bob Humphrey, Ferris McCollum, Rick Moore, Hurshell Malone, John Picken Sam Russler & Gail Straty.

To be used: Sunday (Dick Burg), Monday (Ber Knight), Tuesday (Frenchie LaChance), Thursday (Bob Omer) & Big Saturday.

3-D). A few of the hills have been known to challenge stock vehicles, but most of the tour is pleasant, scenic, family four-wheeling. Approximate mileages: 59 total, 28 off highway.

Scenery: This canyon country is unlike the Moab Valley with its sheer Wingate Sandstone rimmed cliffs. 3-D visits canyons that are a few hundred feet deep in the smooth, red-and-white layers of Entrada Sandstone. The slickrock areas are made up

This Trail is Supported by Mickey Thompson on Tuesday, April 3rd.



This Trail is part of First Timer's Package Day 3



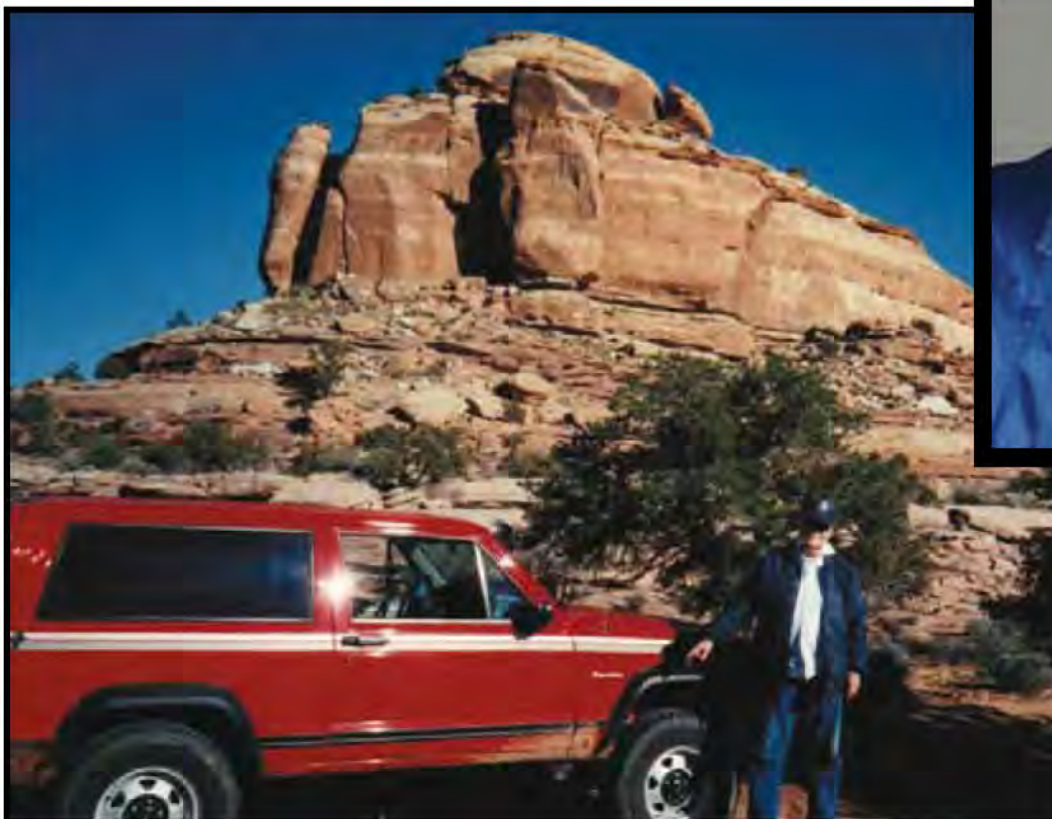
3D Trail- “Jack Bickers Memorial Trail”

The year 2011 saw the passing of one of the early Red Rock 4 Wheelers, Jack Bickers. Jack arrived in Moab around the time a number of other instrumental four wheelers did. As luck would have it, he met many of them on the trail, and friendships began linked by their common desire to explore the Moab area.

As Jack became more involved with the Chamber of Commerce's annual Jeep Safari, he began writing trail descriptions for the Safari. If one is privileged enough to read an early 80's trail description, you are enjoying Jack's writing style. This era featured his introduction of the term “yahoo jeeper” that is still applied today in reference to the hard core crowd. After his active time in the Club ceased in the late 1980s (he became concerned about the possibilities of lawsuits concerning Safari accidents that would seize his retirement savings), he poured

his love of the canyon country into production of guide books and maps for 4 wheelers, and in later years for hikers and mountain bikers as well. Anyone who could love this area and go visit its remote points was

a friend of Jack's, as long as they shared his desire to keep the roads and trails open to us “tourists”.



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Backwards Bill Trail

William Dean, Leader



This trail combines the second half of the Wipe-Out Hill Trail and the first half of the Sevenmile Rim Trail for a more challenging trip that retains much of the scenic highlights of both. Due to the fact that all vehicles must ascend Wipe-out Hill, we have special requirements on this trail. **Vehicles must have a minimum of one locker.**

Scenery: The colorful Entrada sandstone of Big Mesa, atop the white Navajo sandstone, provides the initial scenery. Once Wipe-out Hill is ascended, the Merrimac Butte, and then the Monitor Butte, are each visited. A short sand section precedes the ascent of Sevenmile Rim. Views down to the west arm of Sevenmile wash are first to be seen, and finally

rim views of Arches National Park and the Sevenmile wash pour-off provide a lot of the remaining scenery.

Road Surface: The majority of this trail alternates between slickrock surfaces and sandy ones.

Obstacles: Some slickrock climbs and twisty sections precede the descent of Rattlesnake Hill. Since Rattlesnake is a descent, the challenge is to avoid high centering on obstacles. Wipe-Out Hill offers two choices for the ascent, but



Rated

ascend up Sevenmile Rim. After leaving the rim a final nasty shelf (which has a bypass) offers a final chance for those intent upon breaking something an opportunity to do so. From there a bumpy series of shelves descend to a county road.

Associate Leaders: Bill Hughes, Skip & Jan Herzog, Ferris McCollum & John Picken

To be used: Sunday (Gene Day), Wednesday (Bill Dean).



the psychological challenge usually exceeds the technical one. The sidehill section on the southern side of Merrimac Butte is its usual nerve-wracking self. Small shelves without names provide some challenges on the





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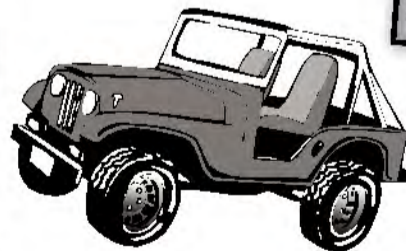


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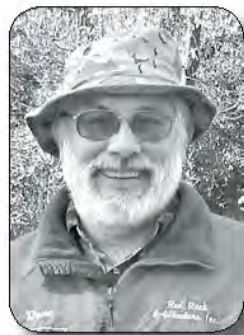
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Behind the Rocks Trail "The Harold Jacobs Memorial Trail"

Dave Christensen, Leader

Rated



The land "Behind the Rocks" is an elevated area south of Moab bounded roughly by the Moab Rim cliffs and the rim of Kane Springs Canyon, which is still farther south and west.

The trail follows the most difficult of the several routes in this region, and gets its renown and its high rating mostly for White Knuckle Hill. Going down the hill is scary enough, but be prepared for a long wait and a good show while some see if they can climb it. It may be the most difficult

hill hereabouts that is ascended with any frequency, although the frequency is diminishing as it erodes.

Scenery: The rock layers behind the Moab Rim slope downward, and a virtually impenetrable area of Navajo Sandstone domes and fins is in view most of the time. Canyons, including lovely Hunters Canyon, are cut into older layers. Balcony Arch, Picture Frame Arch, and a distant view of Pritchett Arch may be seen. More arches and bridges are nearby.

Road Surface: Most of the road is sandy dirt with occasional rock outcrops. To get in and out of the many small canyons is to take a bumpy trip over sandstone ledges.

Obstacles: There is a warm-up hill soon after leaving the highway and numerous minor canyon crossings before reaching High-Dive Canyon. This very steep, rough descent is a short walk upstream from a "high-dive" pouroff into a lovely pool. The climb out of the small canyon can be via a tricky ledge or the difficult "Upchuck Hill." A few interesting miles farther is White Knuckle Hill, which descends some huge steps from a plateau area to a lower bench.

Associate Leaders: Garrick Ainge, Bob Carney, Thom Charon, Colin Clock, Larry Crist, Roy Davidson, Skip Herzog, Bob Myers, Robert Sanders & Dave Shannon.

To be used: Wednesday (Derek Dunsmore), Thursday (Ken Bunge), and Big Saturday.



Pedestrian Casualties ???

Smart 4WD occupants are in a pretty safe place on these trails; they are moving slowly and are belted into roll-protected vehicles. Once out of the vehicle, however, they face all sorts of hazards.

During the run of a difficult trail, you will find that the obstacles bring out large cheering sections. Everyone is ready to help, even to the point of pushing or trying to hold the vehicle upright. The driver, however, is concentrating on the

deadly weapon. (Those ropes with metal hook ends are best used as weights to keep the lunch sack from blowing away; we hope someone will have a strap with loop ends.) Keep in mind that not all of these people are towing experts. Someone may have slipped a cable hook over a bumper. The one being pulled may have eagerly driven forward, putting slack in the line, just when the one in front gives an extra tug. The equipment may not be in top condition. Stand back! We strongly advise that your own vehicle have tow hooks. Failing that, a short piece of chain often facilitates a hookup to a secure frame point.

Pedestrians can be in further danger simply by walking on the rocky terrain. We have had more than one incident of broken bones from small-scale falls. Worse than that, we have some large-scale cliffs — and you won't see guard rails on these trails. Many cliff edges are deceptively treacherous.

Some are sprinkled with loose rock, while others have firm-looking rock that is weak and will break underfoot. Still others have no distinct rim; they just round off in ever-increasing slopes.

A couple of Jeep Safari trails go near abandoned mines. Old mines have risks not only of cave-ins but also of dangerous gasses that have accumulated without ventilation.

We urge you to use good judgment — and to share it with your kids and pets.



rocks. He cannot be thinking about the guy who may lose his footing under the vehicle or anyone out of his sight. The vehicle may lurch forward or backward. It can literally jump sideways when it hits a rock.

Other pedestrian hazards begin when the winch line or tow strap comes out. Most four-wheelers know that wire cables and straps stretch under tension and are anxious to spring back. A cable is a terrible whip, and a hook at the end is a



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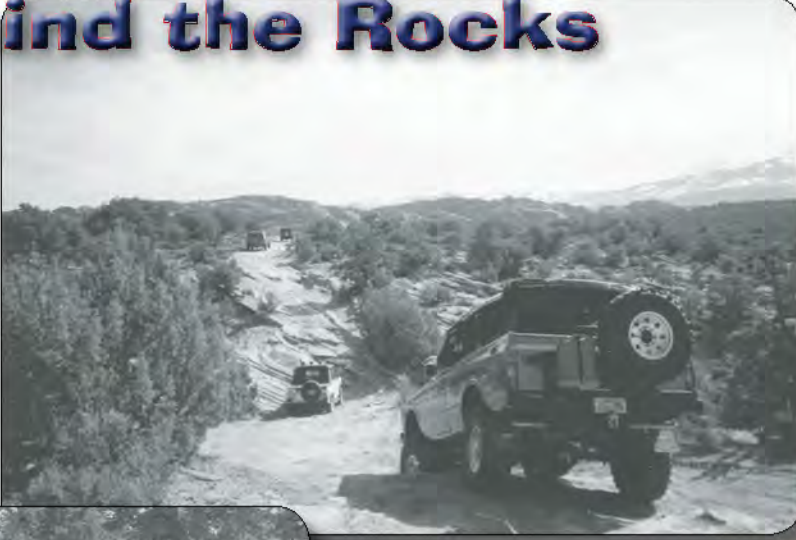
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Tip-Toe Behind the Rocks

Jake Jacobson, Leader

This trail tours the "Behind the Rocks" country. It avoids the very difficult and the very easy routes but passes near the hills at High Dive Canyon and White Knuckle Hill for the amazement of those who keep their driving at the 5-rated level. The Tip-Toe routes intersect the difficult version of Behind the Rocks, and even share a few miles of easy trail portions, but the portions that are exclusive to this trail are especially scenic. The difficulty rating was raised a few years ago because of continuing erosion of some rocky descents where we usually have to re-arrange rocks every trip. Approximate mileages: 53 total, 33 off highway.



Scenery: The rock layers slope downward behind the cliffs, and the virtually impenetrable Navajo Sandstone domes and fins of the Behind the Rocks Wilderness Study Area are in view most of the time. Balcony Arch, Picture Frame Arch, and Pritchett Arch may be seen at a distance (but close-up on Monday). There is a spectacular (usually dry) pour-off of Hunters Canyon with a small natural bridge above a pool and hanging gardens that are fed by perennial dripping springs.

Road Surface: Most of the road is sandy dirt with occasional rock outcrops.

Obstacles: There are a few minor drainage crossings that have exposed rock ledges requiring a bit of technique to climb with stock equipment. The downhill route into Hunters Canyon may require some rock positioning to carry stock vehicles. Even so, the sound of metal-on-rock will be common.

Associate Leaders:
Richard Anderton, Curtis Leonard, Ken Mattus & Carl Nesbitt.

To be used:
Monday (with 2-hour hike; Chuck Leonard, leader), and Big Saturday.



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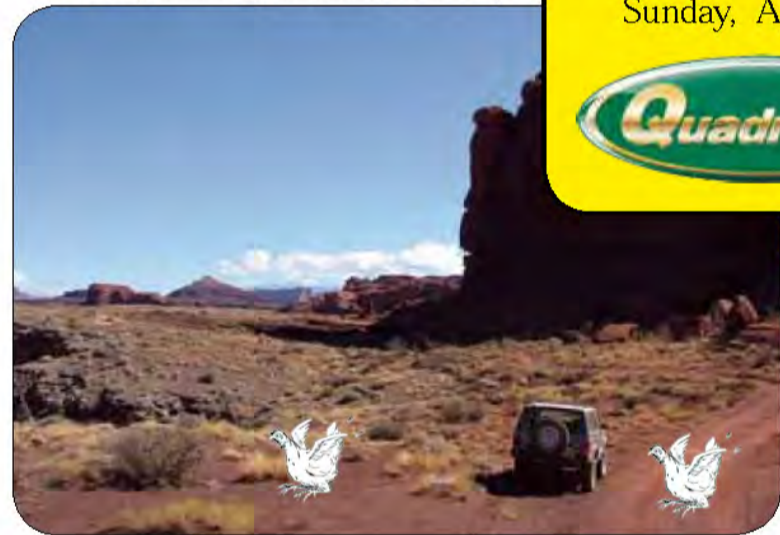
K. C Kay, Leader



The trail name dates from older days when only the least "chicken" passed Chicken Corners. Travel is easier, but it remains as scenic as ever. The trail follows the Colorado River downstream, squirms through lower Kane Springs Canyon, climbs and then descends the "Cane Creek Anticline" (spelling of the name is in dispute) over Hurrah Pass, and rejoins the river, a few hundred feet above it this time. The end of the vehicle trail is directly across the river from Dead Horse Point.

Scenery: Following the Colorado River canyon

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Is a special treat in this area where it cuts deeply through a variety of rock layers. Lower Kane Springs Canyon is even deeper and much narrower. The climb to

Hurrah Pass reveals another part of the Colorado River canyon — much wider than before and more than 2,000 feet below the mesa tops. The Hurrah Pass portion winds along over dark-red sandstone layers and occasionally overlooks startling precipices. There is an unusual limestone arch at the roadside. The final mile is on a bench about 400 feet directly above the river.

Road Surface: The road begins as gravel but becomes mostly red dirt and sand with the occasional appearances of sandstone bedrock.

Highlights: There are petroglyphs (ancient rock art) at the roadside. The ford of Kane Creek ranges from dry to window-deep (impassable after a real storm). The stop at a mound of red rock visits some unusual caves caused by erosional undermining of hard sandstone layers. Chicken Corners is a point where the benchland pinches down to a narrow passage that tips toward the river 400 feet below.

Associate Leaders: Misty Adams, Steve Barnett, Dan Ence, Ronald Lyman, Martha Reece, Sam Russler & Greg Winters.

To be used: Sunday (Frenchie LaChance), Friday (Norm Burrow) and Big Saturday.



Cliff Hanger Trail

Scott Morrison, Leader



This trail is the only vehicle route onto Amasa Back, a rather high isolated area bounded by Kane Springs Canyon, Hurrah Pass, Jackson Hole, and a big loop of the Colorado River. If Kane Creek is full, the crossing can become impassable. The views, however, are unusual and spectacular all the way up the side of Kane Springs Canyon. Farther along, the trail is high above the canyon of the Colorado River. There are some petroglyphs and other evidence of early visitation.

Scenery: As you climb along the base of the sheer cliff walls of Kane Springs Canyon, the Behind-the-Rocks fins and La Sal Mountains come into view. The cliff edge looks into Jackson Hole, an abandoned river course with a central butte. A spur leads to a spectacular Colorado River view toward Moab. The farthest viewpoint, atop a sheer cliff, has a long vista down the river and is a great cliff-edge picture point.

Road Surface: Most of the road surface is rock. It crosses various sandstone layers that



create difficult stair-step ledges. There is some sand, some dirt amid the rock layers, and some fairly level slickrock.

Obstacles: The trail gets your attention immediately as it descends a cascade of rock ledges from the Kane Creek Road to the creek bottom and



climbs out again over nasty rock ledges. The creek crossing can range from dry sand through quicksand to deep water, depending on recent weather. The steep, irregular ledges require good clearance and maneuverability. There are no bypasses for these obstacles.

Associate Leaders: Ray Ainge, Luke Darling, Randi Hruska, Jeremy King, Gene Day, Brandon Durrant, Blaine Durrant, Larry King, Larry Long, Mike McAlister, Russell McConahay, Dee McNenny, Doug Ramsey, Russell Ridgeway, Dave Shannon, Melanie Tackett, & Al Wudell.

To be used: Saturday (Susan Stevens) Limit 20 vehicles, Monday (Brad Green), Wednesday (Tom Darling), Thursday (David Adams), Friday (Bill Dean), and Big Saturday.



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Copper Ridge Trail

Rex Holman, Leader



This trail is a combination of several roads north of Moab and near the western boundary of Arches National Park. It lies east of the Moab Fault, so it is in younger rock formations than many of our trails. Its slickrock is the top of the Entrada Formation, and its views are often of erosions into that formation. Prominent scenic exposures are in an area called Klondike Bluffs. You may have seen a preview on your way here from Highway 191. Some of the roads are on the softer Morrison Formation, which can be impassably slippery when wet. In case it is completely dry, most of the trail could have a lower rating, but there are eroded trail portions that can challenge stock vehicles. Approximate mileages: 64 total, 35 off highway.

Scenery: The trail goes to an unexpected and beautiful pour-off into lower Sevenmile Canyon and follows near that canyon rim to the junction with Courthouse Wash where it has cut into the Entrada Formation. The Klondike Bluffs exposure of white-capped red rock towers and canyon walls are at a moderate distance. There is a good view of Tower Arch, and some other arches



are seen at a distance.

Road

Surface: Most of the trail is dirt and rocky dirt, but there are a couple of long stretches of slickrock,

and some broad, sandy washbottom.

Highlights: The trail goes near colorful hills that have yielded dinosaur bones. Toward the end of the day, some nicely exposed dinosaur tracks may be visited on foot. Following the main section of slickrock are two steep climbs on eroded dirt and rock. It also passes a few fading remnants of a movie set used in the 1960's film "Blue" with Ricardo Montalban.

Associate Leaders: Jason Archibald, Brian Cannon, Ed Evans, Duaine Gallaway, Kenneth Gaw, Carl Nesbitt, Leon Olsen, Roger Peck, Kevin Samuelson & Lance Samuelson.

To be used: Monday (James Graves), Tuesday (Jake Jacobsen leader), Friday (John Marshall) and Big Saturday.



Crystal Geyser Trail

Guy Conway, Leader



The Crystal Geyser trail will begin in Moab and finish near Green River for the convenience of

Scenery: The always beautiful Entrada Sandstone layers are especially colorful in the rainbow rocks area. The Morrison slopes are fully as colorful but the soft material supports few sheer cliffs. Those of us who have never been on the moon suppose it might look like this — but with less color.

Rated



Road Surface:

The sandy roads near rainbow rocks yield to dry-weather-only clay and shale residues

later in the trail. There are some rocky washbottoms and numerous cross-cutting gullies.

Highlights: Short, steep climbs near rainbow rocks and Duma Point will test some stock vehicles. The old mining roads nearer Green River have

those departing in that direction. The trail locale is south of Green River town and east of the river. The country is colorful and beautiful in a desolate way. The route passes near Dubinky Well and the "rainbow rocks" country on the way to Salt Wash, Little Grand Wash, and seldom-used mining trails through the stark slopes of the Morrison formation. Most of the trail is quite easy, but a few gullies and rocks could trap vehicles with poor clearance.



accumulated some sizable rocks that will cause everyone to watch wheel placement and fear for low-hanging parts. Crystal Geyser is one of the region's several man-made bore holes that tap cold water and CO₂ to yield

the occasional, but spectacular, geyser action (about twice a day).

Associate Leaders: Aaron Pontius & Rick Purrington

To be used: Big Saturday only.

How To Reach Us Quickly

The Red Rock 4-Wheelers is a busy organization, but not a place of business in the usual sense (such as having a paid staff). We have a post office box to receive our mail. Someone usually picks up the mail every day, but often not during the hours that the counter is open. When special-service mail that requires a signature ("registered," "express," etc.) comes to the post office, we get a note in the box and we can't claim the delivery until we are able to get to the counter. Premium-price mail that comes in a package that won't fit into the post office box has the same problem; it must be picked up in person during business hours.

Commercial delivery services are fast, but they must go to a street address and usually need acceptance by a live person who can

sign for receipt. Our club doesn't have a street address where we can be sure someone will be home to accept delivery. Without that, they can try another day — becoming an "over-another-night delivery." (But give them credit for resourcefulness — in our small town, the delivery person may know someone in the club to give it to. Such roundabout deliveries, however, adds another step, often an undependable one, in the delivery process.)

Likewise, please don't send things to a special buddy for personal service. Even if your personal middle-man wants to do you a favor, he must first find out who to give it to and then make an opportunity to do it. Out-of-channel deliveries are delayed deliveries.

The moral of the story is that it is difficult to beat ordinary First-Class mail at getting

prompt delivery to the right person in the Red Rock 4-Wheelers. Avoid paying extra for a service that requires a signature or personal delivery. "Priority Mail" using a soft envelope that will fold into the box usually works. "Express Mail" is faster, but we suggest that users be sure to mark the box that allows delivery without the delay of getting a signature from one of us. And note that Express Mail may not be overnight service to Moab; your local Post Office can tell you if it will be one- or two-day service.

How many clubs do you know of that have listings in the phone book? We do, but the phone is in someone's home. One of our members has an actual telephone with wires, but the number is often "call forwarded" to another home, chosen because that member

is likely to be available with answers to your questions. When you call, that family may be out warming up the trails for you, may be working, may be eating, or may be attending to "personal matters" — just like at your house. Keep trying.

The club phone is likely to be available to you between the hours of 8:30 a.m. and 10:00 p.m. Mountain Time. When you call, don't be surprised if you just get a "hello." The person answering may not know whether you called his home number or the club number. You won't spend any of your long-distance money talking to an answering machine; machine messages have been unsatisfactory for our purposes.

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Moab's Weather

People often want to know what Moab's normal weather is. In spring, expect spring weather, when it is normal to have far from average weather. An "average" day in late March, will have a high about 65° and a low near 40° in the valley and near the river. Out of the valley, the temperatures may be a few degrees higher until you get to higher elevations where the temperatures are lower (our trails range from 4,000 to 7,000 feet). In any case, the variations of spring could push the temperatures 20° either way. Precipitation for the spring months averages about an inch, but any one month could range from near zero to more than 2 inches.

We cannot expect to get through nine days with perfect four-wheeling weather. Modest rain, and even some snow flurries, have dampened spirits but haven't stopped the Safari. A real rain — say, a half inch or more — can mess us up, as welcome as it might be to reduce the

persistent drought. Mud is an exciting challenge for some people (especially in bogs, where slipping can't lead to a fall). Around here, mud just threatens us with an unplanned night on the trail — to avoid falling off the trail. We usually deal with it by staying home for a day while it dries. During the Jeep Safari, mud and flood have (rarely) required a change of plans for some trails, but we have usually been able to offer substitute trails from our officially permitted repertoire.

We consider forecasts when making plans, but we have learned never to cancel plans because of a forecast. Published national maps that show temperature and precipitation contours are particularly frustrating because they cannot be detailed enough to account for elevation and local conditions. (The topography around Moab seems to put us in a warmer pocket than surrounding areas.)

When you do hear of weather conditions elsewhere in the state, it may or may not be related to ours. Usually, we have less precipitation and warmer temperatures than the Salt Lake area, but we may be cooler than St. George by a similar amount. If you have access to local TV, our cable system now has the Weather Channel (14) with local forecasts.



A Red Rock 4-Wheeler would be glad to look out the window for you; you can call (435) 259-ROCK (435-259-7625) for a very guarded observation. The family answering that phone these days will try to be

available between the hours of 8:30 a.m. to 10:00 p.m. Mountain Time, but be aware that they may be out sampling the rocks, especially during Safari week.

This photo shows what can happen to you on a bright, sunny day while driving a frequently used wash bottom. It is on sand that just looked a bit damp, but the nature of quicksand is evident if you notice that the wheel tracks completely disappear within a few minutes.

Please Close Gate

This photo of a gate with no fence is supposed to be amusing, but gate etiquette is serious business.

Livestock grazing has been our most durable industry since this region was settled. Fences are part of the business, on public as well as private land. Fences keep the cattle in where they belong and out where they don't belong. Most of the fences you see are on public land where they define grazing allotments. Ranchers may obtain permits to graze livestock for a fee, but permits limit the number of stock grazed and specific dates during which grazing is allowed on a particular parcel.

Gates allow other land users to pass through, but we are unlikely to know whether they should be closed or open. The usual closed condition keeps the cattle within the boundaries of the permits, and gates left open improperly may cause ranchers not only to lose stock but also to be disciplined by the management agencies for trespassing beyond their permits.

Sometimes grazing is allowed on both

sides of a fence but water is available on only one side. During these times, leaving gates open can be a life-or-death matter for the livestock.

The rule of leaving gates the way you find them is pretty well known. Your choice may be difficult, however, when it appears that the last "tourist" may not have followed the rule. A "please close gate" sign is a pretty good clue for appropriate action, as is a carelessly dropped gate. A rancher is not likely to drop a gate in a heap, especially if the posts are in the road where they can be run over and broken. A gate that was pulled wide open and laid along the fence was surely put that way because someone really wanted it open.

Handling gates may not be our favorite pastime, but it is merely a minor annoyance (avoid major annoyances by being careful where you step!). For the rancher, it is his living, and decent folks will not make it hard for him. Not only that, he is our best ally in keeping public lands open for multiple use.

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Dome Plateau Trail

Steve & Beverly Bunge, Leaders



Dome Plateau is a large high-land area north of the Colorado River and east of Arches National Park. To reach the region from Moab, one must travel more than 25 miles of highway to enter either from U.S. 191 on the west, I-70 on the north, or UT 128 just beyond Dewey Bridge on the east. The southern highlands are forested with pinyon and juniper and are cut by canyons. The nearby Poison Strip and Yellowcat areas are the locales of many old vanadium and uranium mines. The "4" rating is a compromise between the very easy parts and one hill that may require strapping some vehicles (or a circuitous bypass). Approximate mileages: 98 total, 30 off highway.

Scenery: The trail goes up the Colorado River to leave the highway just past the Dewey Bridge. It follows below the line of Entrada Sandstone cliffs that have three noteworthy arches in the first few miles. The plateau slopes upward to the south but is broken by canyons, two of which are crossed on the way to an outstanding viewpoint high above the Colorado River. The trail route returning northward

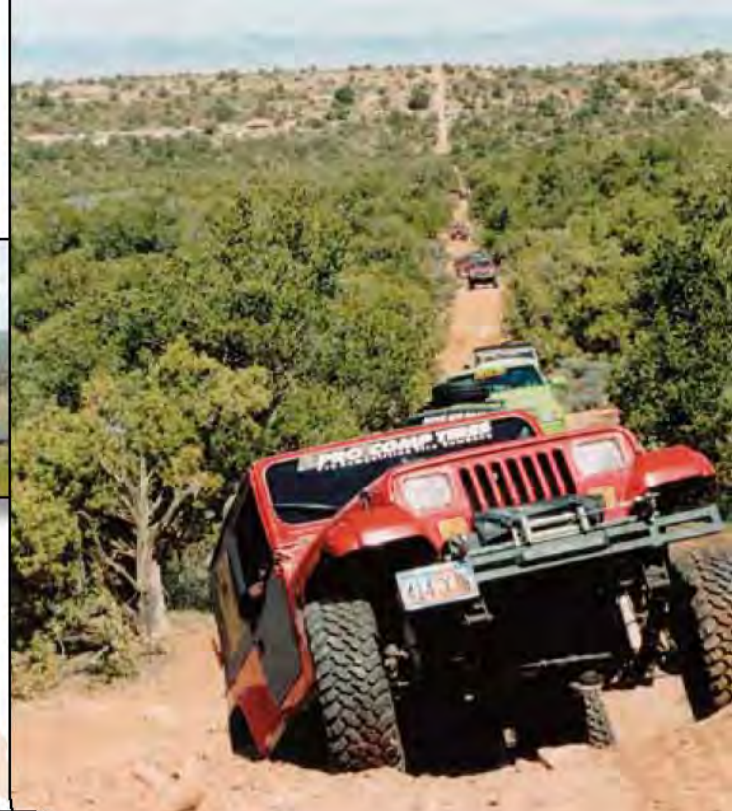
views distant arches in Arches National Park and passes near La Boca Arch. This great family trail will also visit some dinosaur tracks. Some interesting sandstone caves may be visited.

Road Surface: Most of the trail is dirt. The eastern part is sandy, rocky, and bumpy. One hill has rock ledges and loose rock. There are about 30 miles of paved access road at each end of the trail.



Highlights:

The Colorado River Canyon is an exceptional sight both from along the river and from the cliffs 1,700 feet



above it. "Again-and-Again Hill" is one rocky, ledgy climb after another, but your leader may offer a guided bypass.

Associate Leaders: Richard Anderton, Steve Collins, Paul Sultor & Doug Ramsey.

To be used: Thursday (Bob Humphreys), and Big Saturday.

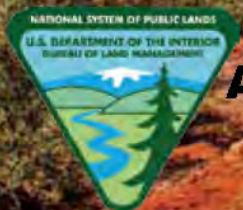
NOTE: Thursday departure for this long trail will be at 8:00 AM



Do Your Part Be Fire Smart



Use Spark Arresters
Stay on Designated Routes
Keep Mufflers off Dry Grass
Have Shovel and Fire Extinguisher
Readily Available



**A Message From the Canyon Country Fire
Zone BLM Fuels Management Team**

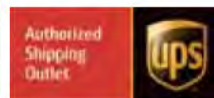
www.utahfireinfo.gov

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VR 10000 Winch
 Keyword: WRN 10000
 WRN-86255\$679.99 each
 Warn Wireless Winch Remote
 WRN-79080\$144.16 each

Shaft Replacement Made Simple!



Axle Shafts
 Keyword: MGR Shaft Jeep
 as low as\$253.99 each
 Lucas Gear Oil
 as low as\$6.95 each

Upgrade from Stock!



12-Circuit Jeep Harnesses
 Keyword: PRF Jeep
 as low as\$379.95 each

For the Ultimate Ride!



5100 Series Shocks
 Keyword: BSN 5100 Jeep
 as low as\$82.95 each

Meets Demands of Off-Road!



GOODYEAR
Goodyear Wrangler MT/R Tire with Kevlar[®]

- Kevlar[®]-reinforced sidewalls increase puncture-resistance by 35%
- Wraparound tread pattern enhances sidewall traction in deep mud, snow, and rocks
- Asymmetrical tread for aggressive off-road traction
- Maintains excellent handling for on-road driving

Keyword: GDT Kevlar
 as low as\$240.95 each

Get More Control!



Steering Stabilizers
 Keyword: RAN Stabilizers Jeep
 as low as\$48.99 each

Optimal Off-Road Performance!



XRC Armor Tube Fenders
 Keyword: SMT Tube Fenders
 as low as\$329.99 each
 Summit Single Stage Paint
 as low as\$24.95 quart

Complete Bolt-In Kit!



Sport Cage Roll Bar Kits
 Keyword: ORF Sport Cage
 as low as\$229.99 kit
 ORF Sport Cage Streamer Bars
 as low as\$68.99 kit

Raise Your Ride!



4WD Suspension Lift Kits
 Keyword: SJA 4WD Lift Kits Jeep
 as low as\$340.01 kit

Stop Fighting with Frames!



Rampage Frameless Soft Tops

- Installs over OE factory roll bar for a snug fit with no additional hardware
- Features larger side windows for improved visibility
- Weather resistant, heat-sealed seams and windows
- Side and rear windows have heavy-duty molded tooth zippers—easy to remove

Keyword: RPF Frameless
 as low as\$349.95 each

Upgrade Your Stock Dana!



Dana 44 Jeep Axles with Locker
 Keyword: GTA Model 44
 as low as\$2,299.95 kit

Quick Warm-Ups & Cool-Downs!



Direct Fit Electric Fans
 Keyword: FLX Direct Fit Jeep
 as low as\$325.95 kit
 Summit Racing Direct Fit Jeep Radiators
 as low as\$299.95 each

Maximize Traction!



Detroit Lockers
 Keyword: DTL Lockers Jeep
 as low as\$375.95 each

Enhanced Midrange Power!



TBS Throttle Body Spacers
 Keyword: AID TBS Jeep
 as low as\$82.95 each

Enjoy the Open Air!



Traditional Bikini Tops
 Keyword: BST Traditional Bikini Jeep
 as low as\$51.95 each
 Bestop Underseat Locking Storage Box
 BST-42641-01\$55.95 each

The Cure for Leg Fatigue!



Dead Pedals
 Keyword: MRE Dead
 as low as\$39.95 each

Street Legal & Off-Road Ready!



Xtreme Rock Crawler Series 152
 Keyword: PCW 152
 as low as\$96.95 each

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Ram-Air Intake Systems
 Keyword: GBE Ram Air Jeep
 as low as\$269.10 each

It's Jeep Time!



Jeep Logo Wall Clocks
 Keyword: TAX Jeep
 as low as\$29.95 each

Optimize Engine & Transmission Calibration!



Flashpaq Tuner
 Keyword: SRC Flashpaq Jeep
 SRC-3875\$339.99 each

Upgrade for Off-Road!



Heavy Duty Tie Rod System
 Keyword: CUR Tie Rod
 CUR-CE9701\$448.95 each

Armor Your Jeep!



Jeep Front Bumpers
 Keyword: BBB Bumper Front
 as low as\$329.95 each



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Moab Jeep Safari Exposition



Product Displays

The Easter Jeep Safari gathering of four-wheelers (who might want to buy something) becomes a magnet for people who would like to sell something. Now that the Red Rock 4 Wheelers use a large arena for registration, there is considerable room for displays by manufacturing and sales organizations, both large and small. The demand for this display space has grown to the point that there is a waiting list to get in.

The product displays have been limited to items of interest to "our crowd," but some spaces have been donated to worthy causes that are directly related to Easter Jeep Safari activities.

As in recent years, there will be indoor and outdoor displays of 4-wheel-drive products on Thursday, April 5, and Friday, April 6. These vendors have rented their space, and many have contributed products to a giveaway drawing on Friday

evening, April 6th. Every registered participant in the Jeep Safari receives a ticket to this giveaway (your ticket will be in your registration packet). The drawings will follow the traditional Boy Scout barbecue dinner which is expected to begin at 5:30 p.m.

In order to make the prize drawing move along quickly, we require that the giveaway prizes be substantial in value, but the vendors have been so generous that the drawings usually go on well into the evening. The drawing requires the ticket holder to be in attendance and the drawings have been popular enough to create real traffic jams near the Arena, so please be patient with parking and traffic control officials.

If you are interested in being a vendor at this unique show contact, Carma at 435-259-1916.

Thursday, April 5
8:00 am - 8:00 pm
Friday, April 6
8:00 am - 6:00 pm



- Over 140 Booths
- Indoor and Outdoor Exhibits
- National Manufacturers
 - *New Products!*
 - *Repairs Available!*
 - *Tire Tests!*



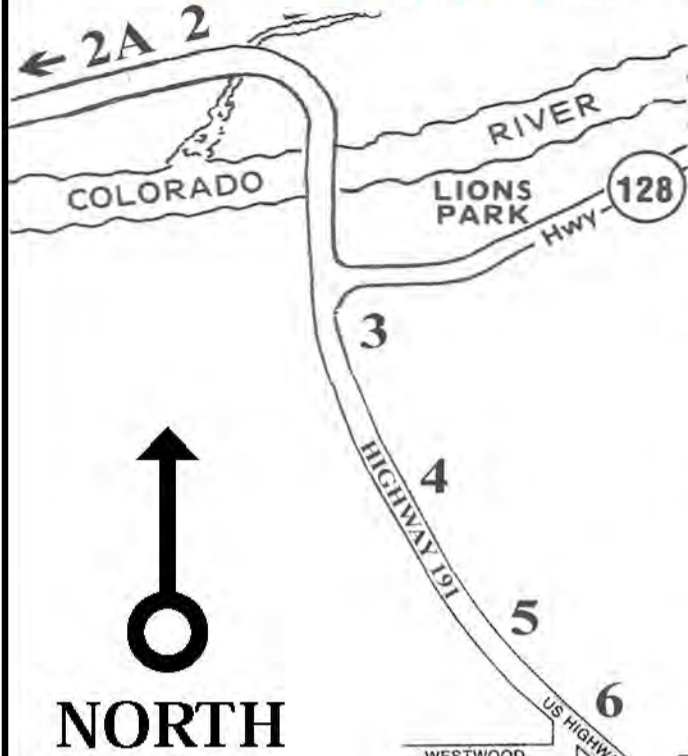
Old Spanish Trail Arena

South on Highway 191 (5 Miles south of Moab)

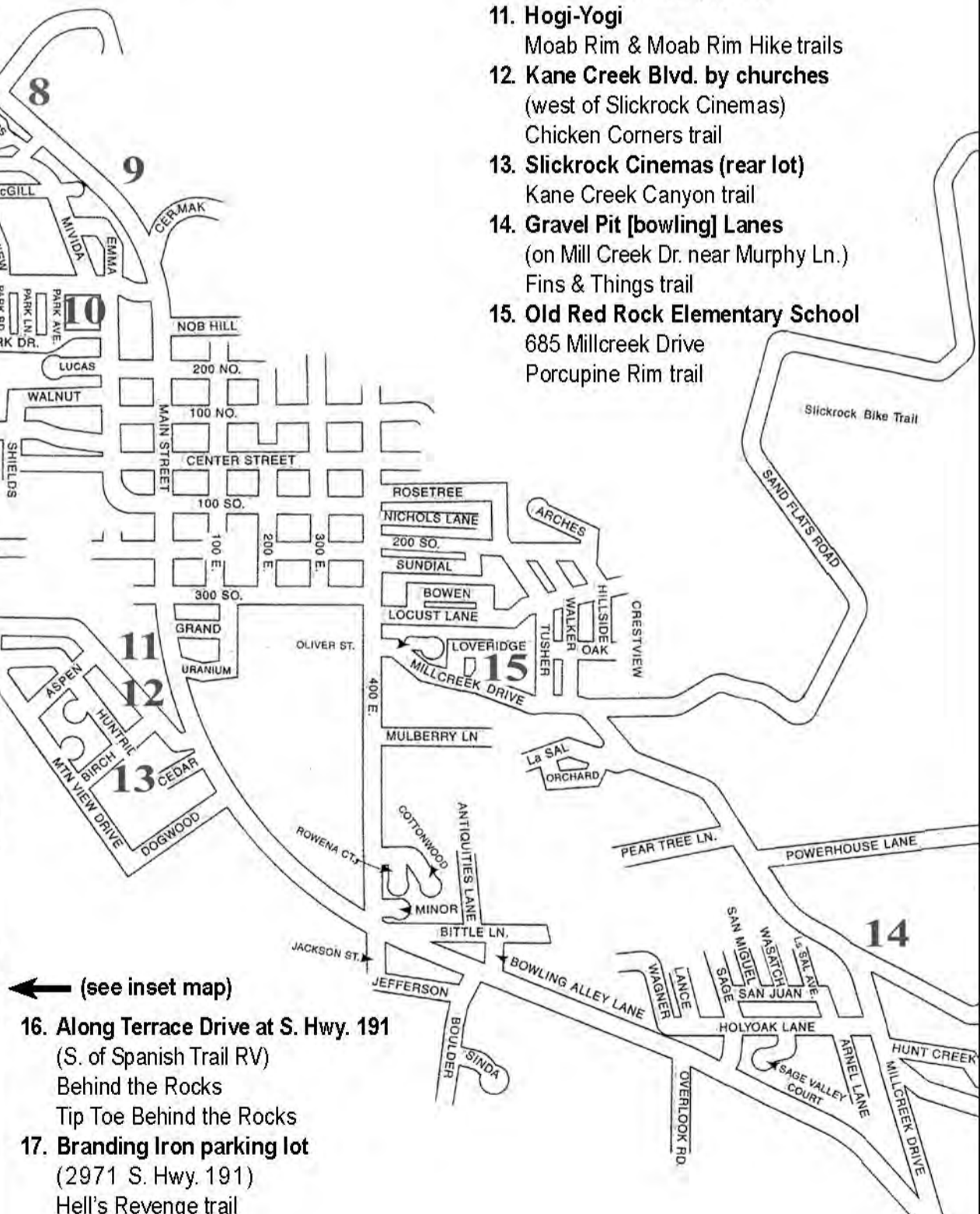
2012 Jeep Safari Meeting Places

(EXCEPT Big Saturday, April 7th - see page 43)

ALL TRAILS DEPART AT 9:00 AM UNLESS OTHERWISE NOTED



1. (Inset Map) Old Spanish Trail Arena - Registration
2. Courthouse Wash parking
(Hwy. 191, 1/2 mi. North of Colo. R. Bridge)
Poison Spider Mesa trail
- 2A Utah 279 (Potash Road) First pullout on right hand side (1/4 mile)
Golden Spike trail (8:00 a.m.)
3. Across Hwy. 128 from Lion's Park (SE Corner)
Hellroaring Rim trail
Rose Garden Hill trail
Top of the World trail (8:00 a.m.)
4. N. Hwy. 191 .3 mile north of Moab Springs Ranch
Copper Ridge trail
Dome Plateau trail (8:00AM)
5. N. Hwy. 191 at Moab Springs Ranch
Gold Bar Rim trail
6. N. Hwy 191 across from Denny's Backwards Bill
Secret Spire trail
7. Access Road to Sunset Grill
(Line up hill to Sunset Grill)
Hey Joe Canyon trail
Wipe Out Hill trail
(Line up parallel to Hwy. 191)
Sevenmile Rim trail (Leaves 1st)
8. N. Hwy. 191 across from Grand County Credit Union
3-D trail
9. N. Hwy 191 just North of Moab Rock Shop
Metal Masher trail
10. Swanny City Park
Cliff Hanger trail
-west side (Park Ave.)
Pritchett Canyon trail (8:00 a.m.)
- North side (400N)
11. Hogi-Yogi
Moab Rim & Moab Rim Hike trails
12. Kane Creek Blvd. by churches
(west of Slickrock Cinemas)
Chicken Corners trail
13. Slickrock Cinemas (rear lot)
Kane Creek Canyon trail
14. Gravel Pit [bowling] Lanes
(on Mill Creek Dr. near Murphy Ln.)
Fins & Things trail
15. Old Red Rock Elementary School
685 Millcreek Drive
Porcupine Rim trail



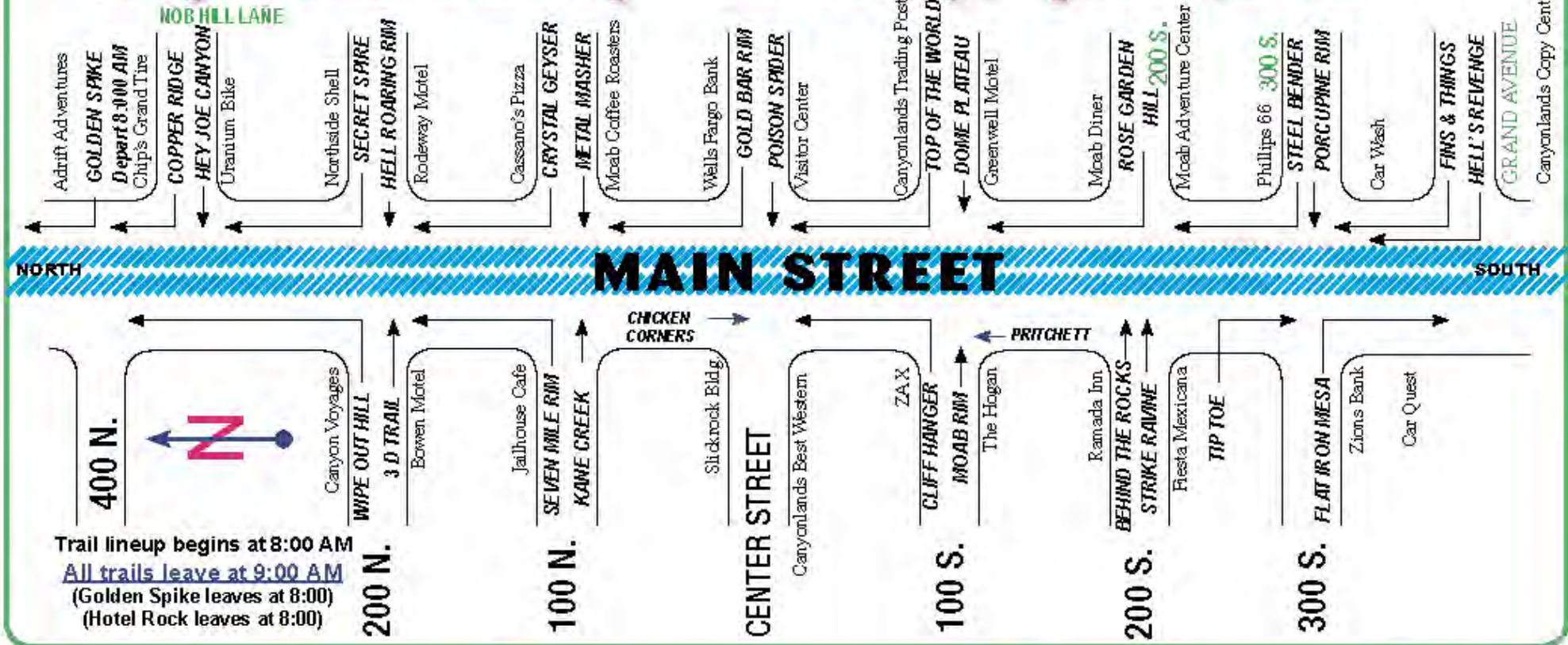
← (see inset map)

16. Along Terrace Drive at S. Hwy. 191
(S. of Spanish Trail RV)
Behind the Rocks
Tip Toe Behind the Rocks
17. Branding Iron parking lot
(2971 S. Hwy. 191)
Hell's Revenge trail
Tip-Toe Through Hell trail
18. Los Girasoles (2728 S. Hwy. 191)
Flat Iron Mesa trail
Strike Ravine
Hotel Rock (8:00 AM)
19. Nation's Towing (2870 S. Hwy 191)
8AM - Elephant Hill
8AM - Hole in the Rock
20. Spanish Trail Shell Station
Steelbender trail

City of Moab

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435-259-8431

Jeep Safari Lineup Saturday, April 7, 2012



Trails at a Glance

Used **ONLY** where box has a CB #

Special Trail Considerations: First Timer's Package Sophomore Package Ladies Run No Male Drivers Allowed

BLM Permit requirement: Trails have been specified as "Exclusive Use" and will be closed to general use on any day shown on the schedule below.
 (Behind The Rocks, Gold Bar Rim, Golden Spike, Moab Rim, Poison Spider & Pritchett Canyon)
 Trails designated as "One Way" during Easter Jeep Safari - (Kane Creek Canyon, Hells Revenge & Steel Bender)

TRAIL NAME (Rating) (Veh Max)	SAT 3/31	SUN 4/1	MON 4/2	TUE 4/3	WED 4/4	THU 4/5	FRI 4/6	SAT 4/7	SUN 4/8
3-D		CB-23	CB-23	+CB-23		CB-23		CB-23	
Backwards Bill		CB-16		CB-16					
Behind The Rocks					CB-10	CB-10		CB-10	
Tip Toe Route								CB-25	
Tip Toe + hike			CB-10						
Chicken Corners		+CB-22					CB-22	CB-22	
Cliff Hanger	CB-8		CB-8		CB-8	CB-8	CB-8	CB-8	
Copper Ridge			CB-13	CB-13			CB-13	CB-13	
Crystal Geyser								CB-29	
Dome Plateau						CB-14		CB-14	
Elephant Hill				CB-4		CB-4			
Fins & Things	CB-1	CB-1	CB-1	♀CB-1♀	CB-1	CB-1	CB-1	CB-1	CB-1
Flat Iron Mesa		CB-17			CB-17			CB-17	
Gold Bar Rim		CB-5		CB-5	CB-5	CB-5		CB-5	
Golden Spike	CB-7	CB-7		CB-7		CB-7		CB-7	CB-7
Hellroaring Rim					CB-28		CB-28	CB-28	
Hell's Revenge	CB-12	CB-12	CB-12	CB-12		CB-12	CB-12	CB-12	CB-12
Tip-Toe thru Hell					CB-12				
Hey Joe Canyon						CB-3		CB-3	
Hotel Rock								CB-31	
Kane Creek Canyon					CB-4	CB-4	CB-4	CB-4	
Metal Masher	CB-21	CB-21			CB-21	CB-21	CB-21	CB-21	
Moab Rim	CB-2		CB-2	CB-2			CB-2	CB-2	
Moab Rim + hike					CB-2				
Poison Spider Mesa	CB-11	CB-11		CB-11		CB-11		CB-11	
Porcupine rim		CB-18					♀CB-18♀	CB-18	
Pritchett Canyon		CB-20	CB-20	CB-20		CB-20		CB-20	
Rose Garden Hill			CB-26					CB-26	
Secret Spire		CB-27	+CB-27				CB-27	CB-27	
Sevenmile rim	CB-24		CB-24		CB-24	CB-24	CB-24	CB-24	
Steel Bender		CB-6		CB-6	CB-6		CB-6	CB-6	
Strike Ravine	CB-15			CB-15			CB-15	CB-15	CB-15
Top of the World		CB-30				CB-30		CB-30	
Wipe-Out Hill							CB-16	CB-16	

Schedule of Trails

(difficulty ratings and leaders in parentheses)

Departures are at 9:00 a.m. except as noted

Departure points are identified on the map page 42

SATURDAY, March 31

- Cliff Hanger (7)** - (Susan Stevens) meet at Swanny City Park, 400 N. St. and Park Ave. **CB-8**
- Fins & Things (4)** - (Bob Keniston) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Golden Spike (7)** 8:00 a.m. - (Ken Bunge) Utah 279 (Potash Road) First pullout on left hand side (mile marker 15) **CB-7**
- Hell's Revenge (6)** - (Bart Jacobs) meet at Branding Iron parking lot on S. Hwy. 191 **CB-12**
- Metal Masher (6)** - (Jim Molter) meet just north of Moab Rock Shop on Hwy 191 **CB-21**
- Moab Rim (7)** - (Roy Davidson) meet at Hogi Yogi Restaurant on Main St. **CB-2**
- Poison Spider (5)** - (Joe Stanley) meet at N. Highway 191 Courthouse wash parking area - 1/2 mile N of river bridge **CB-11**
- Sevenmile Rim (4)** - (Garrick Ainge) meet along N. Hwy 191 At Sunset Grill access Road **CB-24**
- Strike Ravine (5)** - (Devon & Marlene Parson) meet at Los Girasoles 2728 So. Hwy 191 **CB-15**

SUNDAY, April 1

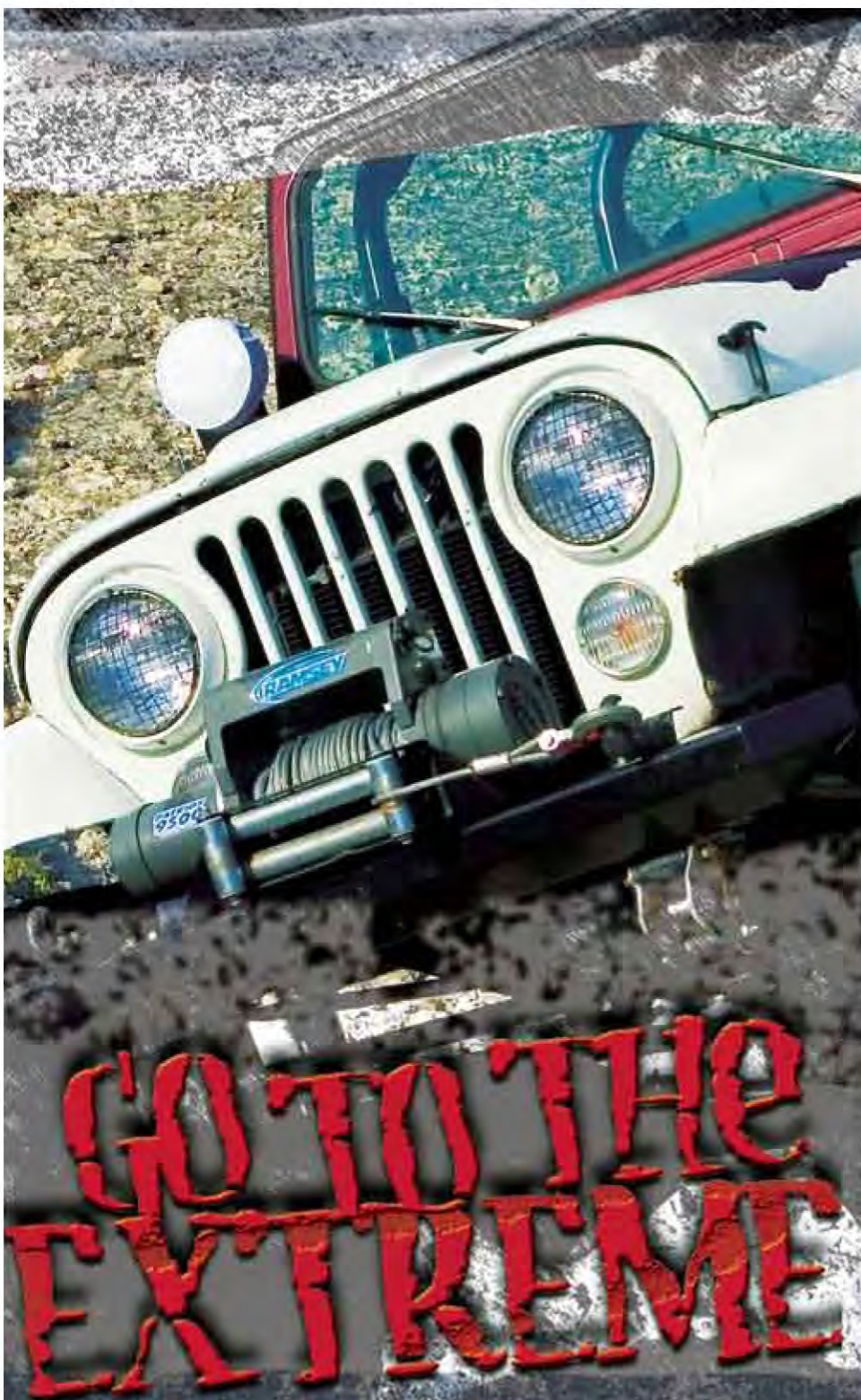
- 3-D (3)** - (Dick Burg) meet along N. Hwy. 191 across from Grand County Credit Union **CB-23**
- Backwards Bill (5)** - (Gene Day) meet along N Hwy 191 across from Denny's Restaurant **CB-16**
- Chicken Corners (2)** - (Frenchie LaChance) meet on Kane Creek Blvd. by churches (past Slickrock Cinemas) **CB-22**
- Fins & Things (4)** - (Bill Dean) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Flat Iron Mesa (7)** - (Robert Thornock) meet at Los Girasoles, 2728 S. Hwy. 191. **CB-17 (REVERSE)**
- Gold Bar Rim (5)** - (Gary Graves) meet along N. Highway near Moab Springs Ranch **CB-5**
- Golden Spike (7)** 8:00 a.m. (Dave Swafford) Utah 279 (Potash Road) First pullout on LH side (Mile marker 15) **CB-7**
- Hell's Revenge (6)** - (Dave Christensen) meet at Branding Iron parking lot on S. Hwy. 191. **CB-12**
- Metal Masher (6)** - (Travis Clark) meet just north of Moab Rock Shop on Hwy 191 **CB-21**
- Poison Spider (5)** - (David Adams) meet at North Highway 191 courthouse wash parking lot - 1/2 mile No. of River bridge. **CB-11**
- Porcupine Rim (5)** - (Skip Herzog) meet at Red Rock Elementary School 685 Millcreek Drive **CB-18**
- Pritchett Canyon (9)** 8:00 a.m. - (Melissa Fischer) Swanny City Park 400 North 100 West **CB-20**
- Secret Spire (2)** - (Brady Hansen) meet along N. Hwy. 191 across from Denny's Restaurant **CB-27**
- Steel Bender (6)** - (Perry Willard) meet at Spanish Trail Shell station. **CB-6**
- Top of the World (4)** 8:00 a.m. - (Guy Conway) meet across from Lions Park on Highway 128 **CB-30**

MONDAY, April 2

- 3-D (3)** - (Ber Knight) meet along No. Highway 191 across from Grand County Credit Union **CB-23**
- Cliff Hanger (7)** - (Brad Green) meet at Swanny City Park, 400 N. St. and Park Ave. **CB-8**
- Copper Ridge (3)** - (James Graves) meet along N. Hwy. 191 .3 miles N of Moab Springs Ranch **CB-13**
- Fins & Things (4)** - (Don Cravens) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Hell's Revenge (6)** - (Jeramey McElhaney) meet at Branding Iron parking lot on S. Hwy. 191. **CB-12**
- Moab Rim (7)** - (Bob Myers) meet at Hogi Yogi Restaurant on Main St. **CB-2**
- Pritchett Canyon (9)** 8:00 a.m. - (Jeff Stevens) Swanny City Park 400 North 100 West **CB-20**
- Rose Garden Hill (6)** (Dieter Thoeny) meet on So. side of Hwy 128 across from Lions Park **CB-26**
- Secret Spire (2)** - (Frenchie LaChance) meet along N. Hwy. 191 across from Denny's Restaurant **CB-27**
- Sevenmile Rim (4)** (Rich Weigand) meet along No. Highway 191 at Sunset Grill access Road **CB-24**
- Tip-Toe Behind the Rocks with Hike (5)** - (Chuck Leonard) meet along Terrace Drive at S. Hwy 191 (So of Spanish Trail RV Park) **CB-10**

TUESDAY, April 3

- 3-D (3)** - (Frenchie LaChance) meet along No. Highway 191 across from Grand County Credit Union **CB-23**
- Backwards Bill (5)** - (Bill Dean) meet along N Hwy 191 across from Denny's Restaurant **CB-16**
- Copper Ridge (3)** - (Guy Brown) meet along N. Hwy. 191 .3 mile N of Moab Springs Ranch **CB-13**
- Elephant Hill (5)** 8:00 a.m. - (Linda Adams & Brett Davis) meet at Nations Towing. **CB-4**
- Fins & Things (4) - Ladies Benefit Run for Cancer** (Melanie Tackett) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Gold Bar Rim (5)** - (Justin May) meet along N. Highway near Moab Springs Ranch **CB-5**
- Golden Spike (7)** 8:00 a.m. - (James Broadbent) Utah 279 (Potash Road) First pullout on LH side (mile marker 15) **CB-7**
- Hell's Revenge (6)** - (Doug McElhaney) meet at Branding Iron parking lot on S. Hwy. 191. **CB-12**
- Moab Rim (7)** - (Dave Christensen) meet at Hogi Yogi Restaurant on Main St. **CB-2**
- Poison Spider Mesa (5)** - (Larry Long) meet at N. Hwy. 191, Courthouse Wash parking area 1/2 mile N. of river bridge. **CB-11**
- Pritchett Canyon (9)** 8:00 a.m. (K.L. Young) Swanny City Park 400 North 100 West **CB-20**
- Steel Bender (6)** - (David Adams) meet at Spanish Trail Shell station **CB-6**
- Strike Ravine (5)** - (Devon & Marlene Parson) meet at Los Girasoles 2728 So. Hwy 191 **CB-15**



GO TO THE EXTREME

Taking on Moab or just running the trails around home take a Ramsey Winch with you. When you do, you can rest assured that there are few challenges the trail will bring that you and your Ramsey can't take on. Built like no other winch out there your Ramsey comes packed with unmatched features, durability and performance.

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TRADITION OF PERFORMANCE

Schedule of Trails

(difficulty ratings and leaders in parentheses)

Departures are at 9:00 a.m. except as noted

Departure points are identified on the map on page 42.

WEDNESDAY, April 4

- Behind the Rocks (7)** - (Derek Dunsmore) meet along Terrace Dr. at S. Hwy. 191 (S. of Spanish Trail RV). **CB-10**
- Cliff Hanger (7)** - (Tom Darling) meet at Swanny City Park, 400 N. St. and Park Ave. **CB-8**
- Fins & Things (4)** - (Matt Spencer) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Flat Iron Mesa (5)** - (Don Cravens) meet at Los Girasoles, 2728 S. Hwy. 191. **CB-17**
- Gold Bar Rim (5)** - (Rod Andrew) meet along N. Hwy. 191 near Moab Springs Ranch. **CB-5**
- Hellroaring Rim (3)** - (Chuck Laurencis) meet on South side Highway 128 across from Lions Park. **CB-28**
- Kane Creek Canyon (6)** - (Curtis King) meet at Slickrock Cinemas rear lot. **CB-4**
- Metal Masher (6)** - (Perry Reed) meet just north of Moab Rock Shop on Hwy 191. **CB-21**
- Moab Rim with Hike (7)** (Dick Burg) meet at Hogi Yogi Restaurant on Main St. **CB-2**
- Sevenmile Rim (4)** - (Jake Jacobsen) meet along N. Hwy. 191 At Sunset Grill access Road. **CB-24**
- Steel Bender (6)** - (Gail Straty) meet at Spanish Trail Shell station. **CB-6**
- Tip-Toe Through Hell (4)** - (Nancy Jenkins) meet at Branding Iron parking lot on S. Hwy. 191. **CB-12**

THURSDAY, April 5



- 3-D (3)** (Bob Omer) meet along N. Hwy 191 across from Grand County Credit Union. **CB-23**
- Behind the Rocks (7)** - (Ken Bunge) meet along Terrace Dr. at S. Hwy. 191 (S. of Spanish Trail RV). **CB-10**
- Cliff Hanger (7)** - (David Adams) meet at Swanny City Park, 400 N. St. and Park Ave. **CB-8**
- Dome Plateau (4)** 8:00 a.m. - (Bob Humphreys) meet along N. Hwy. 191 .3 mile N of Moab Springs Ranch. **CB-14**
- Elephant Hill (5)** 8:00 a.m. - (Robert Telepak/ Marlin Sharp) meet at Nations Towing, So Hwy 191. **CB-4**
- Fins & Things (4)** - (Jake Jacobsen) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Gold Bar Rim (5)** - (Jason Beddoes) meet along N. Hwy. 191 near Moab Springs Ranch. **CB-5**
- Golden Spike (7)** 8:00 a.m. - (Travis Clark) Utah 279 (Potash Road) First pull out on LH side (Mile marker 15) **CB-7**
- Hell's Revenge (6)** - (Dieter Thoery) meet at Branding Iron parking lot on S. Hwy. 191. **CB-12**
- Hey Joe Canyon (3)** - (Robert Micklick) meet along N. Hwy. 191 at Sunset Grill access road. **CB-3**
- Kane Creek Canyon (6)** - (David McIlrath) meet at Slickrock Cinema rear lot. **CB-4**

- Metal Masher (6)** - (Rick Wolcott) meet just north of Moab Rock Shop on Hwy 191. **CB-21**
- Poison Spider Mesa (5)** - (Don Cravens) meet at N. Hwy. 191 Courthouse Wash parking area 1/2 mile N. of river bridge. **CB-11**
- Pritchett Canyon (9)** 8:00 a.m. (Jim Molter) meet at Swanny City Park 400 North 100 West. **CB-20**
- Sevenmile Rim (4)** (Jim Broadbent) meet at Sunset Grill access road. **CB-24**
- Top of the World (4)** 8:00 a.m. - (Gail Straty) meet across from Lions Park at the Colorado River Bridge. **CB-30**

FRIDAY, April 6

- Chicken Corners (2)** - (Norm Burrow) meet on Kane Creek Blvd. by churches (past Slickrock Cinemas). **CB-22**
- Cliff Hanger (7)** - (Bill Dean) meet at Swanny City Park, 400 N. St. and Park Ave. **CB-8**
- Copper Ridge (3)** - (John Marshall) meet along N. Hwy. 191 .3 miles N of Moab Springs Ranch. **CB-13**
- Fins & Things (4)** - (Aaron Graves) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Hell's Revenge (6)** - (Jay Archibald) meet at Branding Iron parking lot on S. Hwy. 191. **CB-12**
- Hellroaring Rim (3)** - (Matt Goestch) meet on South side Highway 128 across from Lions Park. **CB-28**
- Kane Creek Canyon (6)** - (Paul Sutor) meet at Slickrock Cinemas rear lot. **CB-4**
- Metal Masher (6)** - (Brian Nish) meet just north of Moab Rock Shop on Hwy 191. **CB-21**
- Moab Rim (7)** - (Curtis Leonard) meet at Hogi Yogi Restaurant on Main St. **CB-2**
- Porcupine Rim (5)** - (Janina Fiedler) meet at Red Rock Elementary School 685 Millcreek Drive. **CB-18**
- Secret Spire (2)** - (Bob Humphreys) meet along N. Hwy. 191 across from Denny's Restaurant. **CB-27**
- Sevenmile Rim (4)** (Linda Adams) meet along N. Hwy. 191 At Sunset Grill access road. **CB-24**
- Steel Bender (6)** - (Eric Swafford) meet at Spanish Trail Shell station. **CB-6**
- Strike Ravine (5)** - (Brad Green) meet at Los Girasoles, 2728 So. Highway 191. **CB-15**
- Wipe-Out Hill (5)** - (PJ Roubinet) meet along N. Hwy. 191 at Sunset Grill access road. **CB-16**

SATURDAY, April 7

- Hotel Rock (5)** 8:00 a.m. (Butch Brannan) meet at Stagecoach Grill Restaurant. 2728 South Hwy 191. **CB-31**

THE REMAINING 28 TRAILS LINE UP DOWNTOWN -- see "Trails at a Glance" and Line-Up Map page 43

SUNDAY, April 8

- Fins & Things (4)** - (Rex Holman) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Golden Spike (7)** - 8:00 a.m. (Jerry Cook) Utah 279 (Potash Road) First pull out on LH side (Mile marker 15) **CB-7**
- Hell's Revenge (6)** - (Larry Crist) meet at Branding Iron parking lot on S. Hwy. 191. **CB-12**
- Strike Ravine (5)** - (Butch Brannan) meet at Los Girasoles, 2728 So. Highway 191. **CB-15**

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On The Lighter Side!

So you're here in Moab at Easter for a week plus of Jeep Safari. May I make a suggestion? Lighten up a bit. Maybe you are one of the rare ones, but most people find sustaining a constant 5 or above trail every day for the duration of the Safari is pretty taxing. It takes its toll on the vehicle as well as the occupants. Frazzled nerves go hand-in-hand with fractured u-joints. Why, even the driver's sharp edge can be ground down to the point where stupid mistakes are made. Just look at the leader and gunner lists and see how many of them are on the trail every day. OK, so how do you handle this situation and still make use of that hard-earned vacation time? Simple, select a day or so to do the "tourist" routine. Try visiting Arches National Park or the Island in the Sky section of Canyonlands National Park. These parks offer smooth pavement to sooth tired kidneys and overextended neck muscles while you get to view outstanding scenery at every turn in the twisting roads. The family will love you for the calmer, shorter day that results from



Overlooking Canyonlands National Park



Double Arch, Arches National Park



Balanced Rock, Arches National Park

these tourist days.

What, you can't stand a day without the front axle engaged? No problem, each park offers a 4WD trip, although not close to the equipment strainers many Safari trails can be. While not heavily advertised, Arches National Park has a 4WD trail that is accessed by a road near Balanced Rock and goes up to the Marching Men formation and Tower Arch. The brochure you get at the fee station shows the route. Just don't skip the Windows Section before you start the 4WD trip or you will have wasted a chance to see some spectacular arches and scenery. How about the Island in the Sky part of Canyonlands National Park? Well, use the pavement to get to the Park and check out the various scenic overlooks (Grandview Point should not be missed), and then select the Shafer Trail to descend to the White Rim Trail, make a left onto the White Rim Trail to head toward the potash plant, Utah 279, and a pleasant drive along the Colorado River back to Moab. See, you can "have it all" even on a light duty day in the Moab area.



Mesa Arch, Canyonlands National Park

photos: National Park Service

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FINALLY - I'M IN MOAB - WHAT NOW?

Yes, we will admit Easter Jeep Safari can get confusing for those new to the event. Let's take a step back and walk through what you should do after you're registered and when you arrive in Moab.

1st - make sure you have a place to stay! Moab books up very early for Safari, sometimes reservations are carried over from year to year, so plan ahead and make motel or campground reservations as soon as you register for the event, and check in to your motel or campground as soon as you get here to make sure everything is OK.

2nd - If at all possible check in with the Registration Desk before your first trail run to pick up your registration materials. Registration is located at the Old Spanish Trail Arena (OSTA) (see map on page 42). Remember to bring your confirmation form with you, you may need it as a reminder every day for the trails you are signed up for.

ARENA SCHEDULE

Sat. through Wed., Mar 31st - Apr 4th:

Mornings only, 7:00 to 9:00 a.m.

(A separate line will be open to expedite participants with early-trail departures)

Thursday, April 5th - open all day

7:00 a.m. - 8:00 p.m.

Friday, April 6th - open all day

7:00 a.m. to 8:00 p.m.

Saturday & Sunday, April 7th & 8th

THE ARENA IS NOT OPEN.

Trail leaders will have packets for pre-registered people - see Lineup information in this paper (page 43).

During the event the Registration Area, when open will be the only place you can find the most up to date information on any trail problems due to weather or rock slides.

Why check in if you have pre-registered and already have a confirmation? Well, if you don't, you won't get:

~ A dash plaque commemorating the event.

~ A raffle ticket for Friday night's Grand Giveaway (also held at the OSTA on Friday night at 6:30 p.m.)

~ A trail flag - required if on a Big Saturday Trail (April 7th)

~ Your BBQ tickets, if you signed up for some when you registered. This is a free bar-b-cue offered by the Quadratic company as a special event for registered participants of the Safari. You can see more details about the event on page 2 (Quadratic Ad.)

The Red Rock 4 Wheelers will also offer some event memorabilia for sale, which go toward the club's trail defense fund.

3rd - Get to where your trail lines up, preferably about 1/2 hour early. Information included in this paper includes a few pages devoted to maps of town showing meeting places, CB channels, and meeting times for all the trails. (All participants will be

expected to sign a Release of Liability form before embarking on each trip).

4th - An item often missed by new attendees is that Saturday's lineup is totally different from any other day. With only a couple of exceptions, Saturday trails all line up downtown (See the Big Saturday Lineup map on page 43 of this paper. The Trail leader will be sitting where the arrow is for each trail, and yes, some of them are going the wrong direction down main.) Departure is at 9 a.m. on Big Saturday. It is a good idea to carefully read this paper about Saturday lineup and then get in line about an hour early. Don't worry, you won't be bored, there will be tons of 4X4s to look at and new friends to visit with!

5th - IN PERSON AT THE REGISTRATION DESK

You just arrived in town and didn't register for the Safari, but it looks like fun and you would like to go. You can go to the OSTA during the open hours mentioned earlier and check for available spaces on trails.

Registrations will be open until all spaces are filled - see dates and times listed in Item #2 above. Once a trail is filled, it will be closed to further registrations. **Trail leaders cannot take registrations at the line-up, whether or not the trail limit is filled.**

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Running a dual battery setup? This package is designed to direct full recharge to your main battery after start-up and then monitor the charge to transfer voltage to the auxiliary battery after the main is properly recharged - You'll always have power to restart your Jeep out in the back country. #40120

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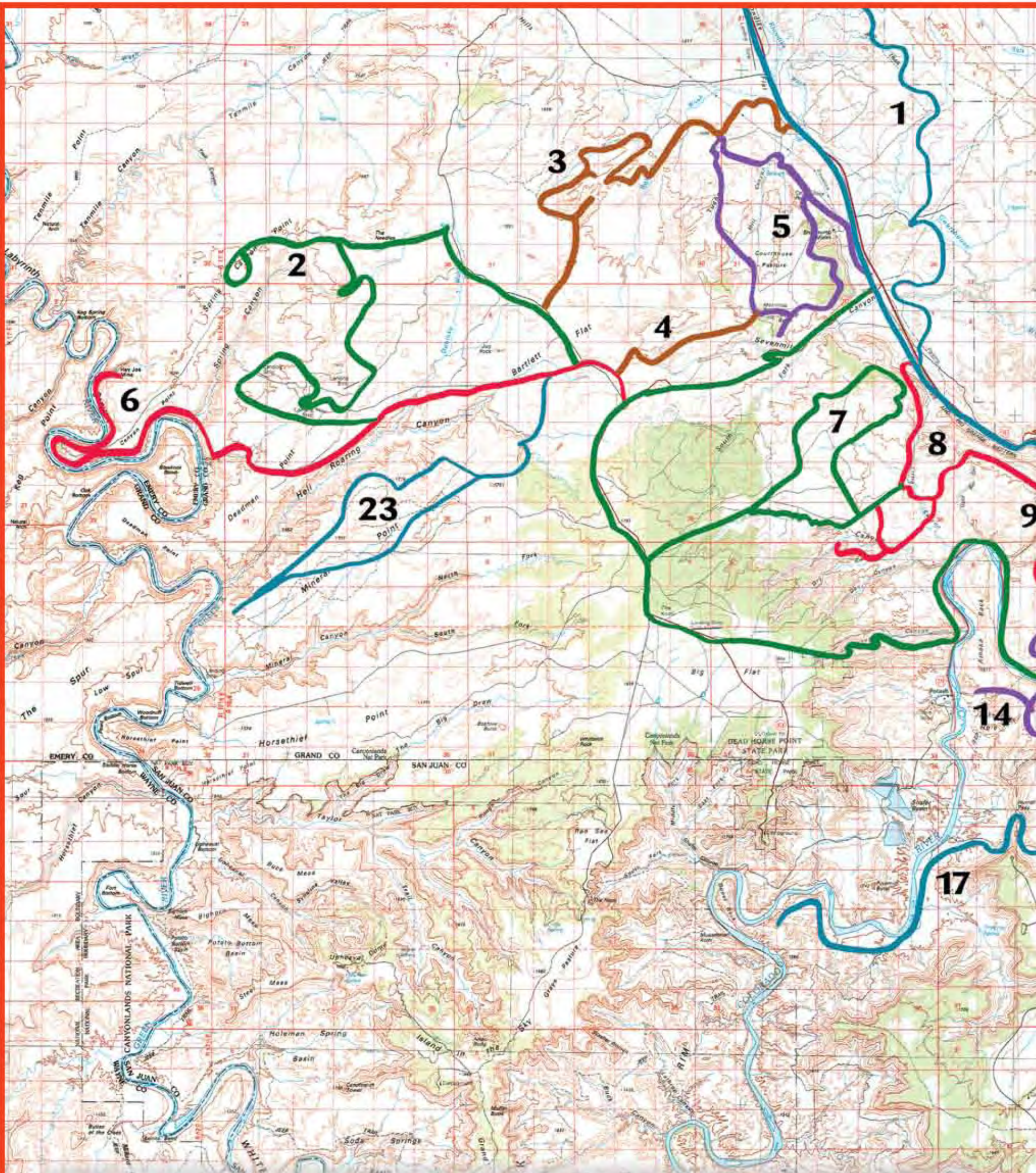
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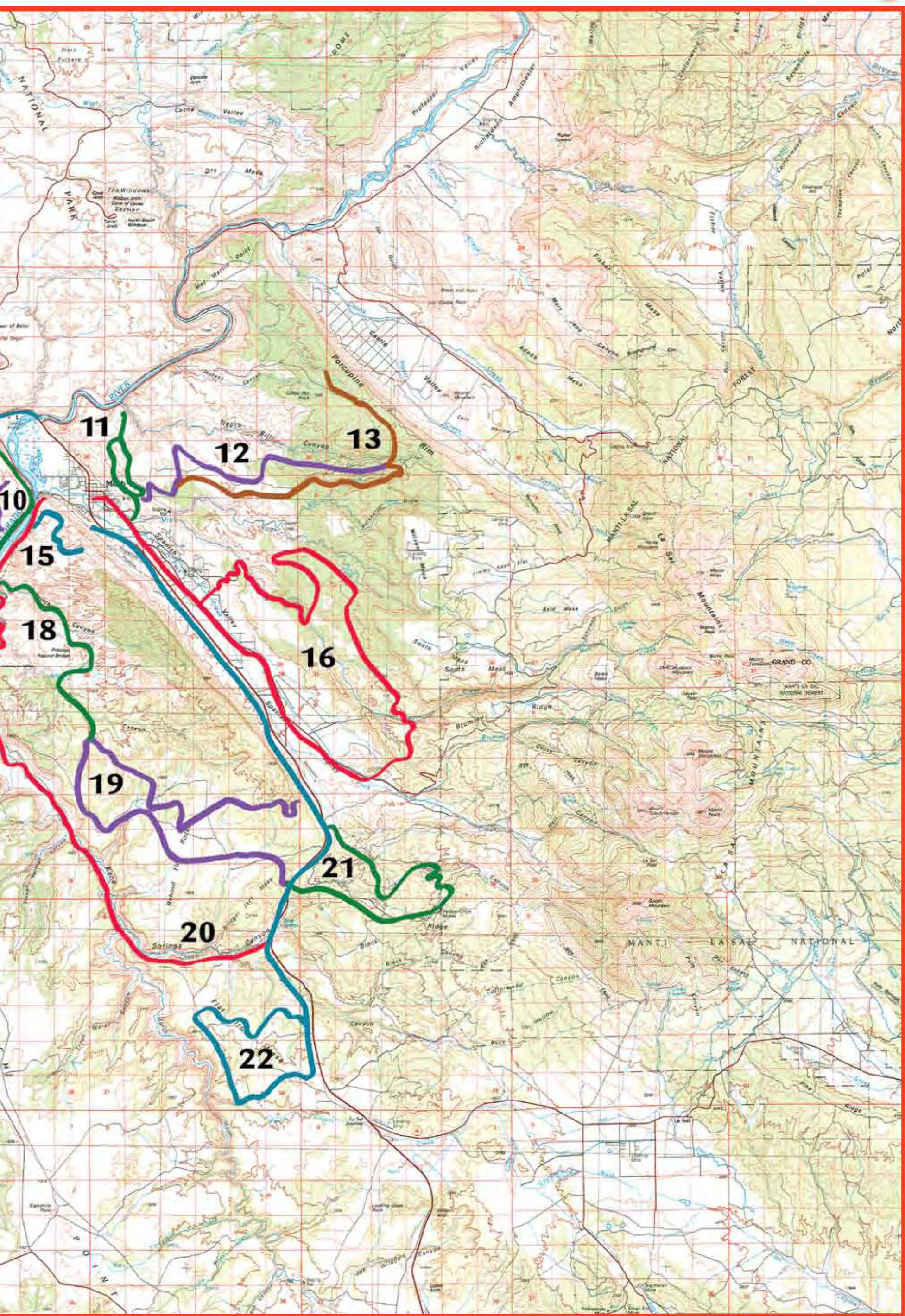


2012 Jeep Safari Trails

- 1. Copper Ridge
- 2. Secret Spire
- 3. 3-D
- 4. Wipe-Out Hill
- 5. Sevenmile Rim
- 6. Hey Joe Canyon
- 7. Metal Masher
- 8. Gold Bar Rim
- 9. Golden Spike
- 10. Poison Spider Mesa
- 11. Hell's Revenge

- 12. Fins and Things
- 13. Porcupine Rim
- 14. Cliff Hanger
- 15. Moab Rim
- 16. Steel Bender
- 17. Chicken Corners
- 18. Pritchett Canyon
- 19. Behind the Rocks
- 20. Kane Creek Canyon
- 21. Strike Ravine
- 22. Flat Iron Mesa

- 23. Hellroaring Rim
- Off Map:**
 Crystal Geyser (N/W)
 Dome Plateau (N/E)
 Top of the World (E)
 Rose Garden Hill (E)
 Elephant Hill (S)
 Hotel Rock (S)



WHY CHARGE FOR REGISTRATION?



Registration fees must be submitted with the registration form and "trail preferences" chart. See pp 51, 52. For 2012, \$50 for every trail, if you register for nine days, the fee will be \$450.

A good part of the registration fees go to pay land-use fees to the Bureau of Land Management (BLM-for use of Public lands) and the State of Utah (for use of School Trust Lands). Our "Special Use Permit" with the BLM requires a \$5.00 fee for each person/day of use. After the event is over we provide the BLM with the total number of vehicles that registered, the average number of people per vehicle, and the total number of vehicles that ran a trail each day during the event. In 2011, the BLM fee was \$34,111 and a fee of \$7,368 went to Utah State Trust Lands.

Another big part of your fees go to postage and related mailing expenses. The cost of printing and mailing registration confirmations and answering inquiries is part of it. We also have a "hot list" of people who have attended one of our events in recent years and those who have expressed interest for future events. We mail about 7,000 of these newspapers every year. Not everyone attends every year, but many like to read and plan for another year. The newspapers

are designed and published by Canyonlands Advertising as a for-profit business operation. The Club provides editorial material and photos and they do the hard part – soliciting advertising, planning the layouts and arranging printing & mailing.

The Red Rock 4-Wheelers, Inc., is intended to be a not-for-profit corporation (but we are not technically "non-profit" – we pay taxes). Basically, no profits are distributed. Any one event may show a surplus or a deficit. Surpluses may be used for regular club expenses and charitable donations. For 2011 \$9,850 was donated to the following organizations: Moab City Police Department, Grand County Sheriff's Department, Grand County Search & Rescue, San Juan County Sheriff's Department, Moab Chamber of Commerce and Moab Regional Hospital. The Club annually supports city and county law enforcement agencies, search and rescue and the hospital in recognition of their extra burdens during our events and the multitude of events in Moab. Additional donations are made based on recommendations of Club members and voted on by the membership.

Registration fees also help fund our MUD (Multiple Use Defense fund). To list just a few things this fund is for - legal fees to defend public use of public lands, archeological survey fees, marking and repair of trails (i.e. moving a 4 ton rock) Blue Ribbon Coalition and USA All also receive donations and matching funds.



Refund Policies

We processed more than 1,700 registration requests last year. This being said, our refund policies are designed to prompt careful planning by registrants. This year that is going to be more crucial than ever due to On-Line registration – once you hit that button to purchase your trails, know that someone else will be right behind you purchasing their trails, so plan carefully – NO LOTTERY this year!

REFUNDS:

Refunds will not be made until after the Safari is over. They will be paid by Club checks mailed to you. Please allow up to 4 weeks for processing.

Mail in registrations – if you submit fee amounts for more days than we can accommodate the excess fees will be refunded after Safari.

Any cancellation (total or partial) received in writing (US mail or e-mail is acceptable) prior to **March 15, 2012** will be entitled to a refund, less a \$15 cancellation fee. For later cancellations, fees are forfeited.

If you are feeling generous and would like to support the Club's land use efforts, you can designate all or part of your refund to the MUD Fund (Multiple Use Defense Fund) on behalf of our efforts to keep the Safari trails open.



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HOW TO REGISTER

New this year! On line registration at RR4W.com. We encourage all participants to use the web site to register. There are huge advantages to this – one of the biggest being NO LOTTERY and the next being immediate response and confirmation!

LOTTERY – the upgrade in technology has made the lottery unnecessary. To accommodate those that currently do not have e-mail, we will gather the mailed in registrations and put them all in as the site becomes available at 12:00 p.m. (midnight) Mountain Standard Time on January 20, 2012. This is the only way we can assure everyone has an equal chance to register. The only way to register faster is to get your own e-mail address and go for it.

GROUPS – We can no longer accommodate groups, either with mail in or on line registrations. Gather your group together and everyone decide what you are going to do then everyone get on the web site and register while there are plenty of spaces on the trails you want.

ON LINE REGISTRATION

You may go into RR4W.com at any time and set up your personal registration account without registering. Click on the Trails tab and follow directions from there. Your account is based on your e-mail address and a password you set up. If in the future you change your e-mail address, you must also change it at this site in order to register; this can be done at any time.

1. You will be required to enter a vehicle to register on line – the equipment on your vehicle will be a mandatory field as well as your license plate number, etc. All required fields are starred.
2. Once into the site you will see the trails grid. Each day the trail is offered you will see the number of spaces available that day appear next to the trail name, a -0- (zero) in any day next to a trail means the trail is not being run that day.
3. You can look at the trail details by clicking on the trail name. For Trail Difficulty rating descriptions click on the Jeep icons. You can peruse trails and their rating as much as you like without registering for them.

MAIL IN REGISTRATION (The Lottery system has been discarded)

1. Review the trail descriptions, difficulty ratings, and availability of trails. Decide which trails you prefer to attend. (Group Registrations can no longer be accommodated).
2. Mark the TRAIL PREFERENCE CHART to show your preference (1,2,3 etc.) for each day you want to attend. Give us plenty of choices. (See page 52 for detailed instructions).
3. Fill out the Registration form on this page completely and legibly. Every question is important. Give us your own mailing address for future mailings.
4. Read the fine print on the Registration form and the "Vehicle Safety Equipment" articles elsewhere in the paper (Page 55 & Page 62). Your form must be signed if mailed in. It will be sent back to you un-registered if not signed and no reservations made.
5. Count the days you plan to attend and figure the total fees. Make your check or money order out to Red Rock 4-wheelers and sign the check—we are no longer equipped to process credit cards except on the web site.
6. Mail your registration to the address on the bottom of the Registration form along with payment. First Class mail is the quickest – ON LINE is even faster.
7. Cancelling or changing registrations – do it as soon as possible. See the "Cancellations and changes" article (page 53).

2012 Jeep Safari Registration

New this year! REGISTER ON LINE AT RR4W.com

Read "How To Register" on this page.

MAIL IN REGISTRATIONS: If you absolutely cannot get on-line, you can still send this form in via USPS, but we can only accept check or money order as payment this way. Fill in this form. Then, on the other side indicate your trail preferences (trails are available only on the days not grayed out). Each trail is \$50.00 this year, calculate your fee by multiplying \$50 X the number of trails you plan to sign up for. (Note 3 day packages are \$150 – or \$50/trail) **The lottery system has been retired and can no longer accommodate group registrations. The new system will give everyone the same opportunity to register, even our overseas participants.**

You must send this back in by January 20, that's when we will be entering your registration with other mailed registrations. All mailed registrations will be entered by "post mark" date by our staff on January 21, the date we also open registration to On-line registrants. This way, everyone has the same chance for reserving trails.

CONFIRMATIONS: On-line registrants will receive confirmation by e-mail. If you have mailed in your registration you will receive a confirmation via USPS. Both E-mail and USPS registrations must still confirm your attendance at the registration desk and pick up your registration packet (dash plaques, pennants, etc.) at Arena when you arrive in Moab.

Print Name _____

Mailing Address: _____

City _____ State _____ Zip _____ Phone # _____

Vehicle Description _____ # of Persons in vehicle _____

Vehicle License No. _____ State licensed in: _____

If you want a trail requiring special equipment: See trail descriptions.

REAR LOCKER? Yes No FRONT LOCKER? Yes No WINCH? Yes No TIRE SIZE _____

I certify that my vehicle meets the safety requirements for the legal operation in the State of Utah and for the rules of the 2012 Jeep Safari (including an integral metal top or roll bar). I have read the trail descriptions and difficulty ratings and I believe my equipment and driving experience are appropriate for the trails I have chosen. I agree to use proper seat belts for myself and my passengers while my vehicle is moving on the trail or going to and from the trails. See articles in the Safari paper for more specific restrictions.

Drivers Signature _____ Date _____



Total Fee Enclosed _____ Check # _____ Money Order _____

If you are interested in attending a FREE Quadratec Barbeque on Tuesday, April 3rd. Indicate number of tickets needed here _____. Pick these up at the registration area.

REGISTRATIONS SUBMITTED WITHOUT SIGNATURES, FEES OR TRAIL PREFERENCES WILL BE RETURNED FOR COMPLETION BEFORE PROCESSING.

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Trail Preferences

For each day you will attend, mark three or more choices (1,2,3, etc. for preferences that day) in the boxes. (No Box=No Trail that Day...Don't Think Outside the Box!)

!! means see paper for special rating or equipment needs

♀ = means ladies driving day, ♦ = 1st Timers & ◇ = Sophomores are packages of 3 trails

TRAIL	RATING	Sat 3/31	Sun 4/1	Mon 4/2	Tues 4/3	Wed 4/4	Thu 4/5	Fri 4/6	Sat 4/7	Sun 4/8
3-D	3				♦ ♦					
Backwards Bill	5		!! !!		!! !!					
Behind The Rocks	7									
Tip Toe Route	5									
Tip Toe + hike	5									
Chicken Corners	2		♦ ♦							
Cliff Hanger	7									
Copper ridge	3				◇ ◇					
Crystal Geyser	3									
Dome Plateau	4									
Elephant Hill	5									
Fins & Things	4				♀ ♀		◇ ◇			
Flat Iron Mesa	5		!! !!							
Gold Bar Rim	5									
Golden Spike	7	!! !!	!! !!		!! !!		!! !!		!! !!	!! !!
Hellroaring Rim	3									
Hell's Revenge	6									
Tip-Toe thru Hell	4									
Hey Joe Canyon	3									
Hotel Rock	5									
Kane Creek Canyon	6									
Metal Masher	6-7									
Moab Rim	7									
Moab Rim + hike	7									
Poison Spider Mesa	5									
Porcupine rim	5							♀ ♀		
Pritchett Canyon	9		!! !!	!! !!	!! !!		!! !!		!! !!	
Rose Garden Hill	6									
Secret Spire	2			♦ ♦						
Sevenmile rim	4					◇ ◇				
Steel Bender	6									
Strike ravine	5									
Top of the World	4									
Wipe-Out Hill	5									
		SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN

TELL US WHICH TRAIL YOU WANT

Our registration crew tries to get people on the trails they want. First, we have to know what you want. We are asking you to fill out the "TRAIL PREFERENCES" chart to help tell us. This article suggests how we would like it filled out, but we will try to interpret your system or read your notes — anything to help us understand.

The design of the chart is the same as past years, and here are some by-the-numbers instructions:

- 1) Start with the first day you will be here. Go down the list vertically on that day. Mark inside the boxes for the trails you want in order of your preference as "1", "2", "3", etc. for that day only. (You can't create a trail by marking outside the boxes!) We urge you to make plenty of choices; if all the trails you marked have filled, you will not be confirmed for any — and by the time you send other choices, those trails may be full, too.
- 2) Continue the same way on your second day, scanning the day vertically and marking your preferences, starting again with "1". Then continue for each subsequent day. If you are eager to get a particular trail, you may show it as first choice on as many days as you wish; we will assign it to you only once.
- 3) If you have selected a trail for several days but don't care which day you get it, skip the following steps. We will assign the trail for only one day.
- 4) If, on the other hand, you have preferences for which days you get certain trails, scan your markings for one of your trails, going across the chart horizontally this time. If you have placed a "1" for that trail on more than one day, you may show which day you would prefer by adding an "A" (making it "1A"). On the same horizontal line, you may add a "B" to your second choice of days ("1B"). Our experience is that there is seldom a need to go beyond B to make your wishes clear to us.
- 5) Start again from another trail name horizontally. If there is a "1" for more than one day, add "A" or "B", etc. Continue reviewing the trails horizontally until you have exhausted the "1" choices.
- 6) Review each trail to see if you have marked "2" for the trail on more than one day. If so, you may add "A", "B", etc. to the "2" markings for that trail.
- 7) The system can be continued, but there is seldom need to add letters to more than the first two choices.

If we go through your first few choices and find none of those trails available but do have another with openings, we look to see if that trail is mentioned anywhere on your chart. If so (and if we did not give you that trail on another day), we will assign the trail that you mentioned elsewhere. Otherwise, we will have to leave that day unassigned.

Sometimes, this system is more confusing than a simple note. We will read the notes you write to clarify your wishes. Or Register online and know what you have.

A sample of a chart filled according to these instructions appears here.

Sample only - ignore dates

TRAIL (rating)	SAT 3/19	SUN 3/20	MON 3/21	TUE 3/22	WED 3/23	THU 3/24	FRI 3/25	SAT 3/26	SUN 3/27
Fins & Things (3½)		3					3	3	
Flat Iron Mesa (4)								4	
Gold Bar Rim (3½+)							2	2	
Golden Spike (4+)	2 II		2 II	II			II	II	II
Hellroaring Rim (3)									
Hell's Revenge (4)	3	2	3				1B	1A	
Tip-Toe Through Hell (3½)									
Hey Joe Canyon (3)									
Hole in the Rock (4)	< 1	camp Log							> camp Log



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WHAT'S LEGAL IN UTAH?



No, we aren't talking number of wives or lack of wine in grocery stores! In your registration form you will sign a release acknowledging that you realize your vehicle is in compliance with Utah laws for street legal vehicles. Are you curious about those requirements? You should be! The entire safety inspection handbook can be viewed online at <http://publicsafety.utah.gov/safetyinspections/safetyinspections.html> Then select passenger car and light truck manual under "downloads" on the right hand side of the page. We are including a section of the manual pertaining to suspension alterations here, since that is where most people have trouble with the law. Forewarned is forearmed. Some local "buggy" type conversions go to elaborate lengths to remain legal yet trail ready.

Lifted or Lowered Vehicles

A. Lifted Vehicles:

1. Check that fenders cover full width of tire.
2. Check for mud flaps. (Must cover full width and top 50% of tire).
3. Check frame height (Based on Gross Vehicle Weight Rating, GVWR).
4. Check for body lift.
5. Check for stacked blocks.
6. Check for modification of brake hoses.
7. Check headlight aim and vertical height. (Headlight height must be between 22" and 54" to center of the low beam bulb).

B. Lowered Vehicles

1. Check that fenders cover full width of tire.
2. Check for mud flaps, when required. (Must cover full width of tire).
3. Check for minimum ground clearance.
4. Check for removal of original suspension components.
5. Check headlight aim and vertical height. (Headlight height must be between 22" and 54" to center of the low beam bulb).

These notes are for your information to help you determine if your vehicle qualifies under Utah State Law. The Red Rock 4 Wheelers work with the local law enforcement agencies to try to accommodate as many out of state vehicles as possible, but in the final analysis, the law is the law. Many of the encounters with the law turn out to be issues of how the vehicle was being operated, not whether it was legal or not.



Modified - Utah Legal

Cancellations & Changes

Out of more than 1,700 people who apply for registration, a few will unavoidably change plans. We try to be flexible, but we have to use a system that we can manage and one that discourages careless changes that threaten the plans of others.

The Basic Rules For Cancellations Are:

A full or partial cancellation received before the final date for cancellations of March 15th will allow us to re-open your reserved space for other registrants.

A cancellation (any or all trails), if received in writing (mailed or e-mailed) prior to March 15th, merits a refund of all but a \$15 cancellation fee.

After March 15th, openings will not be filled, and fees will be forfeited.

Refunds will not be made until after Safari and our treasurer has handled the more pressing Jeep Safari business - allow up to 4 weeks for processing.

ALL fees are forfeited after Safari begins on March 31st.

IN BRIEF:

- Changes made in writing preferred. No one will be home during Jeep Safari week to answer the phone.
- No "musical chairs" at line-ups. Openings caused by cancellations or "no shows" will not be filled.
- No registrations at line-ups.

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TRAIL DIFFICULTY RATINGS

(Effective January 1, 2008)

The following ratings are for Moab area roads in dry conditions. The effect of snow or rain varies greatly depending upon the altitude of the roads and the type of soil the bed consists of. ***Driver Beware!***

1: County dirt road maintained for high clearance 2WD and 4WD use in adverse conditions.



2: County dirt road with infrequent or light maintenance after rain or snow, 2WD high clearance with low gears, otherwise light duty 4WD.

3: Road with frequent use, but seldom maintained. Dirt, sand and slick rock surfaces, with mud holes possible (note: maybe impassable when wet due to soil composition). 4WD recommended under most circumstances due to ruts or wash erosion.



4: Road surface consisting of loose rock, dirt, and sand with some slickrock surfaces. Erosion, washes, gulches and rock steps no higher than 12". 4WD is recommended with good ground clearance and driving skills. Aggressive tires and limited slip would be a plus. Water and mud is possible.

5: Road surfaces are rutted, rocky and sandy with steps not exceeding 14", with considerable slickrock surfaces. Water not exceeding 12" with some mud possible. Good vehicle approach and departure angles are helpful. Tall tires (33" plus) and traction added device (lockers, limited slips) is recommended. Above average driving skills are desirable.



6: Roads are difficult with considerable erosion damage repaired just enough to be passable. Water in excess of 12" is possible with mud conditions. Steps not exceeding 24". Tall tires (33" plus) with traction added devices (lockers, limited slips) are recommended. A winch would be a plus. Enhanced suspension travel and ground clearance are helpful. Excellent driving skills are recommended.

7: Trail consists of rock, sand and considerable slickrock with many steps exceeding 24". Steep inclines and declines are prevalent. **Enhanced off road equipment is required including locking devices (front & rear), tall tires, maximum vehicle ground clearance, and tow hooks.** A winch is desirable. Excellent driving skills are required. Vehicle mechanical or body damage is likely. Roll over possibilities exist.



8: Extreme trail similar to #7 except a bit more extreme. Excellent driving skills are required. Vehicle damage is likely. Equipment or mechanical damage is probable. Frequent use of your winch may be required.

9: Extreme and beyond, similar to #8. Vehicle damage is likely. Excellent driving skills are required. Roll over is very common. Winches, spare parts and tools are recommended. Be prepared to spend the night on the trail. Beyond the capability of most modified stock vehicles.



10: Let the carnage begin! Buggy territory. Street driven 4X4's should not attempt this trail. Modified factory vehicles will not be able to complete this trail.

NOTE: The Red Rock 4 Wheelers Club attempts to keep the trail ratings current. However weather and usage constantly alters the routes. Heavy but localized rains can change Kane Creek from a moderate trail to impassable in an afternoon. It is always wise to obtain the most up-to-date information prior to departing for a trip, and be prepared. Remember, turning back is usually an option as well.

2012 Easter Jeep Safari Vehicle Requirements



The Red Rock 4 Wheelers wish to clarify the eligibility of differing vehicles for the 2012 events, both Easter Jeep Safari and the Labor Day Event.

These events are offered for street legal production type four wheel drive full-size passenger vehicles that feature a transfer case which has a low range gear in it. Our events are designed around this type vehicle and always have been. Years ago we found out the hard way that allowing vehicles that differed from this formula created problems and detracted from the fun for participants. Our trails also usually end at a different spot than where they began, so street legality is an issue too.

This should not in any way be viewed as a condemnation of sand rails, dune buggies, rock crawlers, motorcycles, ATVs, or UTVs. All represent a legitimate way to have fun off the pavement, and many of our members own them, but we realize also that they travel the trails at a much different pace than the full-sized four wheel vehicles. It is the travel pace that surfaces as the most visual problem; gaps begin forming in the line as the terrain changes and people speed up or slow down to adjust to it. Once the gaps begin to grow, invariably someone misses a turn and part of the group gets lost. This results in a lot of down time while the lost group is searched for and then reunited with the trail group. Another problem with the disparity of vehicles is the availability of adequate help in the case of a rollover or a serious "stuck". Winches are marketed for the size

vehicle they are expected to be used on, and rated accordingly; a small winch on an ATV just doesn't have the pulling power and vehicle mass required to assist with the larger stuff.

What can owners of these other vehicles do if they want to attend an event? Joining or forming a club of similar vehicles is a good choice. That's how we got started! Another choice that exists for some is attending an organized event for that type of vehicle. Moab now features a UTV Rally scheduled for May 16-19, 2012. You can find them at Rallyontherocks.com. There are two other Utah ATV events we are aware of. The TriState ATV Jamboree will be held March 14-17, 2012 in Hurricane; information is found at www.tristateatvclub.com. The Paiute UTV Jamboree be held in Marysville, Utah in August; information is at www.utvjam.com. The San Juan ATV Safari will be held in Blanding September 13 - 15, 2012. The Motorcycle information can be found at www.motoutah.com, and dune buggies can get information at www.dune-buggy.com. Rock crawlers seem to be pretty well covered at www.pirate4x4.com.

Another problem we frequently encounter is questions about purpose built rock crawling rigs. All but a couple of our trails are no challenge for these purpose built rigs, so they don't register for them. Since we do encounter them on a couple of trails we must visit the issue. First, our initial statement stands, the trips are for street legal production type four wheel vehicles. As already mentioned, most of



our trails exit at a different point than where they enter, so it becomes difficult to get past the street legal aspect. The Utah Highway Patrol enforces the Utah street legality situation pretty strictly, and Jeep Safari time is no exception. Please note that even if you have your vehicle licensed in another state, Utah laws apply in Utah. The safety inspection book is lengthy but pretty straightforward. It can be viewed or downloaded from www.safetyinspections.utah.gov. On the right sidebar, under quick downloads the passenger car and light

truck manual can be found. Windshields, lift height, and fender coverage of the tires are a few of the items of concern, but by no means all. Red Rock 4 Wheelers didn't make the laws, and we don't want to be in the business of enforcing them. We ask that you read the requirements of our events, and comply with them. If you, as a participant, are stopped on the way to a meeting place or on the way to the trailhead, we are not responsible if you miss the trip, and will not issue a refund for the missed trail.



How to know if you can ride on a road:

Quote: From Utah State Senate Bill #181 Effective October 1, 2008

(1) (a) Except as provided in Subsection (1)(b), an all-terrain type I or type II vehicle that meets the requirements of this section may be operated as a street-legal ATV on a street or highway that is a highway with one lane in each direction.

(b) Unless a street or highway is designated as open for street-legal ATV use by the controlling highway authority in accordance with Section 41-22-10.5, a person may not operate a street-legal ATV on a street or highway in accordance with Subsection (1)(a) if the highway is under the jurisdiction of:

- (i) a county of the first class;
- (ii) a municipality that is within a county of the first class; or
- (iii) a municipality with a population of 7,500 or more people.

So get your OHV registered and inspected and you can ride it on any road with one lane in each direction. So no freeways. No multi-lane highways. Just because a road has a multi-lane section going up a hill does not make it a multi-lane road.

The roads inside counties or cities in counties of "first class" status are CLOSED UNLESS the "Controlling Highway Authority" says its okay. Expect to see signs to this effect or you should assume its closed.

Only Salt Lake County is a "first class" county. If you want OHV routes in Salt Lake County you'll need to work on it locally.

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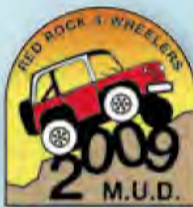
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Elephant Hill Trail

Linda Adams & Brett Davis, Leaders

Marlin Sharp & Robert Telepak, Leaders

Ordinarily the National Park Service likes to keep its trails readily available to the public and not cluttered with large groups. Again this year we plan to use this trail under controlled conditions on two weekdays. The trail enters the beautiful small canyons, called "Grabens" in the Needles District of Canyonlands National Park and is renowned for its challenge to stock vehicles. Because of limited parking at the trailheads, the trail is divided into two sections. Once at the park, each section features a short, scenic hike. One section will walk the Joint Trail, a fascinating narrow and deep crack in a rock layer, and the other section will walk to an overlook of the confluence of the deeply entrenched Colorado and Green Rivers.

The restrictions we put on the signups for this trail are really worth noting, so you avoid throwing away your registration money. First, your vehicle must be capable of sustaining a 55 mph speed on the highway since the trip involves about 75

miles of highway driving. Next, your vehicle needs to carry enough fuel for 175 miles of travel, because fuel may or may not be available at the Needles Outpost. Third, the National Park Service will require the normal entrance fee be paid and that all NPS rules be followed by participants. This fee was \$10 in the past but may have increased. Rules say pets are not allowed on the 4x4 trails even in vehicles, and the National Park Service inspects for street legality of vehicles and will refuse to allow those blatantly non Utah legal to enter the Park. Our leaders cannot help you if the NPS refuses you entrance, they have to abide by the rules and take the legal group in and leave you behind! Our final restriction is no long wheelbases (over 115").

Scenery: The tall cliffs lining the rivers are similar to those seen near Moab. Most



of the surface rock formations, however, are of the Cedar Mesa Sandstone, which produces the spectacular colors of the canyons, spires, and balanced rocks that give the Needles area its name.

Road Surface: The ridge crossings are mainly rock ledges while the roads in the bottom of the grabens are mostly fine powder laced with a few rocks.

Obstacles: Elephant Hill itself has difficult climbs in both directions — even after cement was added to some ledges to

obviate the need for chinking them with loose rocks. There are other ledges between grabens, and a little slickrock at the Silver Stairs.

Associate Leaders: Mark Bryson, Michael Dosen, Timothy Hodgkins, Terry Rust & Matt Westrich.

To be used: Tuesday (Linda Adams & Brett Davis) and Thursday (Robert Telepak & Marlin Sharp), with departures from Nation's Towing on South Highway 191 at 8:00 a.m.



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Moab Easter Jeep Safari Egg Hunt

Your challenge for 2012 is to find all of the Easter eggs scattered throughout the newspaper. They are sometimes obvious and sometimes they are cleverly hidden on the page. Some pages may not have any and some pages will have a lot. They may even be hidden in some of the advertisements.

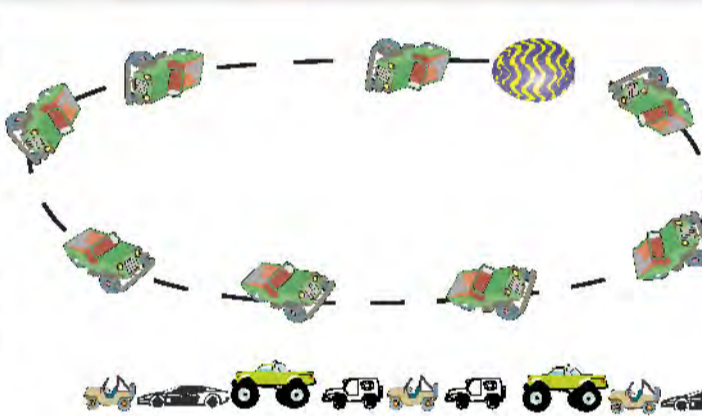
It was suggested that we try something different for the 2012 contest. The first most obvious thought was, let's have them count the number of Jeeps in the paper. After a lengthy discussion

about did this mean just Jeeps or any type of 4 wheel vehicle? The next question that was raised; does it have to be a full Jeep or just a part of one? After more interesting questions about the possibility of counting Jeeps, we counted the first 5 pages of the rough draft of the paper and when we had reached a large number (over 100) we decided to go back to the egg count. Simple oval shaped eggs with fun Easter colors. As you are looking, bear in mind that we have tried to make it fun but difficult enough to challenge

even the best puzzler in your family. The first 5 registered Easter Jeep safari participants each day (March 31 thru April 6) who successfully find all of the eggs and tell us how many will receive a free hat from the Red Rock 4 Wheelers. You must tell us the exact number of eggs and be able to show us in the paper where you found them if questioned. Limit of one hat per registrant. You must present marked up newspaper at registration desk to claim your prize.



Our trail leaders become really weary of hearing on the CB "which way did they go?" Worse is not hearing it when there are big gaps in his string of vehicles — sometimes to the point of vehicles taking the wrong road. The problem is so easy to avoid and so hard to recover from. The ideal way to avoid that problem is to have each driver keep track of the one behind him, especially at trail junctions. If the driver ahead will do the same, the line stays intact and the leader can be aware of breakdowns or problems soon after they happen — not when he is another mile ahead. (There remains an obligation, of course, for all



to keep moving at a reasonable pace.) When a gap does develop, it is usually possible to see which way a couple dozen vehicles went by looking for fresh tire tracks or watching for dust clouds. Finally, one of the blessings of having Citizen Band radios is the communication we can have throughout the line. Please keep the assigned channel free for important — possibly emergency — information to be passed along. Each trail has its own channel assignment, but channel numbers 32 and higher are free for your personal chatter.

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Fins and Things Trail

Doug and Carma McElhaney, Leaders



"Fins" are the Navajo Sandstone slickrock northeast of Moab, and the "things" are

what remains as the fins erode. The fins started as wind-blown sand dunes some 200 million years ago, they got cemented into sandstone, and they are now going full circle back to sand blowing in the wind. The trail is reached via the Sand Flats Road, and the territory it covers is the rolling country east of the Hell's Revenge trail and between Negro Bill Canyon and North Fork of Mill Creek Canyon. (Sand Flats is now a fee area for individual visitors, but because this event pays a land-use fee, the Easter Jeep Safari trips pay no additional fee.) There are a few sudden and steep climbs on and off the slickrock that can be difficult for vehicles with long overhangs. Any tire tread will do on the slickrock, but the clearance added by tall tires is always

an advantage, while an aggressive tread helps in the sand. Approximate mileages: 25 total, 13 off highway.

Scenery: The views near and far are exceptionally scenic. The Navajo mounds and fins are themselves interesting, and the deep canyon system of Negro Bill adds a special dimension. Farther to the east are the red mesa rims at the base of the snow-covered La Sal Mountains.

This Trail is supported by Discount Tire Company on Wednesday, April 4th.

DISCOUNT TIRE

Road Surface: Most of the travel time is on slickrock or very sandy dirt. Some of the climbs are aggravated by a loose-sand approach.

Obstacles: The trail opens with a sand hill featuring a sharp turn that thwarts



the high-speed approach often needed in sand, but the hill can be bypassed. There are several steep ups and downs on the slickrock that will drag front, rear, and maybe middle of some vehicles. Slickrock climbs called "Frenchie's Fin" and "Ken's Climb" are about as steep as we can do.

Associate Leaders: Richard Anderton, Glen Baxter, Eric Brewer, Guy Brown, Steve Collins, Torry Cortez, Earl Covey, Russ Erickson, Melissa Fischer, Kenneth

Gaw, James Graves, Brady Hansen, Glen Hawkins, Steve Hinken, Nancy Jenkins, William Kenney, Dee McNenny, Carl Nesbitt, Tracy Payne, Susan Stevens, Allen Thayne, Jamie Wride

To be used: First Saturday (Bob Kentston), Palm Sunday (Bill Dean), Monday (Don Cravens), Tuesday (Melante Tackett), Wednesday (Matt Spencer), Thursday (Jake Jacobson), Friday (Aaron Graves), Big Saturday, and Easter Sunday (Rex Holman).

This trail is Day 3 of Sophomore Package



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Flat Iron Mesa Trail



Don & Karen Cravens, Leaders



Flat Iron Mesa is south of Moab and is bounded by Kane Springs Canyon on the north, Hatch Wash Canyon on the west, West

especially beautiful. Hatch Canyon is about 700 feet deep at the overlook where West Coyote Creek joins it in a series of cascades.

Road Surface: Much of the trail is two-track on sandy dirt that is occasionally dusty and is always inlaid with bedrock. There is a little slickrock, a gravelly hill, and numerous rocky ledges.

Obstacles: Several short hills won't be done on first tries by everyone. A long climb to a flat-top butte is in a loose mixture of coarse gravel and dirt, and it is made more difficult by a few large rocks. It can be bypassed. Near West Coyote Canyon overlook are a long ledgy downhill (site of a tip-over a few years ago) and a narrow shelf that requires a tight turn.

Associate Leaders: Bob Carney, Glen Hawkins, Timothy Hodgkins, Bob Kraft, Leon Olson, George Thornock, Wayne Van Lieu & James Walden.

To be used: Monday *REVERSE* See Special article on facing page (Robert Thornock), Wednesday (Don Cravens) and Big Saturday.

Coyote Canyon on the south, and Highway 191 on the east. A main road has a BLM sign, but our trail leaves the highway earlier (18 miles from town) and it quickly gets 4WD status on numerous old trails that reach fine canyon overlooks and provide some interesting four-wheeling. Most of the trail is fairly easy; the "5" rating goes with only a couple of obstacles, some having easier bypasses. There is a harrowingly narrow section on a cliff edge that barely allows a full-size vehicle to pass — being small is a comforting advantage. Approximate mileage: 55 total with 17 off road.

Scenery: There are views of the La Sal Mountains, local cliffs, and different canyons throughout the trail. The cliffs and canyon walls near Kane Springs and Muleshoe Canyon are



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Flat Iron Mesa - Reverse

Robert Thornock - Leader

This trail runs the Flat Iron Mesa trip in a backwards direction,

thereby increasing the difficulty in a couple of places,

hence the higher rating.

Due to this, the equipment requirements are: **No long wheelbases (e.g. long bed or extended cab pickups, Suburbans, etc); minimum 33" tire diameter; front and rear locking differentials.**

Body damage is a real possibility on this trip. We also suggest that it would be helpful if participants had run Flat Iron Mesa in a normal direction prior to signing up for this trip.

The entire narrow section in the Easter Egg Rock area easily encompasses the equipment requirements for this trip. It features a narrow, twisting approach between large rocks that leads to a rock stacking ascent of a large and angled shelf that just happens to require a sharp left turn as the rear tires are still climbing the shelf. A side slip here can result in a lot of damage to left side body and roof panels.

After the Easter Egg Rock area, a lot of shelves that



were no big deal coming the normal way become obstacles that have to be climbed instead of descended. The shelves approaching the Tilt A Whirl area are particularly tall, and then there awaits the ascent of the Tilt A Whirl itself.

Our officials describe this as "a very fun and scenic trail with enough of a challenge to make it entertaining". If you have the right equipment, sign up and see for yourself if they are right.



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Gold Bar Rim Trail

Nancy Jenkins, Leader



Gold Bar Rim is a cliff rim that stands about 1200 feet above Highway 191's path in Moab Canyon. Because the rocks behind the cliff slope downward to the southwest, the rim has a 360° vista. Gold Bar Canyon drains away from the rim into the Colorado River. The trail climbs the cliff in stages, first angling up to Little Canyon, then working its way across Gold Bar Canyon to follow the slope of the Wingate Sandstone layer up to the rim. After doubling back from the rim, the trail begins a loop to include Bull Canyon bottom near Gemini Bridges from below.

Approximate mileages: 47 total, 25 off highway.

Scenery: The Gold Bar Rim vistas take in almost all of the local country, including Moab and its valleys, the LaSal Mountains, the Book Cliffs, and parts of the Colorado River canyon. The Bull Canyon portion includes the top of a 300-foot pour-off to a lower canyon and it then follows the deepening canyon upstream to where the canyon is again 300 feet deep. The canyon walls have several hard-to-find arches, but the double span of Gemini Bridges makes it one of the prizes of the region.

Road Surface: Most of the miles are typical of our trails, sandy dirt punctuated by some surface rocks. There is quite

a bit of slickrock near Gold Bar Rim, a little blow sand in Bull Canyon and Little Canyon bottom, and some rocky washbottom in Bull Canyon.

Obstacles: The most difficult driving is up the final slopes to Gold Bar Rim and returning across Gold Bar Canyon. Some prefer to walk a short distance to the rim rather than risk the sheet metal damage that has befallen others on the last rocky step. The trail might be rated 4 except that



heavy use has dug out the base of a big rock ledge on the return across Gold Bar Canyon. Many vehicles have required help to get up. In order to avoid making this a 6-rated, one-obstacle trail, we may try to make the obstacle a little easier.

Associate Leaders: Justin Andrew, Trevor Andrew, Matt Bray, Moe Brown, Torry Cortez, Davy Jones, Rick Jenkins, Jim Widdison, Al Wudell & James Young.

To be used: Sunday (Gary Graves), Tuesday (Justin May) Wednesday (Rod Andrew), Thursday (Jason Beddoes), and Big Saturday.



Vehicle Safety Equipment

Everybody hates rules. We hate to make them and we hate to enforce them, but safety is essential to keeping the fun in the Jeep Safari.

The system we are using is to set a couple of basic rules and to ask you to certify that you are following them by your signature on the registration form. Beyond the rules, we have some common-sense recommendations that we hope you will heed.

RULE 1: A vehicle must have an integral metal top or roll bar to participate in Jeep Safari. Vehicle manufacturers' stock equipment will satisfy this requirement.

RULE 2: Vehicles must have safety equipment adequate for legal operation on Utah highways. We mean seat belts, and we urge everyone to use them. Having proper brakes, lights, etc. is implied in this rule and should go without saying.

When you sign the registration form, please note that the "fine print" says that you are certifying that your vehicle meets these rules.

Remember that these trails are not very convenient to the emergency services of the county. There is some common-sense equipment that should be in every off-highway vehicle — probably in every other vehicle, as well.

Recommendation: We recommend that each vehicle carry a fire extinguisher (yes, we've had them catch fire on the trails), a first aid kit, a tow strap, a spare tire, and a jack.

Finally, please see that all passengers in your vehicle are using seat belts. Anyone who says he "wants to be able to jump if it rolls" is whistling in the dark; you are much better off inside the vehicle than under it.



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Golden Spike Trail

Dan Mick, Leader



The connection between Poison Spider Mesa and Gold Bar Rim was first developed as a jeep trail during the 1989 Jeep Safari. Some folks seem so fond of damaging their equipment that we have made it available most days. Much of the route is near the rim above Moab Valley and offers gorgeous views in all directions. Its main claim to fame, however, is that some bypasses (where they exist!) still rate a 6. In an effort to get the groups off the trail before dark, **two locking differentials, a winch and 33" tires are required.** (35" recommended) The trail beginning shares with the often-used Poison Spider Mesa trail, so **all departures will be at 8:00 a.m., one hour earlier than most other trails.**

Scenery: Most of the trail is just atop the sloping layer of Wingate Sandstone and offers vistas to the west and north. Of note are the Colorado River canyon in the vicinity of Amasa Back, the fin country of the north end of Behind the Rocks, and Jeep Arch. The higher north end of the trail opens vistas in all directions. Especially rewarding are the breath-stopping peeks over the cliff rim toward Arches National Park. (Warning! The cliff rim here overhangs in places; the last rockfall was only a few years ago!)

Road Surface: The easy parts are layered broken rock and dirt, while the challenges are



solid rock ledges. There is some slickrock, but it is those short, vertical sections that favor tall tires and locking differentials.

Obstacles: After passing the 5 rated Poison Spider Mesa obstacles, there is some easy slickrock driving on fins with one very steep uphill (the Launching Pad) and one steep downhill. There are tight turns in a canyon bottom and one

short slickrock ledge, followed by a long stretch of ups and downs over broken rock, with a few sharp steps. The Golden Crack marks the beginning of the final nasty mile to Gold Bar Rim. Highlights are the Golden Steps, Golden Ramp, Double Whammy, and the Body Snatcher. Bring only the best of equipment; the tow truck can't make it.

Associate Leaders: David Bell, Butch Brannan, Collin Clock, Dan Dunaway, Derek Dunsmore, Kevin Hawkins, Clark Hendrickson, Gene McCann, David McIlrath, Debbie Mick, Richard Mick, Christopher Payne, John Picken, Russell Ridgeway, Robert Sanders, Dave Shannon & Eric Swafford.

To be used: First Saturday (Ken Bunge), Monday, (Dave Swafford), Tuesday (James Broadbent), Thursday (Travis Clark.), Big Saturday and Sunday, (Jerry Cook).



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Combination Hiking Trails

Two of the trail offerings are combinations of four-wheeling and hiking. Many four-wheelers enjoy hiking to the special places that can't be reached by 4WD. Many hikers drive as far as they can and save their strength for the really good stuff that lies ahead. We thought it appropriate to acknowledge this application of four-wheeling by including combination trips on early days of the week.

We are using two trails again this year. The **Monday** hike goes to **Pritchett Arch** and beyond; the drive is rated 5 while the hike is about a 4 rating and takes about two hours. We often eat lunch at the trailhead. The **Wednesday** trail to **Moab Rim** has

year, we returned to our vehicles in record time as a light rainstorm began, but we were rewarded with the sight of wonderful waterfalls off the slickrock.

The Monday trail is similar to the Tip-Toe Behind the Rocks trail. The 4WD route to be followed, however, is shorter than the 4WD trail described in the paper in order to leave time for the hike to Pritchett Arch and Halls Bridge. From the hiking trailhead near Pritchett Arch, we may have two hiking groups. The less ambitious members of your



a fairly strenuous hike (perhaps a 5) and difficult four-wheeling (rated 7). The latter hike takes about three hours, and we usually carry our lunches to a spot that merits more exploring. Bring plenty of water and wear hiking shoes suited to sand and rock. One

party can follow a marked (with rock cairns) route to the base of Pritchett Arch. The other hiking group will pose atop the arch a little later. Also seen nearby are Cummings, Wigwam, and Window Arches. This easy version of the hike takes about 20 minutes

each way. It causes some heavy breathing on the uphill climbs, but is otherwise not difficult. The main group will leave the first group on the first cliff rim to walk on the other side of a Navajo Sandstone rock mass. This group will walk over a steep slickrock dome to reach the top of Pritchett Arch. Good shoes and a little nerve are needed. The route leaves that rock mass to follow the edge of a small, pretty canyon to another big crack where Halls Bridge can be seen from a good angle. This arch pierces a sandstone fin, but is seldom seen in spite of its large opening. The fin is clearly visible from the Pritchett Canyon trail, but the arch opening is not.

The driving part of the Moab Rim trail is described in this paper, though some parts of the trail will not be used because of the time consumed by the hike. For the hike, we park along the upper trail route, which is the boundary of the Behind the Rocks Wilderness Study Area, and we immediately enter the

WSA to hike in the direction of Pritchett Canyon. The surface here is mostly exposed Navajo Sandstone that has eroded into huge fins along a system of parallel cracks. The fins are too steep to walk across directly, and the mini-canyons between them are precipitous. The hiking route zigzags to find fin and canyon crossings. The seldom-used trail has no truly established or marked route. There is a bit of scrambling to get on and off the rocks, but no technical climbing is involved.

The goal of the hike is Pool Arch (some call it "Tear Drop Arch") at the bottom of one fin. It is a large, beautiful arch located deep in a trough amid a turbulent sea of sandstone. You can view the arch from overlooks on either side or scramble down a steep crack to reach the bottom of the opening. We expect to eat lunch near the arch. The total hike should take about 3½ hours including lunch. It is a tiring up-and-down trip.

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by Ber Knight

Overtipping

Jeep Safari's 1,500 or so registered vehicles average a little more than two trails each, more than 3,000 vehicle-days of use. We have another average: two or three tipovers each year. Usually, it is just a tip on the side, but some have been real rollovers, a full turn or more. None of these has resulted in notable injury, thanks to seat belts and incredible luck for the few who were not buckled up. (An example of "incredible" is a Jeep rolling over its former occupant without quite hitting him!)

Most tipovers happen on the steep uphill climbs. We have several hills that have angles of 40° more or less. Vehicles can climb them straight up, but not sideways. Even when the hill is less steep, there are rocks, ledges, and holes that can cause a vehicle to have one wheel extra high and one extra low. These local tips can happen suddenly without warning. Always have the belts fastened.

When climbing a hill, try first as slow as possible; if a little more speed is needed, try again. If a lot of speed is needed, don't try; one bad bounce can turn you sideways. We've seen vehicles raise both front wheels in "wheelie" style when an anxious driver punched the accelerator.

No one plans a sideways route, but the rocks and ledges can make that decision for you. Spinning wheels can turn you, too, and your on-the-spot reaction can be wrong. You should rehearse the situation mentally, then review it in your mind at each hill, so that you can instantly get off the gas and on the brake. There is that terrible temptation to keep going — you are almost there and you think the wheels may catch. I have personally watched four drivers stay on the gas too long, leading to a total of four-and-a-quarter

turns for the four.

If you do get into that stopped, sideways condition, there is time to study your next move. The best move is to get a winch or strap from someone above to get the vehicle straight on the hill. Often you can turn the wheels properly and back slowly to the straight condition, but a strap from above is an extra measure of security for this move.

The downhill trip has its own hazards. It is difficult to see the ledge or hole that can shift a tilt gauge from a gentle angle to a tipover condition in a flash. It couldn't hurt to walk ahead and take a little peek; your eyes may roll a little, but it beats rolling the Jeep. Another downhill problem is abrupt braking. A tippy situation is aggravated by vehicle momentum when you



slow suddenly.

You should be creeping in gear to use engine braking as much as possible.

If you don't start super slowly, you may be forced to let it go faster than you would like to avoid

braking suddenly.

There are even safer ways to handle these hills. Many of them have easy bypasses. Not everyone has to do every hill every day.

All hills have opportunities to use the security of a strap or winch. It is my notion that anyone who hasn't been willing to take the strap out of a tight situation has his real four wheeling ahead of him.

If you have some four wheeling ahead of you, be sure you have the chance — buckle up!



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Hellroaring Rim Trail

Guy Brown Leader

The four-wheeling part of the trail is on Mineral Point, part of the mesa country between the long, deep gashes of Mineral and Hellroaring Canyons. These side canyons drain into Labyrinth Canyon of

Road Surface:

Most of this trail, like many other local trails, was scratched into the formation called Kayenta. It provides a variety of shale and sandstone



the Green River. The headwaters of these and many other canyons around here are shallow, normally dry drainages that suddenly plunge over rimrock into deep canyons. There are a little more than 20

that erode into rocky ledges, broken rock, and sandy dirt.

Obstacles: A couple of ledgy, sandy, and switchbacked hills into a small canyon provide challenging descents. The climb out of the

canyon is interesting, as well. The trail was down-rated a notch to represent most of the travel, but the rocky ledges could grab any low-hanging parts.



Associate Leaders:

Eric Brewer, Bruce Bryant, Kenneth Emory, Davy Jones, Pam Ramsey & Matt Spencer.

To be used:

Wednesday (Chuck

Laurencis), Friday (Matt Goetsch) and Big Saturday.

miles of paved road to the trail start on the Dead Horse Point Road. This is a pleasant, scenic family trail but we can't assure that a stock vehicle will get through without a "thunk" of metal on rock. Approximate mileages: 80 total, 37 off highway.

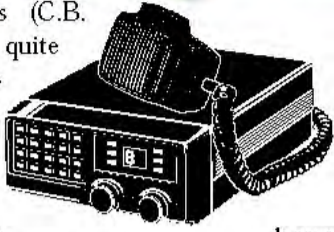
Scenery: There are glimpses of Hellroaring Canyon along the way, but the final overlook near its confluence with the Green River in Labyrinth Canyon is exceptional. A ridge top provides a view 50 miles or more in all directions.

This Trail is Supported by
Dick Cepek Tires
on
Wednesday, April 4th.



Breaker, Breaker. Come-on Good Buddy....

Citizen's band radios (C.B. Radios for short) were quite the rage in the late 1970s and early to mid 1980s.



These days it seems like truckers are some of the few people that still use them. Most others have abandoned them for cell phones or the small hand held walkie talkies the mass retailers sell everywhere. That's too bad, because C.B. radios fit perfectly with four wheel drive trips, in fact they are almost a "must have" for the Moab Jeep Safari. We consider them so important we list a C.B. channel for every trail in the Trails at a Glance section of this paper. C.B.s allow our leaders to communicate with everyone on the trail that has their radio set to the correct channel. Some leaders may be bashful and only use the C.B. to communicate information on lunch and potty stops (10-100s in C.B. lingo) and to answer questions from participants. Other leaders are fountains of knowledge and use the radio to pass along all kinds of local tidbits about flora and fauna, geology and history of the area, safari information, etc. Most leaders also use their radios to allow everyone on their trail to introduce themselves to their fellow travelers. If you aren't equipped with a radio, you are reduced to following the line and getting updates later from your buddies who have their "ears on".

A quick reminder about C.B. etiquette, if you have a radio or when you get one, we ask that you keep communications with people on the trail short and concise when on one of our Safari trails. This helps the leader and gunners move the trail along efficiently by talking to each other, and lets the leader pass information to all the trail participants in a timely manner.

It seems like the two biggest impediments to those who don't have C.B. radios are: 1) where to buy one, and 2) where to mount one in my vehicle. Recently a safari participant from the Denver area found that the Radio Shack stores in his area didn't have them



in stock, he ended up going to a truck stop to purchase his! We have to admit to being spoiled, our local Radio Shack still has them on the shelf. Mounting one in the newer vehicles is a challenge, we'll admit. Sometimes a professional can offer advice or installation, or just a look at how fellow Safari participants get the job accomplished in your brand of rig may be enough to provide ideas. These days C.B.s come in pretty compact sizes or with a remote radio that fits under a seat with all the controls in the microphone hand piece. Both types are helpful with today's tight dashboard space. We've also seen a lot of people use portable, hand held styles, but with mixed results. First, one has the problem of the portable unit sliding around the console or floor, and without a good external antenna these portables don't want to transmit very well in a vehicle. Did we mention antenna? This is another thing a professional can be of assistance with.

Again there are lots of choices, but the magnetic mounts seem to be a favorite of those that don't want to mess with a permanent mount. The antenna can then be stored in the vehicle or at home when not in use, and attached to the roof or hood with the cable tucked in a door opening when in use on the trail.

The Red Rock 4 Wheelers hope you enjoy the Jeep Safari, and look forward to communicating with you on the trail.

The Red Rock 4 Wheelers hope you enjoy the Jeep Safari, and look forward to communicating with you on the trail.



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Hell's Revenge Trail

Dick Burg, Leader



Our premier slickrock trail lies northeast of town between the Sand Flats Road and the river. There are long stretches of slickrock where the 4WD trail has recently been marked (a yellow, sometimes white, paint design that resembles a flame). There are other paint marks, too, for mountain bikes and emergency medical services. The most difficult obstacles are out of the stock-vehicle class, but those can be bypassed. There are steep climbs and descents and some edges that are not for the faint of heart. The steep slopes, however, are not technically difficult because of the excellent traction on sandstone. In a few places, the trail crosses the now-famous "Slickrock Bike Trail," a motorcycle and mountain-bicycle trail. (Although



the Lion's Back, the Dump Bump, and Potato Salad Hill are nearby, they are not part of this trail.)

Approximate mileages: 16 total, 12 off highway.

Scenery: The large vistas sweep full circle from the La Sal Mountains through Arches National Park to the cliff rims that overlook Moab Valley. The nearby country is an amazing stretch of bare sandstone with clefts and canyons, including

the Colorado River canyon.

Road Surface: In addition to the slickrock, there are rock ledges, broken rock, sandy dirt, and a little blow sand.

Obstacles: The first clump of slickrock has high mounds and steep descents that lead to a second mound that does the same thing. The major slickrock area includes steep climbs, sharp turns, and a hair-raising descent along a steep ridge with little room for error left or right. "Tip-Over Challenge" is a brief rock hill with a sandy

base that requires tight maneuvering, an excellent line of attack, some help in the differentials, or the easy bypass on a slickrock fin. Just above Tip-Over is a shortcut to avoid the final hill, called "Rubble Trouble" because of its

This Trail is supported by Discount Tire Company on Tuesday, April 3rd.

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large loose rocks and a couple of tough ledges. This may be our easiest 6 rated trail because there is easy access to bypasses.

Associate Leaders: Jason Archibald, Ashley Archibald, Rolf Baumgartner, Marc Bryson, John M Camblin, John W Camblin, Brett Davis, Dave Ghost, Mark Gonske, Matt Hornback, Rick Jenkins, Bob Keniston, Larry King, John Marshall, Mike McAlister, Gene McCann, Warren Nielson, Drew Norman, Marcus Rick, Joe Stanley, Marlin Sharp, Carl Thomas & Rich Weigand.

To be used: First Saturday (Bart Jacobs), Palm Sunday (Dave Christensen), Monday (Jeramey McElhaney), Tuesday (Doug McElhaney), Thursday (Dieter Thoeny), Friday (Jay Archibald), Big Saturday & Sunday (Larry Crist).

Tip-Toe Through Hell

Nancy Jenkins, Leader



A weekday trip will follow most of the Hell's Revenge trail route but will emphasize the bypasses at the difficult obstacles. The scenery and many of the thrills of driving long stretches of slickrock remain, but the emphasis will be on making the trail accessible to stock vehicles and drivers not anxious to break their equipment.

Associate Leader: Torry Cortez & Rick Jenkins.
To be used: Wednesday only.



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Hey Joe Canyon Trail

Ber Knight, Leader



Hey Joe Canyon, a site of some mining ruins, is a short tributary to Labyrinth Canyon of the Green River. To get into the canyon, one must travel about 20 miles of pavement and 10 miles of good dirt road to the rim of Spring Canyon, where a spectacular ledge road winds down a 600-foot cliff to the canyon bottom. The trail follows the canyon about

Scenery: The access roads include the paved one in Sevenmile Canyon and good dirt roads in the open plateau country and into Spring Canyon to the Green River. Spring Canyon is a jewel. The trail enters Labyrinth Canyon at Bowknot Bend, a large loop of the river where the river doubles back and threatens to short-cut the loop in the near future, geologically speaking. There are abandoned mining roads on both sides of the river; remains of the cable that ferried equipment across the river may be seen.

Road Surface: The road into Spring Canyon once carried ore trucks and heavy equipment but it is still subject



2 miles to the Green River and is now a regularly maintained county road ("regular maintenance" is required because it regularly washes out). Another 9 miles upstream along the river in Labyrinth Canyon is Hey Joe Canyon. The trail along the river is subject to rockfalls and collapse. The trail was down-

to erosion from storms. It is now being maintained as part of the Grand County road system. The roads in Spring Canyon and Labyrinth Canyon are good dirt except where erosion has narrowed them or left rockfalls that required hand labor to make them at least passable.



Obstacles: There are no fixed obstacles on this route; the hard places move around as erosion continues. Some of the older rockfalls have been crossed so much that they are getting easy, but who knows what this year will bring. Wet weather would require cancellation of the trip; the road is scary when dry and terrifying (dangerous, too) when wet.

rated a notch this year because of the county maintenance on part of the trail, but there are many more rocks poised to fall on the road along the river. Although we occasionally cut back the brushy tamarisk alongside parts of the trail, fancy paint jobs may prefer another trail. Approximate mileages: 85 total, 45 off highway.

Associate Leaders: Ron Brewer, TJ Edwards, Michael Kelso, Lenn Lundman & Marlin Sharp.

To be used: Thursday (Bob Micklick) and Big Saturday.



Hotel Rock Trail

Butch & Eve Brannan, Leaders



This trail starts and finishes South of Blanding, Utah in the vicinity of Comb Ridge, South of the Abajo Mountains. Hotel Rock is located on Little Baullie Mesa. The trail is about 18 miles round trip that includes steep rock climbs, narrow dirt and rock surfaces including some sandy wash area and sandstone. Full size vehicles may require a spotter. Axle twisting is not uncommon. A traction device would be an advantage.

Special considerations: Because the trailhead is about 90 miles south of Moab a fuel stop will be required. Usually a stop is made at Shirttail Junction at the intersection of Hwy 191 and UT 95 south of Blanding.

Scenery starts the moment you leave Moab, and includes Comb Ridge, a spectacular line of cliffs and monocline that extend some 50 miles South into Arizona.

Departure time will be 8:00 AM on Big Saturday, South of Moab about 4.5 miles at the Los Girasoles on your right.

Associate Leaders: Kim Geary and Steve Barnett
To be used Big Saturday only



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Kane Creek Canyon Trail

Rated  6

Dave Swafford, Leader



The trail follows Kane Creek along the bottom of its canyon

beautiful. Farther upstream, it becomes wider, straighter, and deeper (1000 feet), but it changes character again above the junction with Hatch Wash. There, the water is clear, the bottom is gravelly rather than sandy, and the canyon is more intimate.

Road Surface: The lower canyon road has a 2WD gravel surface as far as the first creek ford. The next few miles upstream are on a silt bench with many "gotcha" gullies with several narrow spots requiring proper wheel placement. When it reaches the section that crisscrosses the creek, the bottom is sandy (sometimes with quicksand) and brush grows into the sides of the trail. The upper part of the trail has a rocky creek bottom and rocky steps on the narrow shelf road above the creek.

Obstacles: Other than the possibility of mud and quicksand, the major obstacle is the eroded, rocky portion along a shelf above the creek. A major rock ledge at Muleshoe Canyon has a tough rock incline. Because of annual erosion the trail has recently been upgraded to a "6".

Associate Leaders: Jeff Awmiller, Bob Carney, Larry Crist, Brady Hansen, William Kenny, Jeremy King, Mike Mills, L. Olsen, Terry Peavler, Codey Phillips, Eric Swafford & Kirk Thorne

To Be Used: Wednesday (Curtis King), Thursday (David McIlrath), Friday (Paul Sultor), and Big Saturday

(officially named Kane Springs Canyon on the maps) between its mouth at the Colorado River and Highway 191. It runs in and out of the creek - more than 50 crossings - but in one area, climbs high on the canyon wall. When the creek is wet, as it is likely to be in springtime, there is mud and quicksand. After a storm, the creek crossings may be impassable. Wet or dry, plenty of brush grows in from the sides of the road allowing for potential paint damage. Approximate mileages: total 38, (off highway 20).

Scenery: The lower portion of the canyon is narrow, tortuous, and one of our most



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Metal Masher Trail

Jerry & Lucy Hansen, Leaders



A major trail goal is Arth's Rim, which overlooks Highway 191 about 1300 feet below. The route first angles up the sloping part of the cliff to a gap in the rim rock. It follows Little Canyon partway into the mesa to resume the climb along the more gentle slope of the tilted rock strata. Much of the trail is routine four-wheeling, but the approach to the rim through Mirror Gulch is difficult and threatens sheet metal. Widowmaker Hill could be considered a "8" rating. Your leader is likely to take the roundabout bypass to the top of Widowmaker, but he may authorize the original route for vehicles that have very short overhangs, very large tires, and both differentials locked. In the past, it has simply taken too much time to winch or drag 90% of the vehicles up.

Scenery: The road portion on the slope beneath Arth's Rim climbs to increasingly fine views of Arches National Park, Moab Valley, and the La Sal Mountains. That is just a warm-up for the later perch on the cliff top. Little Canyon has beautiful vertical walls, and a few arches may be spotted by alert riders. The trail leader may have time to include Gemini Bridges or Long Canyon at the end of the day.

Road Surface: This trail varies from easy dirt to some tall sandstone ledges, with some relatively level slickrock and sand mixed in.

Obstacles: The slickrock slopes on the way to Arth's Rim have one step that will warm up a few tires. Near the rim the trail passes Rock Chucker Hill, once the way to go but now used occasionally as a playground that triumphs over some awfully good equipment. The "easy" route through narrow Mirror Gulch includes difficult rock steps. The original route via Widowmaker Hill climbs a big ridge in two stages. The lower section is a tippy, narrow cliff-side at its top and warrants care in choosing a route. The second section is steep and has a smooth rock ledge with a low-traction base that is being dug increasingly deeper. Trust your trail leader for guidance to avoid this one; it has the same overhang and center clearance problems as the Dump Bump but is now taller. There is another short, but vexing option called Mother-in-Law hill.

Associate Leaders: Michael Ames, Justin Andrew, Tim Berry, Bruce Bryant, Collin Clock, Gary Fischer, Kevin Hawkins, Thomas Love, Lenn Lundman, Justin May, Bob Micklick, John Picken, Allen Riley, Jeff Stevens, Aaron Tonks
To be used: Saturday (Jim Molter), Sunday (Scott Morrison), Wednesday (Perry Reed), Thursday (Rick Wolcott), Friday (Brian Nish), and Big Saturday.

This Trail is supported by Discount Tire Company on Thursday, April 5th.
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Moab Rim Trail

Tony Eyman, Leader



The Moab Rim is the cliff rim seen just to the southwest of town. Its only four-wheel-drive access begins just downriver from town and the first mile

has about the highest density of obstacles of any of our trails. Many vehicles have "bit the rocks" on the succession of rock ledges and tight turns that lead to the rim.

Two locking differentials, a winch, and 33" tires are required (35" + recommended). On top the trail is sand and rock. A spur, sometimes used, visits Indian ruins and rock art. After closing a short loop, the trail returns on the same rocky mile it started with.

Near the top of the first mile, signs will show that private property is being used; please respect our privilege to use it by staying on the trail. Approximate mileages: 12 total, 7 off highway.

Scenery: The first mile of trail follows the slope of the tilted rock layers and has increasingly high overlooks of the Colorado River gorge in one of its most beautiful areas. The rim view includes the La Sal Mountains, Moab



and Spanish Valleys, some of Arches National Park and distant features such as the Book Cliffs. Behind the rim are displays of rock domes and fins and some of the rims of the Colorado River gorge farther downstream.

Road Surface: The first part of the trail is mostly on bedrock that nature has broken into ledges and steps. The higher country has slickrock, blow sand, and some sandy dirt with broken rock mixed in.

Obstacles: Highlights among the many steps in the first mile are the Devils Crack and the Z-Turn. The former requires a tricky turn onto a ledge to avoid dropping a wheel into the crack beyond, and the latter has two turns over irregular rocks and ledges. On top, a slickrock dome has an optional climb with about 85 percent grade. Excellent ground clearance and large diameter tires are useful throughout, and a locking or limited-slip differential helps a lot.

Associate Leaders: Jay Barnett, Rolf Baumgartner, Moe Brown, Gene Day, Brandon Durrant, Edward Gough, Gary Graves, Brad Green, Chuck Leonard, Lenn Lundman, John Marshall, Bob Micklick, Brian Morris, Chris Payne, & Rick Wolcott.

To be used: First Saturday (Roy Davidson), Monday (Bob Myers), Tuesday (Dave Christensen), Wednesday (Includes 3½-hour hike; Dick Burg), Friday (Curtis Leonard) and Big Saturday.



This Trail is supported by
Discount Tire Company on
Tuesday, April 3rd.

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Trail Restrictions- Why?

You may wonder why we have special restrictions on some trail rides we offer. The Red Rock 4 Wheelers think long and hard about these before we put these restrictions on any trip. Trail officials contribute their ideas, backed up by actual experience with participants on the trails. Changing trail conditions (usually due to weather-related events) warrant new restrictions on familiar trails. Even the National Park Service and the BLM provide Red Rock 4-Wheelers with some trail restrictions because of their requirements.

Red Rock 4-Wheeler trail officials are well aware of the Club's restrictions on their trips. They are expected to enforce them. Don't abuse the messenger when he/she asks to check on your equipment. If you are bounced from a trail for inadequate equipment, whose fault is it really? Yours.

Your first reaction to a restriction may understandably be "why can't I go?" but we hope the next reaction will be "OK, I understand" after a careful review of the whole picture. The Club has to consider the safety and enjoyment of all participants on the trips.

If a trip is constantly delayed at the obstacles by a vehicle that has to try 3, 4, or 5 times (or be towed or winched) at these obstacles, a normal six-hour trip can easily become eight or nine hours. Factor in the increased chance for breakage or accident in these situations and the trip can become a nightmare for all involved. Then what are the officials most likely to hear from the ill-equipped vehicle? "Why didn't you tell me?"

So we are telling you now, before you break something, get hurt, or before you make 20 new enemies on a trip. Look at the restrictions as trail obstacles to be surmounted. Each new item installed on your vehicle is another obstacle to be overcome so that in the end you and others will have an enjoyable trail experience.



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Poison Spider Mesa Trail

Rated



Jeramey McElhaney, Leader



Poison Spider Mesa forms one of the cliff features that is part of the Moab landscape northwest of town. The mesa is bordered on the

east by Moab Valley and on the south by the Colorado River. Access is via Scenic Byway 279, the "Potash Road," and the trail climbs to the rim along with the sloping rock layers. The first few miles of trail must be retraced, but most of the travel

This Trail is supported by Discount Tire Company on Thursday, April 5th.

DISCOUNT TIRE

time will be spent on a loop that reaches the rim. It has deservedly become one of our most popular trails because it has great scenery and because the jeeping is just challenging enough to be fun without quite being a vehicle buster. Incidentally, we love the name, but the population of

Black Widows is probably no greater than other local areas. Approximate mileages: 37 total, 16 off highway. **Scenery:** The vista across the fins of Behind the Rocks toward the La Sal Mountains is as fine as they come. The rim view overlooks Moab 1,000 feet below and includes a panorama of about 300°. The usual lunch stop is just above so-called "Little Arch." Jeep Arch (about 3 miles away) is seen clearly from near the rim.

Road Surface: Much of the loop portion is on Navajo



Sandstone slickrock, with one stretch of 0.4 miles of bare rock. There are also rock ledges, sandy washbottom, and two blow-sand hills.

Obstacles: After some switchbacks that traffic is making rougher and a fairly flat stretch, a sandy canyon leads to "The Waterfall" about 2 miles into the trail, where ascent is over several rock ledges that give it the "5" rating. There are steep slickrock climbs, one sand hill may be difficult to climb with tires carrying highway pressure, and one optional sand hill can be quite difficult when dry.

Associate Leaders: Jason Beddoes, Ken Book, Dieter Thoeny, James Broadbent, Bruce Bryant, Marc Bryson, Chuck Griffith, Glen Hawkins, Chuck Laurencis, Ken Mattus, Brian Nish & Debi Nish, Jeremy Pool, Russel Ridgeway, Ed Weber & Jim Widdison. **To be used:** Saturday (Joe Stanley), Sunday (Dave Adams), Tuesday (Larry Long), Thursday (Don Cravens), and Big Saturday.



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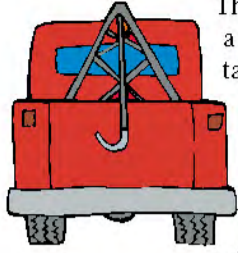
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Porcupine Rim Trail

Rated



K. L. Young, Leader



The trail begins at a spring fed water tank beside the Sand Flats Road about 9 1/2 miles from Moab and drops down to a ledge above Negro Bill Canyon. It follows

the narrow terraces along the upper slopes of the canyon. The climb to the cliff rim is gradual with some challenges for stock vehicles and some of the best scenic vistas we have to offer. We'll have lunch at Picture Rock-a photo-op slab of rock that juts out over Castle Valley. We then retrace our route back to Sand Flats Road. Be advised that much of the trail is continuously bumpy. The Sand Flats Recreation area fee required of ordinary visitors is waived for our Easter Jeep Safari

trails because we pay land use fees in another way.

Approximate mileage: 32 total, 6 miles of 4-wheeling.

Scenery: There are canyon's edge views into Rill and Negro Bill Canyons. Along Porcupine Rim, elevations are as high as 6800 ft. 1500 ft. below is Castle Valley with its prominent buttes--Castle Rock, Priest and Nuns, Parriott Mesa and Round Mountain. The La Sal Mountains to the southeast make a great backdrop for pictures, especially when they are snow-topped.

Road Surface:

Although there is some slickrock, most encounters are with bedrock poking through in knobs and ledges that may spill your soda-pop on the carpet. Because of its elevation, the trail occasionally has some snow or residual mud at Easter.



Obstacles: As we round the head of Negro Bill Canyon there are a series of off-camber ledges that could test your articulation. From here it is a series of rocky ledges to the rim above Castle Valley. At the first overlook there are also some ledges that could hold up traffic as we return from lunch at Picture Rock. The vicinity of the rim has more ledges and some of the bumpiest driving.

Associate Leaders: Tom Darling, Luke Darling, Kevin Dull, Randi Hruska, Patsy Kraft, Justin May & Penny Weber.

To be used: Sunday (Skip Herzog) Friday - *Ladies Run* (Janina Fiedler) & Big Saturday.



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Pritchett Canyon

Kevin Hawkins,
Leader



Pritchett Canyon is becoming more difficult every year, and is now to the point where the average well-equipped trail rig may have great difficulty in completing the trail. **Two locking differentials, a winch, and 33" tires are required** (35" + recommended), as well as excellent driving skills. Vehicles with large amounts of lift will find the trail especially harrowing, as the many off-camber spots will induce body roll and severely test a driver's nerve. Roll-overs and broken parts are very common, and there are no easy bypasses. We have found that the majority of rigs will require a winch or strap on at least a couple of the obstacles.

If you can take your eyes off the obstacles long enough, you'll find a splendidly beautiful, narrow canyon. The trail climbs the lower part of the canyon and exits via a side canyon over a divide into the Hunter Canyon system. Your leader then will choose among several optional routes (depending on how long it took to get there and how many wounded vehicles there are).

We learned years ago that so much time was spent at the obstacles with more than our limit of 25 vehicles that the fun turned into boredom.

Scenery: While in the canyon, the views are of the steep canyon walls, large side-canyon pour-offs, and a pool-speckled creek bottom. Pritchett Arch, Window Arch,

and some smaller spans are visible from the trail. The canyon is within the rock fin country of Behind the Rocks, and is the boundary of the Behind the Rocks WSA.

Road Surface: The trail follows the bouldery creek bottom at first but then climbs onto ledge routes on a mixture of rock layers and dirt. The major obstacles are several forms of bedrock now exposed after erosion of the early roadway.

Obstacles: 1) Just a few hundred yards into the trail, there is a ledgy downhill that got so bad, Grand County graded it with heavy equipment a few years ago. It is starting to deteriorate again, so care should be taken on the descent.

2) After passing a small mud hole caused by a seasonal spring, the trail drops into the drainage. The climb back out features several different routes, most of which can

be quite difficult, especially if conditions are wet. Someone once put a brick in a nearby tree, and as such we are calling this area "The Brickyard".

3) Chewy Hill is the next obstacle to be encountered. Once a graded dugway, this hill has eroded over the last few years and is now a major obstacle. It is slippery and very off-camber, with numerous medium to large ledges that must be driven up.

4) Just before Rocker Knocker, there is a sizable slickrock area. The official trail follows the easier route to the left. There is an optional obstacle, simply called The Waterfall, just to the right of the main trail. This is fairly easy by Pritchett standards, but can be tricky if it is wet.

Continued on page 79



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Obstacles continued:

- 5) Next up is Rocker Knocker. This double ledge requires the perfect line, and a successful climb will usually push a rig to the brink of tipping over. It is next to impossible if wet. Broken parts and tipovers are common here.
- 6) A little farther up, there is an un-named obstacle that resembles a 30-foot wide staircase. This series of large ledges claims numerous axle shafts and drivelines, and tipovers are possible. A bypass to the left can be easier, but a large rock that must be driven over can easily create some body damage.
- 7) Axle Hill is next, just a few yards up the trail. This hill starts in the wash bottom, and climbs out in two stages. The first part is very steep and slippery, and is the site of many roll-overs. The second part is also steep, as well as ledgey and very off-camber.
- 8) Immediately after Axle Hill is The Rock Pile, which is an 8-foot ledge that at one time had rocks stacked 2/3 of the way up. The rocks are all gone now, and the ledge regularly triumphs over even some of the best rigs. A bypass that we are calling Son of Rock Pile requires constant rock stacking, and even then often requires a winch line.
- 9) The last obstacle is Yellow Hill, where the road reaches for the canyon top on a very uneven and slippery ledge of multicolored rock. Caution must be exercised here, as a simple flop could easily turn into a multiple roll.

Once the canyon top is reached, a moderate to easy (but very long) road leads back to Highway 191.

Additional notes: Pritchett Canyon was named as a B.F. Goodrich Outstanding Trail in 2008, and is noted for its spectacular scenery as well as hard-core challenges. Due to its popularity and difficulty, the trail has seen more than its fair share of damage over the years. The local clubs spend many hours performing maintenance every year, but due to the thoughtless actions of some users, significant abuse still occurs. Help us keep this trail open by staying on the trail, and never create new bypasses or new obstacles.

Associate Leaders: Moe Brown, Travis Clark, Roy Davidson, Gary Fischer, Bob Myers, Scott Morrison, Robert Sanders, Richard Smith, Tyler Smith & Susan Stevens.

To be used: Sunday (Melissa Fischer), Monday (Jeff Stevens), Tuesday (K.L. Young), Thursday (Jim Molter), and Big Saturday.

IN THE BEGINNING – JEEP SAFARI 1967

by Izzy Nelson



In the beginning, 46 years ago, the Moab Chamber of Commerce felt a need to promote something new for our economy. I suspect Harold Jacobs was the president. A jeep trip through some of our back country seemed like a good idea.

At the time there was a road from the top of Blue Hill to Hunter Canyon and a

little beyond Pritchett Arch, built no doubt for mineral exploration. In addition, there was a road up Pritchett Canyon. It was felt if the two could be connected, an interesting trip could be established from Moab and terminating in Moab with no backtracking.

Harold Jacobs, Babe Foy with the BLM, Dan Winbourn, a conservation officer, and I set out to find a route. Dan knew some horse trails which he felt could be developed



into a jeep road. That prospect didn't work out, so we plotted out a route up past broken arch through what became known as yellow hill.

Babe brought in a BLM cat and built a jeep road from the Pritchett Canyon road up over the top and down to the Hunter Canyon road. Today I doubt the BLM would even consider such a venture. The yellow hill section of the road was considered a one-way road, as climbing it with conventional jeeps was not in the cards.

The road from the top of Blue Hill to Hunter Canyon was not a jeep road, so my father and I developed the jeep road from the top of Blue Hill to White Knuckle Hill, in some places using existing roads and in others creating a road. At that time White Knuckle Hill, like Yellow Hill, was one way – downhill only.

I led the first trip in a jeep pickup. We had put up a few signs, courtesy of Mil Pimpell, indicating "jeep route" and "sissy route" where two options were provided. Others such as "keep off the grass" for the slick rock areas had been placed as well. I don't remember how many jeeps participated. Lunch was at the bottom of White Knuckle Hill. Just past Hunter Canyon, we parked and hiked to Pritchett Arch.

The following year Les Erbes rode with me, and we took along a round backyard table with umbrella, which we set up for lunch and drank beer from pilsner glasses while watching the string of jeeps come down White Knuckle Hill. That year I had placed some 55 gallon barrels for trash, which I picked up the following day. I believe Tex McClatchey rode a motorcycle as tail gunner.

At some point in time during the early Jeep Safari years, we had an ice cream drop from an airplane at lunch time.

As with many of the events initiated by the Moab Chamber of Commerce, the Jeep Safari outgrew the Chamber's ability to deal with the project. The Red Rock Four Wheelers took over the safari and it has enjoyed phenomenal growth and success.

On the twentieth anniversary I was asked to lead the original behind the rocks trip. I declined, but was honored to have been asked.

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Rose Garden Hill Trail

Rated



Gene Day, Leader



This version of the Top of the World route is shorter and more difficult. It travels Rose Garden Hill both up and down, but omits the Top of the World viewpoint because of the time consumed on the big hill. Remaining is the thrill of a short cliff-hanging section above the deep Cottonwood Canyon that drains from Fisher Valley. The trail climbs onto the southern part of Waring Mesa and views the Dolores River canyon in the near distance, and it includes all of the challenging sections of the parent route. We expect to go



out and return the same way with a scenic loop at the top.

Total travel distance is 81 miles with 37 miles off highway.

Associate Leaders:
Rolf Baumgartner,
Aaron Graves, Brad Green, Marcus Rick & Rich Wetgand
To be used: Monday (Dieter Thoeny) and Big Saturday.



Canyon Country Land Use Guidelines

Each year, millions of visitors enjoy Canyon Country. The impact of so much use is threatening the area's biological and cultural resources. You can help protect this fragile and beautiful land by following these five minimum-impact practices.

1. Tread lightly when traveling and leave no trace of your camping.

Drive and ride only on roads and trails where such travel is allowed, hike only on established trails, on rock, or in washes. Camp at designated sites or, where allowed, at previously-used sites. Avoid placing tents on top of vegetation and use a camp stove instead of making a campfire. Unless signs indicate otherwise, leave gates open or closed as you find them.

Why it matters Much of this area is a desert where plants are sparse and grow very slowly. Shallow soils erode quickly when vegetation is removed or protective cryptobiotic soil crusts are destroyed. These crusts are a complex of slowly-growing, cyanobacteria, algae, mosses and lichens that bind the soil together, retain scarce water, and provide a usable source of nitrogen for desert plants. Your tracks do matter: once plants or soil crust are damaged, they may not recover in your lifetime. Wood is a scarce resource that provides wildlife habitat and contributes to nutrient cycling. Gates help protect fragile resources.

How to help Strive to leave no trace of your outing. When driving, riding, and hiking avoid taking short cuts and traveling through cryptobiotic soils. Don't be a trail or campsite "pioneer" who leaves a new

path or campsite for others to use. Select an area of bare soil for your tent. Use a camp stove rather than burning firewood. If you must have a fire use a fire pan and bring your own wood. Never cut live or standing trees.

2. Help keep Canyon Country clean.

Pack out your trash and recycle it, clean up after less thoughtful visitors and dispose of human waste properly.

Why it matters Trash, human waste and toilet paper are significant problems that can quickly become health hazards and eyesores. Food scraps and garbage can turn wildlife into problem animals. No one wants to walk or camp where someone has left trash and human waste.

How to help Make it a point to clean up campsites and day use areas during your visit. Take out all trash, including toilet paper and food scraps, and dispose of it properly through recycling centers and landfills. In some areas, campers must use developed campgrounds or utilize portable toilets at designated undeveloped sites. Where special rules don't apply, bury solid human waste in the upper few inches of soil.

3. Protect and conserve scarce desert water sources.

Camp at least 300 feet from isolated water sources to allow for wildlife access. Where possible, carry your own drinking water. Leave potholes

undisturbed and wash well away from pools and springs.

Why it matters Many desert animals, especially birds, depend on the plants around isolated water sources for food and habitat. Camping near water sources damages plants and prevents wildlife from approaching. Small quantities of pollutants can make springs and ponds unusable for wildlife. Body lotions and vehicle lubricants can remain in the water and harm aquatic life, which in egg or larval form may be invisible to the naked eye.

How to help Camp at least 300 feet from water sources to allow wildlife access. Where feasible, carry all the water you will need for drinking, and personal hygiene. Bathe and wash dishes away from desert water sources. Cool off in the shade, not in springs and potholes. Avoid driving, or riding, through desert water sources.

4. Allow space for wildlife.

When encountering wildlife, maintain your distance and remain quiet. Teach children not to chase or pick up animals. Keep pets under control.

Why it matters Canyon Country has great wildlife viewing opportunities, including desert bighorn sheep, deer, elk, peregrine falcon, bald eagle, river otter and a variety of small creatures. Harassing or approaching wild animals will cause them to flee, possibly causing injury and definitely using up the vital energy reserves they need for mating, raising young, winter survival, and other activities.

How to help Watch animals from a distance. Where pets are allowed, keep them leashed and under control. Keep quiet in the backcountry; you will see more animals and not frighten them.

5. Leave historic sites, Native American rock art, ruins and artifacts untouched for the future.

Admire rock art from a distance and never touch it. Stay out of ruins, leave artifacts in place, and report violations.

Why it matters Canyon Country has an abundance of archaeological and historic sites, including rock art, historic inscriptions, old mines, cowboy camps, and Indian cliff dwellings. The people who created this legacy are gone. Now, the physical remains of their occupation are disappearing at an alarming rate. Small actions can add up to major damage.

Rock art can be damaged just by touching it. The oil from fingertips speeds erosion by chemically altering ancient painted pigments and the rock itself. Sitting or climbing on rock walls turns ruins into rubble. Walking across middens, the ancient trash heaps below ruins can damage sites. Moving or taking artifacts destroys their scientific value.

How to help Leave all sites and artifacts undisturbed. Remember not to touch rock art or make marks on canyon walls. Leave artifacts in place and stay out of ruins to avoid damaging them. When approaching a cultural site, avoid walking on soft soils to reduce the possibility of erosion. Report vandalism to the nearest local authorities.

Special Rules

In some areas, visitors must follow special rules designed to protect natural and cultural resource values. Ask at agency offices and visitor centers if any special rules apply to the area you plan to visit.



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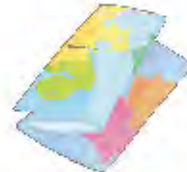
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More Trails

The Easter Jeep Safari trails are hardly more than a sample of the opportunities to explore this fascinating country. As you travel most of the trails, you may see many road junctions along the way. For Red Rock 4-Wheelers events, we have put together sections of roads that make interesting one-day trips and gave them names that either are historic or are intended to be enticing.

Grand County has more than 6,000 miles of roads — that's a little more than half a mile for every man, woman, and child living here. The county routinely maintains about 1,700 miles of those roads to be passable for two-wheel drive (barring bad weather or recent wash-outs). The rest may be occasionally repaired by the county, but in most cases they are maintained by their users barely well enough for their intended use. And that leaves a tremendous variety of roads to wonderful places.

The roads are usually not rough four-wheeling all the way, nor are they all a cruise in the park. Typically, the roads were originally pretty well constructed and remain fairly easy over most of their length, but a few erosion gullies or rockfalls may leave them close to impassable. There may be some rather dull miles, but there can be delightful surprises in the way of scenery, remains of historic activities, and driving challenges.

The Book Cliffs area, for instance, appears to be stark country from the highway, but is colorful and beautiful in the higher elevations (and muddy...watch the weather!). Safari activity barely touches the Dolores River area. The Dolores Triangle can be reached by river ford in low water times. The west side of the river has many old mining roads. Access has been improved by Red Rock 4-Wheelers repairs on a couple of roads. See a map for Sevenmile Mesa, Blue Chief Mesa, Big Pinto Mesa, and others. Come back after the snow melts for the La Sal Mountains, Adobe Mesa, Fisher Mesa, or Polar Mesa.

Not far from Grand County, and West of the Green River, the San Rafael desert is interesting and the San Rafael Swell is huge and fascinating. To the south, some Safari trails are in San Juan County, but there are mountains and canyons that deserve more traffic than they get. The well-known Colorado areas around Telluride, Ouray, and Silverton have some of the finest mountain scenery on earth. Closer to Moab, just across the Utah border is more "canyon country" with exceptional beauty, many mine ruins, and fascinating geology. Watch for Sinbad Valley, Paradox Valley and surrounding mesas, Bull Canyon, and other canyons to the south where explorations are inadequate.

Maps?!! Carry all you can, because no single map gives all the information, even in a small area. USGS topographical maps, both 1:100,000 metric series and 1:24,000 quadrangles, are almost essential despite being sadly lacking in road information. San Juan County (check with the County Clerk in Monticello) has a book of color maps based on USGS 7½-minute quadrangles reduced to half size but augmented with information on their county roads gleaned from their GPS surveys.



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What is Cyanobacteria?

Don't Bust the Crust!

Cyanobacteria, previously called blue-green algae, is one of the oldest known life forms. It is thought that these organisms were among the first land colonizers of the earth's early land masses, and played an integral role in the formation and stabilization of the earth's early soils. The earliest cyanobacteria fossils found are called stromatolites, which date back more than 3.5 billion years. Extremely thick mats of these organisms converted the earth's original carbon dioxide-rich atmosphere into one rich in oxygen and capable of sustaining life.

Cyanobacteria occur as single cells or as filaments. The most common form found in Colorado Plateau soils are the filamentous type, which are usually surrounded by sticky mucilaginous sheaths.

When moistened, cyanobacteria become active, moving through the soil and leaving a trail of sticky material behind. The sheath material sticks to surfaces such as rock or soil particles, forming an intricate web of fibers throughout the soil. In this way, loose soil particles are joined together, and an otherwise unstable surface becomes very resistant to both wind and water erosion.

The soil-binding action is not dependent on the presence of living filaments. Layers of abandoned sheaths, built up over long periods of time, can still be found clinging tenaciously to soil particles, providing cohesion and stability in sandy soils at depths up to 10 centimeters.

Nitrogen fixation is another significant capability of cyanobacteria. Vascular plants are unable to utilize nitrogen as it occurs in the atmosphere. Cyanobacteria are able to convert atmospheric nitrogen to a form plants can use. This is especially important in desert ecosystems, where nitrogen levels are low and often limiting to plant productivity.

The sheaths have other functions as well. When moistened, they swell up to ten times their dry size. This ability to intercept and store water benefits both the crustal organisms as well as

vascular plants, especially in arid regions with sporadic rainfall.

Sheaths, and the organisms they surround, also contribute organic matter and help make essential nutrients available to vascular plants. Negatively-charged clay particles, often found clinging to the sheaths, bring positively-charged nutrients, preventing them from being leached out of the upper soil

horizons or becoming bound in a form unavailable to plants. Like soil stability, this function is not dependent on the presence of living filaments, but only the presence of sheath material

ENVIRONMENTAL IMPACTS

Unfortunately, many human activities are incompatible with the presence and well-being of cryptobiotic soils. The fibers that confer such tensile strength to these crusts are no match for

the compressional stress placed on them by footprints or machinery, especially when the crusts are dry and brittle.

Air pollutants, both from urban areas and coal-fired power plants, also adversely affect the physiology of these crusts.

Tracks in continuous strips, such as those produced by vehicles or bicycles, are especially damaging, creating areas that are highly

vulnerable to wind and water erosion.

Rainfall carries away loose material, often creating channels along these tracks, especially when they occur on slopes.

Wind not only blows pieces of the pulverized crust away, thereby preventing reattachment to disturbed areas, but also disturbs the underlying loose soil, often covering nearby crusts. Since crustal organisms need light to photosynthesize, burial can mean death. When large sandy areas are impacted during dry periods, previously stable areas can become a series of shifting sand dunes in just a few years.

Impacted areas may never fully recover. Under the best circumstances, a thin veneer of cryptobiotic soil may return in five to seven years. Damage done to the sheath material, and the accompanying loss of soil nutrients, is repaired slowly during up to 50 years of cyanobacterial growth. Lichens and mosses may take even longer to recover.

WHAT YOU CAN DO

The desert has been described as rugged, inhospitable, and unforgiving. Yet footprints and tire tracks can last a lifetime, damage cryptobiotic soils, and ruin the pristine environment that many people find so remarkable. Though mature cryptobiotic soil can be easy to recognize, young crusts may appear as a thin soil without unique coloration or features.

It is crucial, for both ecological and aesthetic reasons, that all hikers remain on marked trails or other durable surfaces, and that all vehicles and bikes remain on designated roads. If hiking cross-country, walk on rock or in natural drainages, and avoid using "social" or game trails as shortcuts.

When backpacking, use a designated site or set your tent or sleeping bag on slickrock. When driving or biking on four-wheel-drive roads, always use pull-outs to let other vehicles pass. If you see rocks piled along the roads or campsites, do not move them or drive beyond them: they are placed there by rangers to help stop the spread of impacted areas.

For the sake of the landscape please avoid leaving any trace of your passage. In many national parks, visitors are asked to "Take only pictures, leave only footprints." In southeast Utah, you are asked to be even more careful. Your cooperation will ensure that the country remain healthy, beautiful and wild for generations to come.



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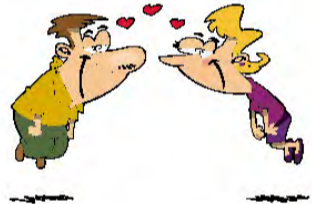


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May 1? by Ber Knight

You and I, as individual citizens, have the precious freedom to travel huge areas of the local country with few restrictions. Most of the landscape is federally owned — National Parks, National Forests, or public lands administered by the Bureau of Land Management under the Department of the Interior. There is a scattering of land parcels that are School Trust Lands that were awarded to the western states when they were admitted to the union. These lands were to be used “for the common education.” People often treat School Trust Lands as “public lands,” but they are owned and managed quite differently.

We must not forget about those areas that are privately owned. Although there are some road easements and historic rights-of-way across private lands, we are obliged to respect the rights of the owners and not enter lands that are appropriately “posted.”

BLM PERMITS

We taxing owners of our public lands have a right to expect commercial users to pay for the privilege of making a profit — at least to the extent of covering some of the administrative costs. Most obvious are the livestock uses. Ranchers have been grazing cattle and sheep on public lands for generations, and the present BLM grew out of needs for regulation of grazing. Mining is also a commercial use that is in the public eye, although the mining laws were set up to encourage mining. Locally, we are familiar with commercial river and land tour companies. They, too, are regulated in terms of how they use the public lands, and they are required to pay fees. Where individual users are concentrated in small areas, particularly in and along rivers, individual permits and fees are required, as well.

The Easter Jeep Safari fell into the BLM’s definition of a “commercial” event even before we began charging registration fees. It

became necessary for us, therefore, to fulfill the responsibilities of substantial land users.

Our first permits were easy-going affairs and our land-use fees were like other commercial users, a small percentage of the gross registration fees. The percent-of-gross fee system works for tour companies with considerable gross income, but the fees we paid were admittedly a pittance. When we got our first five-year permit, the BLM revised our fee system to be like that of individual river users, a dollar amount for each user-day. We weren’t thrilled with paying a several-fold increase, but it was more like a fair amount, and, heck, we handled it the same way everyone else does — by passing on the increase into your fees. The user-day dollar amount was increased in 2000, so we passed that along, too.

Our 1991 permit was a more complicated process than earlier ones. The size of our event was growing rapidly and the BLM was paying more attention to environmental issues. For example, earlier permits put no limit on the number of vehicles on a trail, which left the event wide open to abuses. We had already learned, however, that more people wanted to attend some trails than would have fun doing so. We had set maximum limits on more and more of the trails and had already decided to limit all the trails. Our limits were acceptable to the BLM.

The five-year permit that began in 1996 required even more careful attention to detail. For example, trail locations had previously been shown on hand-marked maps made at various times by various people. This time we located our trails on topographic maps in a consistent manner using GPS data. That permit was issued without any major problems, although there

were a few new stipulations that we are able to manage comfortably. In 2000, we applied for and received another 5-year permit that began in 2001. 2005 was the last year of that permit. We are presently under a permit that expires in 2011. Based on our recent experiences with some of the green community, we expect that we may have some serious challenges to the permit. If this turns out to be the case, we will be looking for substantial support from the four wheeling community.

SCHOOL TRUST LANDS

Almost all of our trails cross one or more parcels of lands administered by Utah’s School Institutional and Trust Lands Administration (SITLA), which has the charter of seeking the maximum possible stable income for the school trust. They, like the BLM, permit grazing, mining, and other activities that may provide revenue. SITLA also leases land for on-going revenue and often sells land with the proceeds going into a trust fund. We must obtain annual permits from the state for our events. We are required to notify holders of grazing permits of our planned use, and we pay fees to the State of Utah.

For the 2011 Easter Jeep Safari, we paid the BLM and the State of Utah land-use fees that totalled about \$34,111. The good news is that nowadays most of the BLM fees come back to the local agencies for use in land management.

STIPULATIONS

In order to continue our Safari, we are expected to use the public lands in a responsible manner. BLM’s February 2006 Environmental Assessment requires a list of 51 stipulations that we must conform to.

List of Stipulations for Permitted Motorized Use General Stipulations

1. This permit does not grant privileges on private, state, or Indian Reservation lands. The permittee shall comply with all Federal, State, and local laws, ordinances, regulations, orders, postings, or written requirements applicable to the area or operations covered by the Special Recreation Permit. The permittee shall ensure that all persons operating under the authorization have obtained all required Federal, State, and local licenses or registrations. The permittee shall make every reasonable effort to ensure compliance with these requirements by all agents of the permittee and by all clients, customers, participants, or spectators under the permittee’s supervision.
2. The authorized officer reserves the right to limit activity and group size should it become apparent that, during the term of this permit, the use is adversely impacting on the environment. The authorized officer reserves the right to close or reroute routes that have been determined to negatively impact populations of bighorn sheep or peregrine falcon nesting sites or other endangered species.
3. This permit may be terminated upon breach of any of the conditions here in or at the discretion of the authorized officer.
4. The permittee will take precautions to protect natural values, cultural or historic objects, aesthetic values, and any improvement on public land involved. Any government owned structures, property, land or resources harmed or damaged by the permittee or his clients shall be reconstructed, repaired, rehabilitated, and restored as may be required by the BLM to at least equal condition immediately prior to such damage or destruction. Permittee further shall abate any condition existing which may cause harm or damage to any person, structure, property, stream, or wildlife.
5. The permittee will take all reasonable measures to prevent and discourage vandalism or disorderly conduct, and when necessary, will call in the appropriate law enforcement agency.
6. All vehicle use will be in accordance with State law and BLM off-road vehicle designations. Vehicles must stay only on routes authorized by the Special Recreation Permit. Vehicle use is not authorized in Wilderness Study Areas. No off-route travel would be permitted. To avoid damaging cultural sites that may be near Jeep Safari routes, the roadbed should not be widened by inappropriate passing or parking.





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List of Stipulations for Permitted Motorized Use

7. Permittee will be responsible for any wildfires caused by the permittee's party and will report all wildfires to the nearest BLM Field Office.
8. Natural disasters and uncontrollable acts present risk which the permittee assumes. The permittee has the responsibility of inspecting the camp site and immediate adjoining area for dangerous trees, hanging limbs, and other evidence of hazardous conditions and locating his camp site to avoid such hazard.
9. The permittee agrees to assume responsibility for public safety and health during any phase of his operation, including first aid, retrieval and evacuation activities including costs.
10. All refuse will be packed out and deposited in an authorized dump site.
11. All guides will be informed of permit stipulations. There will be a required review of stipulations of all drivers authorized under the permit.
12. Organized events will have a minimum guide to participant ratio of 1:25, unless otherwise stipulated.
13. Each trail guide will have portable toilets for use during day trips. All human solid waste will be packed out and deposited in an authorized manner.
14. Permittee shall not have exclusive use of recreation areas or interfere with other valid use of the public lands unless specifically authorized under the terms of the Special Recreation Permit.
15. All animals will be kept under control. When outside of vehicles, all domestic animals must be kept on a leash. Domestic animals must remain in the vehicle in the presence of wildlife. Harassing of wildlife and/or livestock is not allowed.
16. Any paleontological and/or cultural resources (historic or prehistoric site or object) are protected and shall not be damaged or removed. All personnel associated with the permitted activity will be informed by the permittee that they are subject to prosecution for vandalizing and/or collecting any historic or prehistoric artifacts or paleontological remains. All guides will be specifically instructed in proper cultural site visitation behavior.
17. At a minimum, the permittee shall have in force public liability insurance covering: (1) damage to property in the amount of twenty-five thousand dollars (\$25,000), and (2) damage to persons (bodily injury or death) in the amount of three hundred thousand dollars (\$300,000) per occurrence. The policy shall also have a minimum annual aggregate limit of six hundred thousand dollars (\$600,000). The policy must name the United States Government as additionally insured.
18. A signed and dated post-use report must be submitted by November 15 of each year or

- within 30 days of the last use for that year. The report must include the following information for each trip: start and end date, location, number of guests, user days, number of guides/crew, number of vehicles, total receipts, and percentage of time spent on public land.
19. Gates will be left as found.
20. Any additional routes or campsites will require additional approval from BLM.
21. The Canyon Country Partnership minimum impact guidelines will be promulgated by the permittee in written or oral form. Event information will include these guidelines.
22. The date and locations of motorized events will be made available to non-motorized users prior to the event, enabling them to consider other areas to recreate.
23. Parking and staging will be only on non-vegetated areas; parking will occur in single file along the side of the route.
24. Top of the World route participants will not park off the Onion Creek Road to protect the federally listed threatened plant *Cycladenia humilus* var. *jonesii*. All travel on the Onion Creek Road will be on the county-maintained road. There is no travel in the stream or in the "Narrows."
25. The 3.6 mile portion of 3-D in Tusher/Bartlett Wash (just west of Highway 191) is not available for motorized use.
26. The maximum number of vehicles allowed per route per trip is as follows. No more than 25 vehicles are allowed on Arch Canyon, Dolores Triangle, Hole in the Rock, Hotel Rock, and Lockhart Basin. No more than 35 vehicles are allowed on Crystal Geyser and Pritchett Canyon. No more than 40 vehicles are allowed on Kane Creek Canyon, Rose Garden Hill and Steel Bender. No more than 45 vehicles are allowed on Golden Spike, Porcupine Rim, and Secret Spire. No more than 50 vehicles are allowed on Chicken Corners, Dome Plateau, Gold Bar Rim, Hell Roaring Rim, Hey Joe, Metal Masher, Moab Rim, Sevenmile Rim, Top of the World and Wipeout Hill. No more than 55 vehicles are allowed on Cliffhanger, Copper Ridge, and Strike Ravine. No more than 60 vehicles are allowed on 3-D, Behind the Rocks, Fins and Things, Flat Iron Mesa, Hell's Revenge, and Poison Spider.
27. Vehicles on the Arch Canyon trail must turn around at the designated site 4.5 miles up the canyon.

Stipulations for Camping

28. Soaps, detergents, or other non-degradable foreign substance shall not be used in streams, springs, or rivers.

29. Firewood must be brought in from elsewhere. The number of fires and size of fire rings will be kept to a minimum. Fire rings will be removed after use.
30. Each camp site will be restored to its original condition. All extraneous material will be removed.
31. The entrance to campsites will be via one route located as much as possible on slickrock and more resilient soils.
32. Portable toilets will be set up at all overnight sites. All human solid waste will be packed out and deposited in an authorized manner.

Wildlife Stipulations

33. The permittee will be responsible for ensuring that all guides and/or group leaders will be educated about the threatened and endangered species that could be present in the activity area. This education will include the potential penalties for taking a species listed under the Endangered Species Act.
34. Observe desert bighorn sheep, American pronghorn, deer, and elk from a distance. No vehicle or foot pursuit allowed. No excessive noise.
35. In desert bighorn lambing areas on portions of Crystal Geyser, Gold Bar Rim, Hellroaring Rim, Hey Joe, Metal Masher, Secret Spire and Sevenmile Rim, vehicles may not stop from April 1 to June 15. No foot travel, staging or camping will occur in these areas. Noise will be kept to a minimum.
36. Observe low speed to avoid direct fatality of prairie dogs.
37. Groups must avoid disturbing raptors year-round, especially during nesting seasons (March 1-August 31). There will be no stopping within ¼ mile of active raptor nests (indicated by fresh excrement and/or defensive bird behavior). An active nest site should be reported to the appropriate BLM office.
38. There will be no vehicle or foot pursuit of bald or golden eagles, ferruginous hawks, or burrowing owls. No excessive noise is allowed in the presence of these birds.
39. If Mexican spotted owl occupancy is determined within 0.5 miles, travel and dispersed camping shall be suspended from March 1 to August 31 while nesting birds are in the area. There will be neither pursuit nor excessive noise in their presence.
40. If Southwestern willow flycatcher breeding/nesting territories are identified along or within 0.25 mile of authorized routes, travel and camping shall be suspended within 0.25 miles of these locations from May 1 to August 15.
41. No camping or staging in occupied Gunnison Sage-grouse habitat.
42. To avoid degradation to habitat of special status and endangered fish, all trips on Arch Canyon, Kane Creek Canyon, Hey Joe, Crystal

- Geyser, Dolores Triangle, Dome Plateau, Moab Rim, Pritchett Canyon, Top of the World, and Long Canyon will have proper clean up supplies to safely clean up and prevent further contamination of the rivers from vehicle fluids. Spills in dry drainages must also be contained and removed.
43. Should future inventory or monitoring for sage grouse identify occupied areas, there will be no dispersed camping within these areas.
44. No camping will be allowed within ½ mile of wildlife water sources.

Riparian/Water Quality Conservation Stipulations

45. Vehicles must avoid damage to riparian vegetation and streambanks. No route widening is permitted.
46. When the designated route crosses a stream, vehicles must cross in a narrow single file. The single file of vehicles must cross in the same location to avoid widening the route.
47. On designated routes located within streams and floodplains, e.g., Tusher Canyon (Sevenmile Rim), Kane Creek Canyon, Pritchett Canyon, vehicles must drive in the center of the stream channel, avoiding bank and vegetation disturbance.
48. No vehicles wider than 76 inches are permitted in the 2.4 mile section of Tusher Canyon on the Sevenmile Rim route.
49. If an oncoming vehicle is encountered in a narrow section of a route, vehicles will not pass each other at this point. One vehicle will reverse to a suitable, passable location.

One Way and Exclusive Use Stipulations:

50. The following routes will be one way for the entire 9 days of the Jeep Safari Event: Kane Creek Canyon, Hell's Revenge and Steel Bender. It is the responsibility of the Red Rock 4-Wheelers to clearly sign and implement these routes as one way for the length of the Safari.
51. BLM permittees will have exclusive motorized use of the following routes on a day on which a Jeep Safari "run" is scheduled: Behind the Rocks, Cliffhanger, Gold Bar Rim, Golden Spike, Moab Rim, Poison Spider and Pritchett Canyon. For example, if a Jeep Safari run is scheduled on Behind the Rocks on April 7, only Jeep Safari and other permitted motorized vehicles can travel on this route on that date. It is the responsibility of the Red Rock 4-Wheelers to clearly sign and implement these routes on those days for exclusive permitted use.



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Secret Spire Trail


Bob Omer, Leader



This trail rides the rolling mesa top between two of the Green River's large tributary canyons, Hellroaring and Spring Canyons. It goes close to the deep portions of Spring Canyon, and it crosses the shallower upper Spring Canyon to visit a strange tower, dubbed the Secret Spire. It is a good trail for some mild four-wheeling through an interesting and scenic expanse of country.


Scenery: The large vistas are to the west and north and encompass the San Rafael Reef, the Book Cliffs, and a glimpse of the Green River. The close-up views are into deep, rugged canyons and a range of local rock formations, including arches and towers. Bluffs of Entrada Sandstone, called Needles Rock and Rainbow Rocks, stand high above the trail.

Road Surface: After twenty miles of pavement, the roads are largely sandy dirt — sometimes mostly sand and sometimes laced with rock. There is some sandy washbottom and a little bare rock.

Rated 2 
Highlights: Near upper Spring Canyon washbottom, one gully often washes out and may have to be repaired a bit. Your leader may take a spur to Dellenbaugh Tunnel, which is a strange, usually dry watercourse piercing the Navajo Sandstone. The tunnel is about 100 feet long and high enough that one hardly needs to stoop to walk through. The floor of the tunnel is a limestone layer rich in red chert, and it extends another couple of hundred feet to an abrupt drop into Spring Canyon. The Secret Spire is a strange tower of Navajo Sandstone standing alone on a dome-like base. Nearby are two small arches, one of which is just beside the main road but is easily missed.

Associate Leaders: Misty Adams, Steve Barnett, TJ Edwards, Gaylord McCall, Tom McCready, Tom McCready Jr., Kenneth Minor, Risk Moore, Sam Russler & Keith Wride. **To be used:** Sunday (Brady Hansen), Monday (Frenchie LaChance), Friday (Bob Humphries leader), and Big Saturday.

This Trail is Supported by Quadratec on Saturday, March 31st.



This Trail is part of First Timer's Package Day 2

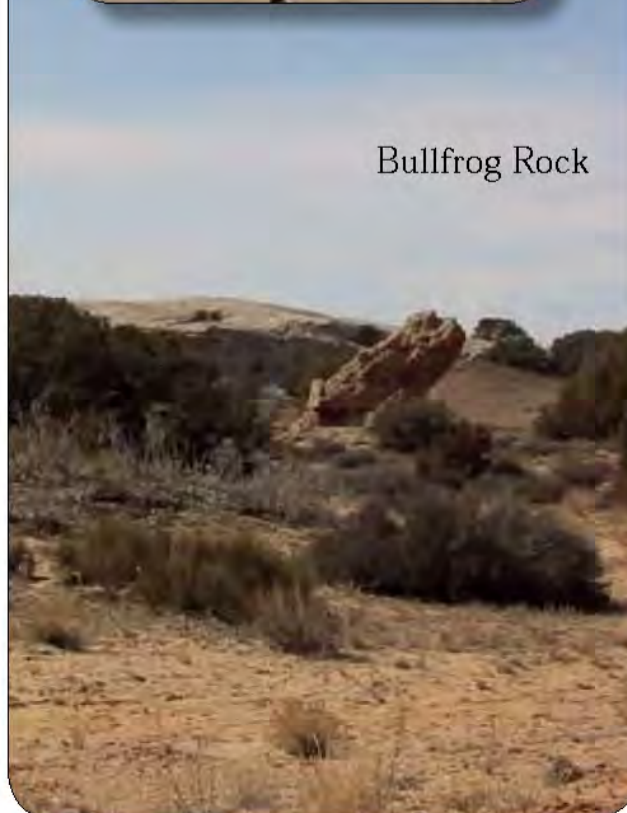
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Sevenmile Rim Trail



Frenchie LaChance, Leader



The Seven mile Rim trail leaves Highway 191 just north of Highway 313, about 11 miles north of town. It passes the old Cotter uranium mine and switches back to reach the cliff rim above the mine and Highway 191. The intense

Determination Towers, and Big Mesa. Most of the trail is easy but has an optional climb near Uranium Arch and a sandy hill near the end that is sometimes full of holes. A sidehill slickrock portion around the south side of Merrimac Butte may be intimidating to the "scaredy-cats" (which includes most of us), but all of us have completed it unscathed. Wounded or tired vehicles can bypass the



This Trail is Day 2 of the Sophomore Package



This Trail is Supported by Quadratec on Wednesday, April 4th.



mining activity left a maze of core-drilling roads on the mesa top, and the trail seeks the most interesting of these. It travels south near the cliff rim above Highway 191 before turning west above Sevenmile Canyon, which carries Highway 313. Along the way, Uranium Arch will be visited. The trail joins other roads in the vicinity of Merrimac Butte, Monitor Butte,

worst obstacles, but the bypasses are often a long way around. Approximate mileages: 50 total, 21 off highway.

Scenery: The trail route is near the Moab Fault, a geological fracture that left the trademark rocks of Canyonlands standing higher than the surrounding colorful Morrison formation, which was deposited

later. Entrada Sandstone cliffs are constantly in view. The rim views include Sevenmile Canyon, the Arches National Park area, and the Book Cliffs

of Merrimac Butte has exciting slickrock sidehill driving and is near Wipe-Out Hill, which can be visited if there is time. The last part of the trail, if used, runs the reverse direction of the Wipe-Out Hill trail in the Tusher Canyon system, and finds easy hills of the Wipe-Out trail to be hard and vice-versa.

Associate Leaders: Glenn Baxter, David Bell, Eric Brewer, TJ Edwards, Russ Erickson, Randi Hruska, Jantna Fiedler, Peter Fogel, Ann Jackson, Pete Jackson, John Martin, Michael McAlister, Carl Nesbitt. **To be used:** Saturday (Garrick Alnge), Monday (Rich Wiegand), Wednesday (Jake Jacobson), Thursday (Jim Broadbent) Friday (Linda Adams) and Big Saturday.

to the north.

Road Surface: There is considerable two-track dirt road, a sandy hill, washbottom, and some slickrock.

Highlights: The cliff rim portions are mainly scenic and would rate a 3. Uranium Arch can be walked across. The south side



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Steel Bender Trail

DeVon & Marlene Parson, Leaders



Creek Canyon. It overlooks the North Fork of Mill Creek as it climbs to the base of South Mesa on the skirts of the La Sal Mountains. It is another variation on the canyonlands landscape, and it offers further variety to the scenery and the four-wheeling opportunities of the Moab area. The trip can be done in 4x4's that have excellent clearance, but only because there are bypasses around some of the challenging spots. Approximate mileages: 30 total, 15 off highway.

Scenery: Portions of the trail are in two beautiful, but different-looking, parts of Mill Creek Canyon. Other portions ride the higher country toward the mountains and overlook canyonlands vistas toward the west from a 6,000-foot elevation.

Road Surface: The canyon-bottom trail crosses stream-washed rocks and the stream itself in a few places. The higher country has dirt and a little sand — all generously mixed with rocks and rock ledges. There is a little slickrock near the upper creek ford.

Obstacles: Mill Creek has a strong perennial flow that is highest in springtime, but the fords usually do no more than dampen your hubs. Not far above the creek is a steep, ledgy chunk of rock that may push some to the easy bypass. As the trail climbs, a succession of rock steps can be difficult for stock equipment, but each ledge area has a bypass. A couple of minor tributary canyons provide steep, rocky descents and testy climbs. Ground clearance is the name of the game. The



final creek ford is followed by a short, steep climb that can get muddy and slippery.

Associate Leaders: Jeramey Abrams, Marty Abrams, Tracy Fiedler, Chuck Griffith, Clark Hendrickson, Tracy Payne, Perry Reed, Ray Richardson, Richard Smith, Tyler Smith, James Walden & Rick Wolcott.

To be used: Palm Sunday (Perry and Linda Willard), Tuesday (Dave Adams), Wednesday (K.L. Young), Friday (Eric Swafford) & Big Saturday.

This Trail is Support by Eaton Performance on Tuesday, April 3rd.



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Strike Ravine Trail

Bob & Shirley Keniston, Leaders



This trail enters an area that remains beautiful despite the marks of "range

improvements" (chaining), power lines, and uranium mining. Today, grazing continues, the power lines hum, but the mines are in ruins. Four-wheeling gets better, however, the mine roads deteriorate. The trail is about 12 miles south of Moab and between Highway 191 and the La Sal Mountains. Much of it is in and about Pole Canyon and other headwaters of Kane Springs Canyon. One badly eroded trail portion

Approximate mileage: 32 total, 11 off highway.

Scenery: In addition to the views inside the rugged canyons, there are beautiful vistas of colorful rocks, forested slopes, and the snow-covered La Sal Mountains.

Road Surface: The easy parts of the trail are sandy dirt with enough bedrock poking through to keep the speed down. The difficult creek-bottom parts have rocks, boulders, and ledges, and the most difficult hills have large, loose rocks.

Obstacles: Two hills have loose dirt and rocks that cause poor traction. The canyon bottoms have large rocks and rock ledges that can change with every flood. Strike Ravine is ledgy and rough, with a combination of

This Trail is Supported by Eaton on Saturday, April 7th.

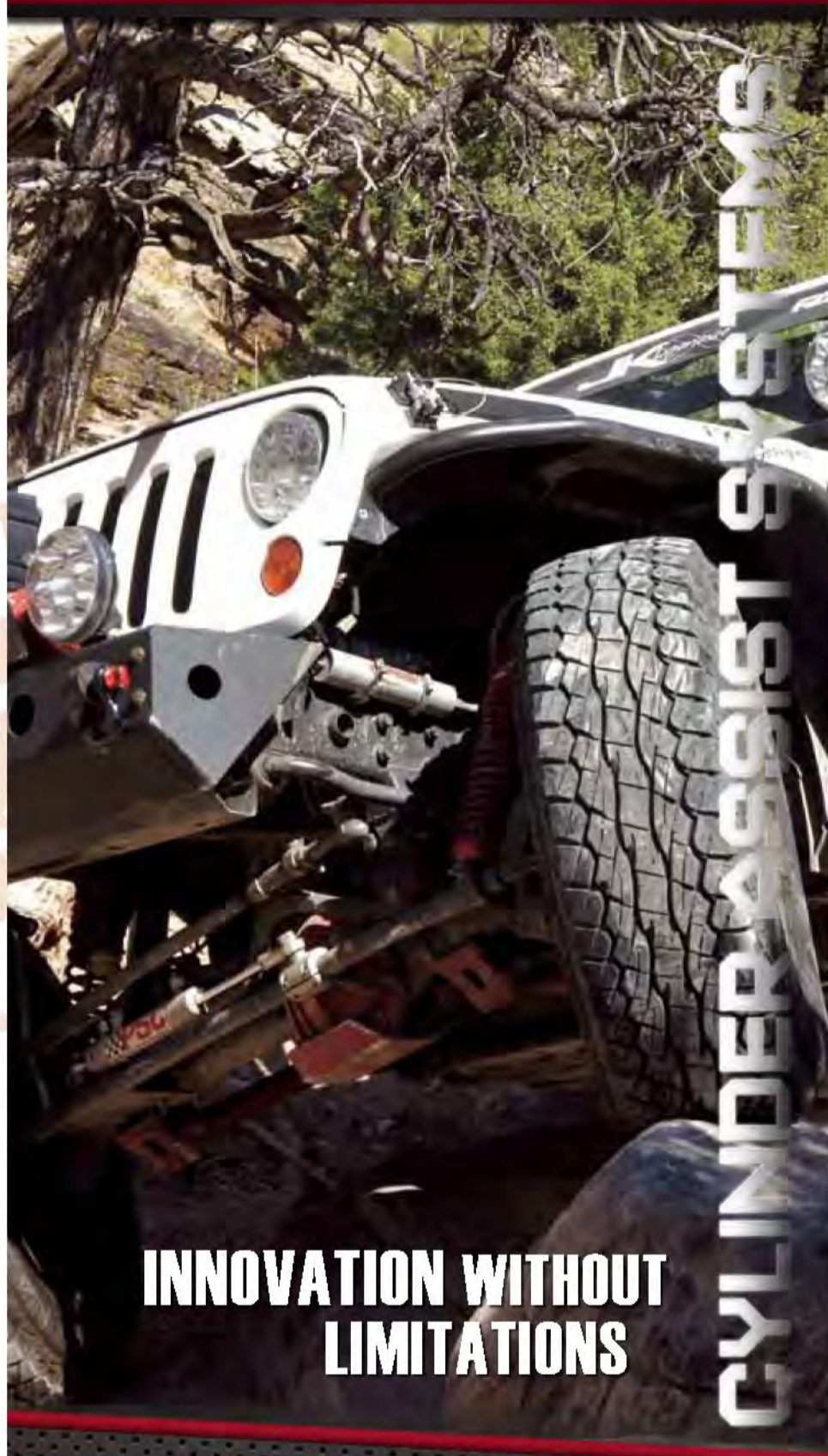


crosses a tributary canyon that we are calling Strike Ravine for the outcrop of a tilted sandstone layer that forms the base of the trail. The rocky hills and bouldery washbottoms make high ground clearance throughout the underside of the vehicle an important consideration. There are sneaky rocks that make it easy for vehicles to use their sheet metal panels as "paint brushes." The trail was down-rated recently because one troublesome rock on the "Big Ugly" hill was removed by someone, but use and erosion are adding new challenges.

rock steps and loose dirt. Tall tires, short wheelbase, and short overhangs are the order of the day.

Associate Leaders: Debra Abrams, Marty Abrams, Jason Beddoes, Lori Brannan, Mark Gonske, Steve Hinkin, Thomas Love, Ferris McCollum, Tracy Payne & Sam Russler.

To be used: Saturday (Devon & Marlene Parson), Tuesday (Devon & Marlene Parson), Friday (Brad Green), Big Saturday and Easter Sunday (Butch Brannan).



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Top of the World Trail

Rated



Chip Brox, Leader



"Top of the World" is a viewpoint on Waring Mesa. It has a spectacular view of Fisher Valley, Onion Creek, and the La Sal Mountains, but this view is only part of a variety of landscapes seen from this trail. Waring Mesa is east of Moab and south of the Dewey Bridge crossing of the Colorado River. In addition to the 7,000-foot viewpoint at Top of the World, the route sometimes includes Sevenmile Mesa, the canyon of Fisher Creek, Fisher Valley, and Onion Creek with its unusual, narrow canyon. Above Fisher Creek is possibly the longest of our steep and rocky hills (called "Rose Garden Hill"). There are 32 miles of

pavement at one end of the off-road trail and 22 miles at the other with about 40 miles off-highway in between. *Departures for the weekday trips are 8:00 a.m. for this rather long trail.*

The Big Saturday version of this trail will probably skip the Rose Garden Hill/Onion Creek portions to avoid conflict with the Rose Garden Hill trail, but will add Dolores River Overlook as a scenic bonus.

Scenery: The Entrada Sandstone is beautiful wherever it is exposed, and we travel the base of a long stretch of its cliffs near the rivers. The Top of the World viewpoint is a cliff edge above Fisher Valley and Onion Creek with the La Sal Mountains in the southern background, but there are vistas of distant plains and the Book Cliffs to the north. Narrow Onion Creek canyon is different from anything else in the area.

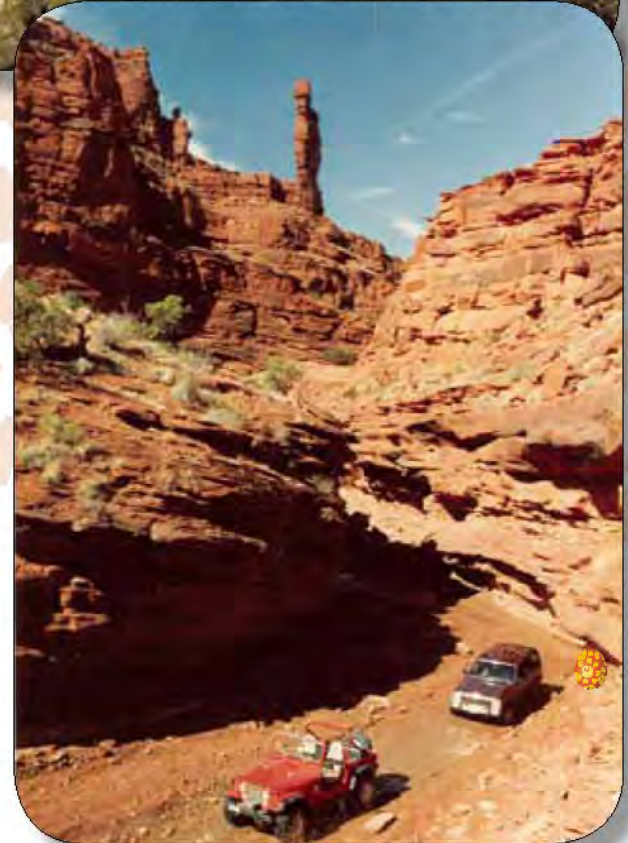
Road Surface: There is some graded road, but most is broken layered rock. A



rocky creek bottom may be used if there is time.

Highlights: The Top of the World viewpoint is worth the trip even without the other good stuff. This trail will go down Rose Garden Hill (except Big Saturday), but that is an interesting ride either way.

Associate Leaders: Aaron Graves, Karen Kirkman, Hurshell Malone, Ray Marler, Allen Olsen & Aaron Pontius.
To be used: Palm Sunday, departs 8:00 a.m. (Guy Conway,) and Thursday, (departs 8:00 a.m.) (Gail Straty), and Big Saturday.



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Wipe-Out Hill Trail

Perry and Linda Willard, Leaders



This trail tours a region south of Canyonlands Airport and west of Highway 191. It uses portions of Bartlett Wash, Tusher Canyon, Courthouse Pasture, the south cliff base of Big Mesa, and possibly Gemini Bridges if there is time. Variety is its strong point, with a wide range of scenery and trail surface and a couple of challenging hills.

Scenery: The landscape varies from the drab hills near the airport to the tall cliffs seen from Moab. In between are beautiful canyons having colorfully banded Entrada Sandstone walls, Determination Towers, and Monitor and Merrimac Buttes. The trail traverses at least seven major rock formations (Morrison, Entrada, Navajo,

Kayenta, Wingate, Chinle, and Moenkopi) that were deposited over a period of more than 100 million years, beginning about 200 million years ago.

Road Surface: There is a long stretch of broad, sandy washbottom and one short, but sometimes challenging, hill of blow-sand. One broken-rock hill leads back to a washbottom that is usually wet. There are a couple of areas of slickrock, some rock ledges, and a few miles of two-track on sandy dirt.



Associate Leaders: Rod Andrew, Bill Hughes, Perry Reed, Ray Richardson & Paul Roubinet, **To be used:** Friday (P. J. Roubinet) and Big Saturday.



Obstacles: The Tusher Wash sand hill varies in difficulty with moisture content and recent digging by the heavy-foot crowd (a windstorm will fill it in again). Big tires will help. Wipe-Out Hill is short, but steep with irregular ledges and an abrupt tip-down that could "wipe out" a rocker panel (beware, long vehicles!). Rattlesnake Hill has its bumps spaced just right to catch those who don't have limber suspensions.



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