

49th YEAR

Easter Jeep Safari

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UTAH**

**38 TRAILS
9 DAYS**

**Vendor EXPO
April 2nd - 3rd**



MARCH 28 - APRIL 5 2015



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Axle Housings**



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"Wander" In Your Steering
A Serious Upgrade
From The Stock Boot!**



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JIM AND BARB ARE GREAT
PEOPLE AND VERY FAMILY
ORIENTED!**

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 - gone MOAB
 - MOAB EASTER SAFARI
 - GOING MOG WILD IN MOAB!
 - MOAB WILLYS RALLY
 - Cherokees Conquer!
 - JEEP '15 SAFARI
 - Rovers Rule!
 - TOYOTA SAFARI
 - Moab, Utah
 - J-TRAX
 - COMED CLIFFS
 - TRUCKS Are For Girls!
 - WHERE EAGLES DARE
 - RZR's Rock!!
 - RUBICON Moab
 - RHINO Moab
 - ESCALATOR To Hell!
 - DAY CANYON POINT
 - DEAD MAN POINT
 - MY 33rd YEAR
 - CLIFFHANGER
 - POISON SPIDER
 - HELL'S REVENGE
 - KANE CREEK CANYON
 - JEEP MOAB
 - NISSAN Xterra Moab
 - JEEP GRAND Cherokee Moab!

Celebrate Moab's 49th Safari

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The Red Rock 4 Wheelers are excited to welcome you to the 49th annual Jeep Safari. As a Moab rite of Spring, about March 28th the town will come alive with the roar of 4 wheel drive vehicles coming to town in what has become one of the largest gathering of 4 wheel drive lovers in the USA. For nine days, culminating on Easter Sunday, April 5th, hundreds of vehicles and passengers take to the multitude of trails in the area.

For 2015, there is even more excitement building for this annual event. We have expanded the number of trails being offered for participants by 8 new offerings. You can see more detail about the new trail offerings on page 6, with expanded details on the individual trail pages later in the magazine. The new trails and the old favorites offer a wide variety of scenery and driver challenges. A careful reading of the trail descriptions can provide you with a balanced week of trails that you feel comfortable with.

We will continue to offer the "First Timers" package and the "Sophomore" package. These two custom designed three-day packages offer an opportunity to stay with the same group for the three days, and each is designed to become slightly more aggressive from one day to the next. They have proven to be very popular for the variety of 4 wheeling as well as the variety of terrain covered. You will spend the three days with the same leaders and participants. (See page 8 & 9 for more details)

As you review the magazine and decide on your trail choice you will notice that some of our more popular trails will be available 2 times a day. We received a number of comments about too many vehicles on each trail. To remedy this we are lowering the amount of vehicles per trail, but offering the trail more often to accommodate participant demand.

At the same time our trail committee elected to lower the allowable vehicles on almost every trail.



Until 1884 no newspaper in the world had more than eight pages.

A word of warning: Register early to insure getting the trails you want. Also bear in mind that on the split trail days; you must go on the trail at the time you chose. If you chose the 8:00am and miss it, you can't go at 10:00am.

As you peruse the trail offerings, you will note that some of the pages will indicate that a company will be shown as a supporter for a specified day. These Trail Supporters have chosen to make a donation to the Red Rock 4 Wheelers MUD Fund

(Multiple Use Defense) and participate on a scheduled day. As this program has evolved, the companies that choose to participate have found it useful to interact with the other participants and even give them a variety of SWAG, like hats, t-shirts, tools, etc. These

major industry manufacturers have found this to be a way to touch the end users in a meaningful way on the trail.

One of the interesting challenges that we face every year, is the matching of participants to the appropriate trail for their experience and equipment. We try to provide enough information in the pages of this magazine and on the website www.rr4w.com to help in your planning. The trail descriptions



Registration information Page 16

start on page 64 and run through page 119. After looking over the trail ratings descriptions on page 60, you should be able to decide where you and your equipment fit into the mix. If in doubt it is usually good advice to plan on

a trail rated 1 less than you might think of trying. You will probably be happier with the ultimate outcome. Trying a trail rated higher than you feel comfortable with, will not only lead to discomfort on your

part, but may cause others on the trail to have an unpleasant day.

There will be Red Rock 4 Wheelers available at registration to give more complete information, to help in your trails selection. The overall goal of the process, is for everyone to have a great Safari.

The Red Rock 4 Wheelers and the Moab Chamber of Commerce welcome everyone to the 49th annual Easter Jeep Safari.



The Easter Jeep Safari is a special event presentation 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 2015 club officers are:

President, Bob Humphreys
Vice President, Doug McElhaney
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 by phone at 435-259-ROCK (7625) or by mail: Red Rock 4-Wheelers, P.O. Box 1471, Moab UT 84532.





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Vinyl Stickers Are Made In 3 inch - 7 inch - and 10 inch!



**Men
Sound
Rocks!**


 CAFE Estimating 25 Per Liter
JEEP

New for 2015

The Red Rock 4 Wheelers (RR4W) are excited to present the 2015 Jeep Safari, with an array of new and expanded trails. The Bureau of Land Management (BLM) that oversees the land that we conduct the Safari on has issued the Red Rock 4 Wheelers a 10 year permit to continue the Safari. Along with this unprecedented move, they have authorized the club to expand their inventory of trails that are allowed to be run. This increase of 10 new trails or trail segments gives the club the chance to offer a wider variety of scenery, and opens up some new areas never offered by Jeep Safari before.

For 2015, the RR4W have chosen 8 of these to offer to Safari participants for the first time. These are not new virgin trails. They are existing roads that have been used by others and are included in the BLM's master inventory of roads. By adding these trails to the Jeep Safari permit, it opens



them up to other groups for permitted outings. It also protects them from any possible closures until the permit expires, providing that all of the permit rules are followed.

The new trail or segment offerings are (with rating): **Cameo Cliffs (3), Deadman Point (3), Day Canyon Point (4), Jax Trax (5), The Pickle (7), Where Eagles Dare (7) and Rusty Nail (8)**. Additionally, one day during Safari, we will offer the **Escalator (8)** obstacle on Hell's Revenge, as a trail option.

Standard trail descriptions are available on the web site, www.rr4w.com, with expanded photo galleries, or elsewhere in this magazine on the indicated pages.

Cameo Cliffs (3) See page 70. The Cameo Cliffs trail area is some 25 miles south of Moab in an area never before visited by the Jeep Safari. Jack Bickers, a club member in the early years, contributed many things to the EJS, mostly related to our trails and their names. This trip consists of old mineral exploration trails that Jack rediscovered in the 1990s. The trip has been carefully chosen to provide some mild 4 wheeling challenges while maximizing the views from the many overlooks in this area. Those looking for milder wheeling should enjoy the abundant scenery of this trip.

Deadman Point (3) See page 80. The Deadman Point Trail visits the interesting area south of the Spring



Canyon Bottom Road as it approaches its drop into Spring Canyon. This country is bordered by Hellroaring Canyon on the south and the Green River on the west. There are occasional challenges for stock vehicles but this tour was planned to be scenic, relaxed, family four-wheeling for those

more interested in scenery than 4x4 challenges. It is an excellent choice for novices and grizzled veterans alike looking for a relaxing day with new sights. Mileage is approximately 90 miles total, 32 off improved roads.

Day Canyon Point (4) See page 79. Beautiful Day Canyon Point is accessed from the Island in the Sky area from a point near Dead Horse Point State Park. It descends a bumpy four



miles to an overlook of the Colorado River at a section of the river called Lake Bottom. It then ascends all the bumpy shelves that had been descended to return to the Dead Horse Point Road. Under normal circumstances the leader will choose a different route to return to Moab rather than the one used to access the trailhead thus keeping the day interesting.

Jax Trax (5) See page 97. The Cameo South in an area 25 miles south of Moab is an area never before visited by Jeep

Safari. Jack Bickers, a club member in the beginning years, contributed many things to the EJS, mostly related to our trails and their names. Jax Trax is a tribute to Jack, made up of old mineral exploration roads he rediscovered in the 1990s. The trip has been carefully chosen to provide some four wheeling challenges while maximizing the views of the abundant scenery in this area. Those looking for extreme challenges will be disappointed, but novices are advised they may want to choose a different trip also. Approximate mileages 80 overall, 16 off pavement.

The Pickle (7) See page 65. This trail begins in a narrow wash that is full of obstacles. It emerges from this wash to tour the colorful Hidden Canyon northwest of Moab before climbing out to explore an exposed section of the Entrada rock formation named the Moab Tongue. It then connects to the 3D Trail to tackle the major obstacles



of that trail. It then departs from the 3D Trail to tackle a thrilling descent of a rocky hill with a sharp ledge that is guaranteed to test a few skidplates.

Where Eagles Dare (7) See page 103, 90. This trail runs the complete Golden Spike trip, and adds the Where Eagles Dare loop for some fantastic slickrock dome ascents and descents.

Please read the Golden Spike Trail description and view the pictures for more details on that trail. The Where Eagles Dare section demands a vehicle that is in good



operating condition with brakes in tip top condition. The slickrock domes are tall and steep both going up and descending. The drops make those on Hell's Revenge pale by comparison.



Rusty Nail (8) See page 87. This trip is designed for the hard core four wheeler that wants to tackle one of the Moab area's famous tough trail segments. The Rusty Nail segment is combined with a couple of the Golden Spike Trail's obstacles and the Gold Bar Rim Trail to complete a loop. The Rusty Nail section adds some rather unforgiving climbs and a hairy sidehill section

to get the adrenalin pumping. Please note this trail requires front and rear locking differentials, a winch, and 33" tires minimum.





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WOULD YOU STAND FOR THAT!!

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=POOR COUNTY

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CANYONLANDS
DON'T EXPAND
MAKE IT ACCESSIBLE!

CITIZENS
AGAINST GREATER CANYONLANDS

CONCESSIONS & TOURS
IN A PARK OR MONUMENT
ONLY A SELECT FEW

CONCESSIONS
NONE THE CHOSEN
IN A PARK OR MONUMENT

CONGRESSMAN BISHOP
WHAT ARE YOU THINKING?

DEMOCRATS
AGAINST GREATER CANYONLANDS

DON'T COME TO MOAB TO CHANGE IT
LET MOAB CHANGE YOU!

BISHOP PLAN
GREATER CANYONLANDS
BLM, BAD, BUT BETTER

CANYONLANDS
GREATER IS LESSER!

IN LIEU OF TAX MONEY
JOKE!
STOP GREATER CANYONLANDS

IF YOU WANT TO SPEND MONEY
ON CANYONLANDS
MAKE IT ACCESSIBLE!

LAND - WEALTH
TAKE IT BACK!
NO GREATER CANYONLANDS

MONUMENT-PARK
PAY TO ENTER!

MOVIES-FILMING
IN PARKS & MONUMENTS
NEARLY IMPOSSIBLE

NO-PROS, ALL-CONS
GREATER CANYONLANDS

PERMITS FOR EVERYTHING!
GREATER CANYONLANDS
THEY COST MONEY!

PERMITS REQUIRED!
GREATER CANYONLANDS

PRESIDENT OBAMA
I'M A DEMOCRAT AND VOTE FOR YOU
NO GREATER CANYONLANDS!

PRESIDENT OBAMA PLEASE
DO NOT TAKE AWAY OUR
MT. BIKE AND 4X4 TRAILS
BY CREATING GREATER CANYONLANDS

PRESIDENT OBAMA
WE'VE FIGURED OUT OUR LOCAL PROBLEMS
AND IT'S YOU!

39.4% OF GRAND COUNTY IS STATE OR FEDERALLY OWNED
RICH IN BEAUTY
POOR IN WEALTH!

SPECIAL EVENTS
SAH GOODBYE
TO A HUGE SECTION OF LAND

STAND UP-SPEAK OUT-OR LOSE IT!
GREATER CANYONLANDS

THEY STEAL OUR LAND
AND
CHARGE US TO VISIT IT!

UNITED DEMOCRATS
AGAINST
GREATER CANYONLANDS!

WE HAVE HAD A MONUMENT
FOR YEARS
NO ONE NEEDS TO WORRY
WHAT'S GOING TO HAPPEN!

We Scrapped This One
For Parts!!

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

FJ-FINE JOURNEY

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ANYTHING LESS
IS AN EXCUSE

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

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MAMMA!!

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

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TOYS FOR BIG BOYS!

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I'LL GO YOUR SPEED
If You Pay My Ticket

got moab?

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

NEW YORK-LONDON
PARIS-TOKYO-MOAB

DODGE **HUMMER**
MAKES IT **SHAKES IT**

NOT TOO PROUD
TO WALK
that's how you

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?

FOOL INJECTED

got moab?
iMoab

THIS IS NOT MY
Boyfriends Jeep!
MOAB JEEP SAFARI

My truck's lifted cuz
fat chicks can't jump!

SHIFT HAPPENS
MOAB, UTAH

HUMMER
RECOVERY VEHICLE

HONK
IF ANY PARTS FALL OFF!

I need a winch for my Jeep..
And not of those things that goes on the front, too!

I put the
"toy"
back in **toyota!!**

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!

Jeep Wrangler Unlimite
It's a wheel base thing.

H2
Compensating for something?

THE PURCHASE OF THIS 4X4
WAS A DOWN PAYMENT ON THE
ACCESSORIES

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

MONEY MAGNET

FIRED DOWN
AND
LOCKED IN

BUMP IT!

Hot Women
DRIVE HUMMERS

★ ROCKCRAWLING ★

Street Legal,
What's that?

Don't like my driving?
call my attorneys
Lyons, Chetum & Howe

JEEP GEEK

Dad 60's are for
Lead-footed Hillbillies!

GOING COMMANDO
★ IN MOAB ★
MOAB JEEP SAFARI

TOPLESS OR A BIKINI,
JUST PLEASE NO BRA!

Still plays with Trucks

WRENCH-WRENCH

GMC
RECOVERY VEHICLE

JEEP
RECOVERY VEHICLE

I want my ATV!!

WHAT HAPPENS IN MOAB..
STAYS IN MOAB!!

NO FAT CHICKS
FENDERS WILL DRAG

IF YOU CAN READ THIS
SPOTTER
LOOKS AWAY

hang up and
DRIVE!!!

WHAT HAPPENS IN MOAB..
YOU CAN SHARE WITH FRIENDS!

NO PROBLEM
MY TRUCK

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

POOR MAN'S RHINO

Don't Tread
On Me!

GOAT'S
MORE BEER PLEASE

WHAT HAPPENS IN MOAB..
ENDS UP ON YOUTUBE!

WE DE JEEPIN'!

Life is Simple
EAT-SLEEP-JEEP

WHEELING
IT'S
WOMEN'S WORK!

CHEROKEE JEEPERS
CHEROKEE TRIBE
MOAB JEEP SAFARI

NO PROBLEM
MY TRUCK

WE DE JEEPIN'!

Life is Simple
EAT-SLEEP-JEEP

WHEELING
IT'S
WOMEN'S WORK!

CHEROKEE JEEPERS
CHEROKEE TRIBE
MOAB JEEP SAFARI

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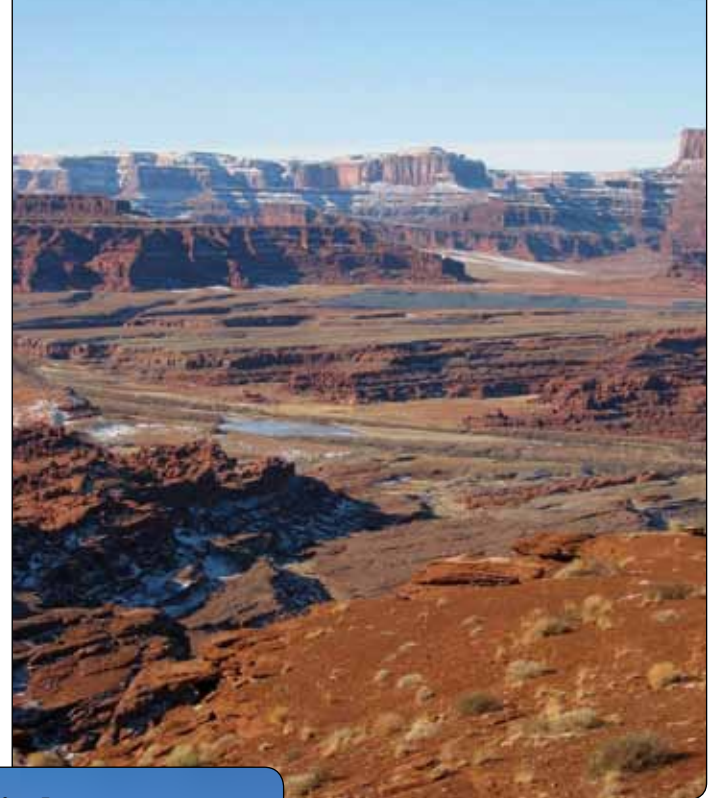
Trail

First Timer's Package

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. We have expanded 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, March 29th) with the easiest trail, and each day after will feature a trail a bit more difficult than the prior day's offering. The same trail

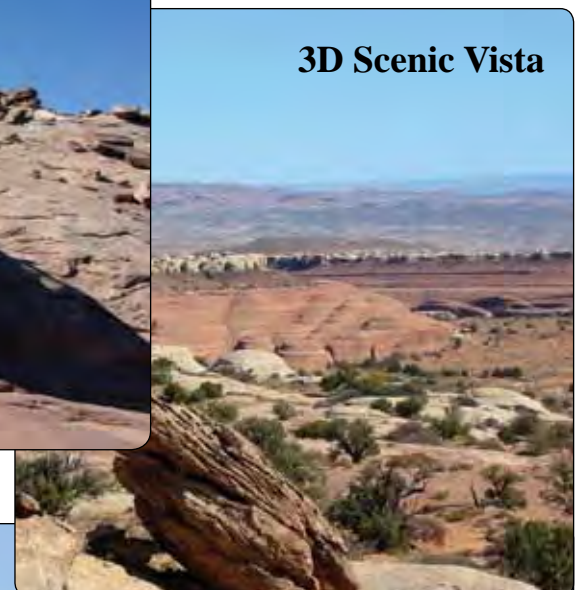
Chicken Corners Vista Overlook



3D Slickrock Climb



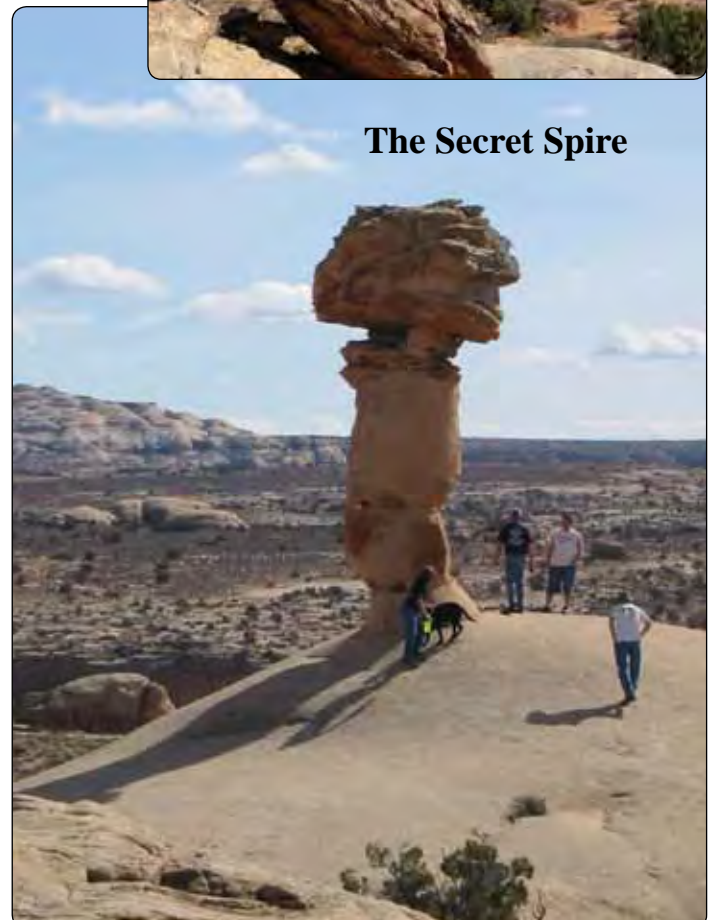
3D Scenic Vista



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 73)* 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 109)* The third day will feature the 3D Trail, rated 3. *(For complete description see page 64)* The package is priced the same as any three day selection of safari trails; the difference will be four wheeling with the same fellow jeepers 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



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 your different trail days, well, here you go!



Copper Ridge Jeeping

7 Mile Rim Jeeping



This package will start with our Copper Ridge Trail for its first day (Tuesday, March 31st). 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 1st). The first half of this trail will allow you to get a bird's eye view of the Copper Ridge Trail's beginning section, all the while offering more and different 4wd challenges.

Overlooking Copper Ridge from 7 Mile Rim



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 2nd), a slick 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.



Cockroaches appeared 120 million years before the dinosaurs.

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16MM NITRO-CARBURIZED ROD

REBOUND BUMPER

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(Compression Cycle)

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IRON PISTON**

GLASS FILLED FLUON BANDED PISTON

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(Rebound Cycle)

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**ENLARGED 2.25-IN.
TWIN TUBE BODY**

**TUNED COMPRESSION
CONTROL VALVE**

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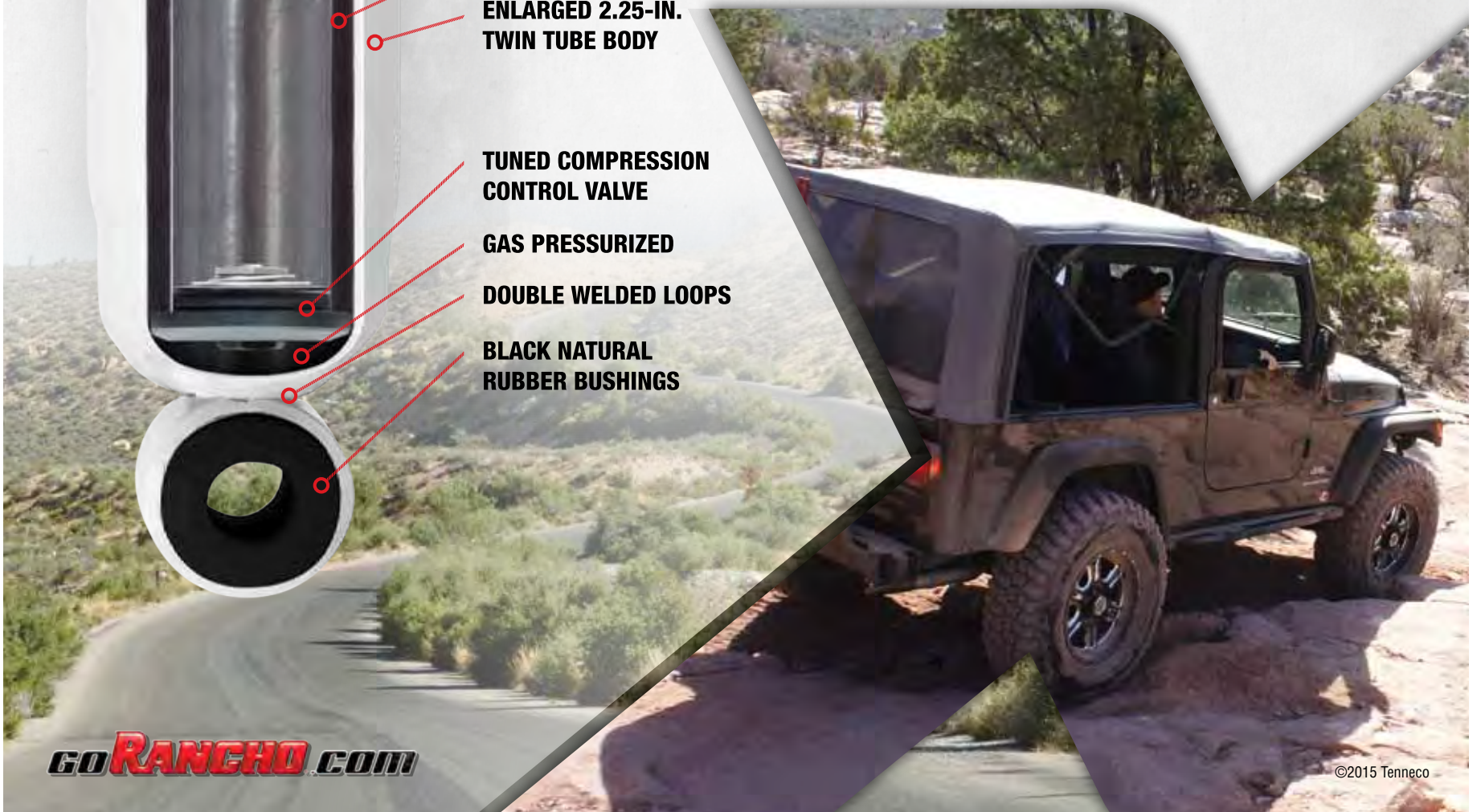
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RUBBER BUSHINGS**



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IN THE ARENA**



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BRC's Utah Public Lands Report 2015

The BlueRibbon Coalition (BRC) has been extremely busy in Utah again this year, as it is almost every year. You are likely already aware that Utah's trails and recreation areas—likely some of your favorites-- are under attack. Threats range from National Monuments, to lawsuits, to massive Wilderness designations. Here is a short rundown of BRC's efforts to combat those threats:

The Eastern Utah Lands Bill being promoted by Congressman Rob Bishop is moving ahead. Recently Duchesne County announced it had reached a plan which had the support of many of the parties, including the OHV community. Other counties are in various stages of developing their plans, and include Uinta, Duchesne, Carbon, Emery, Wayne, Grand and San Juan.

BRC has participated in a number of field tours with other interested parties and has steadfastly maintained the bill could not go forward with our support unless existing routes and access were preserved or acceptable accommodations were made if they were modified. We have also supported expanding or reopening routes where we have local support and it makes sense to do so.

The Richfield BLM lawsuit filed in federal court by Southern Utah Wilderness Alliance and 10 other environmental groups resulted in certain aspects of the November 4, 2013 travel plan being deemed unlawful. BRC has intervened on behalf of the BLM and is defending the travel plan.

Without BRC, the risk of an adversarial settlement by the BLM or negative rulings by the court increases. It is necessary that we stay involved in this court action, the final decision undoubtedly will affect not only the Richfield District, but other Utah BLM district travel plans as well.

Sand Mountain, south of Hurricane is a popular off road recreation area. The area is primarily on Bureau of Land Management land and is designated as an open area for recreational riding. This location accommodates rides including Winter on the Rocks, hosted by the Utah 4x4 Club and the Tri-State ATV Jamboree hosted by the Tri State ATV Club. A



proposed land exchange would remove approximately 1200 acres of this open riding area and potentially encourage further exchanges or restrictions to future recreation. A local group, the Utah Public Lands Alliance, has formed and is working to find alternative solutions and guarantees that will preserve the future open riding designation of the area.

Senator Hatch's staff has drafted a bill titled the "Hurricane Sand Dunes National Recreation Area Act of 2014" that would establish the area as a National Recreation Area. The act excludes the 'exchange parcel,' therefore allowing the exchange process to proceed separately. For Sand Mountain OHV recreationists, preserving the area for open riding is the primary focus. Being able to manage the area through a local jurisdiction would be icing on the cake. BRC will continue to support these goals.

NOTE: Field surveys, magazine articles and on-the-ground connections by BRC 4x4 Ambassador have shown that people who recreate in Moab also recreated in many other areas of the great state of Utah, and what happens in other places affects their recreation and their attitude statewide. So BRC has been determined in helping the periphery of Moab, all the way to the borders, in all directions. The synergistic effect is impossible to ignore. All of Utah is important to a vast majority of trail users, especially folks who love Moab.

Across Utah, recent travel plans eliminated cross-country travel (except in dune areas) and closed thousands of miles of roads and trails. Organized OHV groups across Utah have been working with federal land managers to ensure these new travel plans don't close important recreational routes. Groups like the Red Rock 4-Wheelers, Utah 4 Wheel Drive Association, and Moab Friends-For-Wheelin' have been on the front line in these efforts.

Red Rock 4 Wheelers Support BRC

As you read the article above, you come to realize what a monumental effort it is to keep ahead of the efforts of the environmental community in their efforts to close trails and establish wilderness areas.

The Red Rock 4 Wheelers have always been a strong defender of keeping trails open, not just for Jeep Safari, but also for the general public to enjoy the Southeast Utah region. We stepped to the plate in 2006 and defended the attempt to close a small trail segment on the Strike Ravine trail. This rather expensive effort lasted for 5 years and resulted in the Red Rock 4 Wheelers winning a permanent injunction, to keep the trail open.

Behind the scenes we have also negotiated easements and special right of way options with landowners to continue the use of special sections of our favorite trails. Pritchett Canyon, Hells Revenge, Copper Ridge, Fins & Things, Steel Bender, Flat Iron Mesa, & Elephant Hill are some of these trails with special restrictions.

As 4 wheeling and all of its subsets, dirt bikes, ATV's, UTV's, crawlers, etc. have proliferated, the environmental heavy hitters have become more active in trying to shut down more and more backcountry to motorized use.

The Red Rock 4 Wheelers have always supported the efforts of the Blue Ribbon Coalition (BRC) and made some MUD Fund donations to them

in the recent BLM travel management plans project. Through their effort (BRC) helped to achieve the trail system we have in Southeast Utah to enjoy.



As you can see from the article mentioned above, the fight continues. Red Rock 4 Wheelers has pledged \$10,000 to BRC to help in this important effort. To increase the value of the commitment, we have set this donation up as a club matching grant. Any current member of the Red Rock 4 Wheelers who donates to BRC through the club will have their donation matched dollar for dollar. All of the money will be earmarked for SE Utah activities only. This gives a RR4W member a chance to increase their donation by double. Make out your check to "Blue Ribbon Coalition, Red Rock Initiative" Send it to Red Rock 4 Wheelers, PO Box 832, Moab UT 84532 and it will be matched and forwarded to BRC.



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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.

First - 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.

Second - If at all possible check in with the Registration Desk before your first trail run to pick up your registration materials. But, don't be late for your trail - you can always check in the next day. The lines are long but move fast. Registration is located at the Old Spanish Trail Arena (OSTA). 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.

Trail leaders will have packets for pre-registered people - see Lineup information in this paper (page 17, 19, 24 & 25).

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.

ARENA SCHEDULE

Sat. through Wed., Mar 28th - Apr 1st:

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

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

Thursday, April 2nd - open all day

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

Friday, April 3rd - open all day

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

Saturday & Sunday, April 4th & 5th

The Arena is not open.

Why check in if you have pre-registered and already have a confirmation? You will 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 5th)

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

Third - 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).

Fourth - 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!

Fifth - 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 the Arena Schedule 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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2015 Mud Fund Supporter Program

A program to benefit the Red Rock 4 Wheelers MUD fund, (see page 22 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 Parts, 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 experience has been 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-up manship game by the

vendors. 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 club's 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 2015

As the Safari Magazine was going to press, the following trails had "Trail Supporter" commitments. It is expected that others may sign up by the time of the 2015 Safari. A complete list will be available at registration.

Sunday, March 29

Chicken Corners - Quadratec

Monday, March 30

Cameo Cliffs - Rock Slide Engineering
Hell's Revenge - Mountain Off Road Enterprises
(MORE)

Poison Spider Mesa - 4Wheel Drive Hardware
Secret Spire - Anzo USA

Tuesday, March 31

3D - Quadratec
Backwards Bill - Rock Slide Engineering
Copper Ridge - Anzo USA
Fins & Things - Dirt Girl Clothing
Gold Bar Rim - Rancho
Golden Spike - 4Wheel Drive Hardware
Hell's Revenge - Dana Spicer
Kane Creek Canyon - Discount Tire
Moab Rim - Discount Tire
Poison Spider Mesa - Discount Tire
Steel Bender - Mountain Off Road Enterprises
(MORE)
Strike Ravine - Rancho

Wednesday, April 1

3D - 4Wheel Drive Hardware
Behind The Rocks - Dana Spicer
Cliff Hanger - Larry H Miller
Day Canyon Point - Rock Slide Engineering
Fins & Things - Discount Tire
Flat Iron Mesa - Discount Tire
Hell's Revenge - Anzo USA
Metal Masher - Discount Tire
Moab Rim - Flex-A-Lite
Sevenmile Rim - Flex-A-Lite

Thursday, April 2

Cliff Hanger - Discount Tire
Gold Bar Rim - Larry H Miller
Hell's Revenge - Discount Tire
Kane Creek - Rock Slide Engineering
Sevenmile Rim - Discount Tire

Friday, April 3

Sevenmile Rim - Larry H Miller
Hell's Revenge - ARB

Saturday, April 4

Fins & Things - Rancho
Poison Spider Mesa - Rancho
Steel Bender - 4 Wheel Drive Hardware

**DISCOUNT
TIRE**

Tuesday, March 31
Wednesday, April 1
Thursday, April 2



Monday, March 30
Tuesday, March 31



Monday, March 30
Tuesday, March 31
Wednesday, April 1
Saturday, April 4



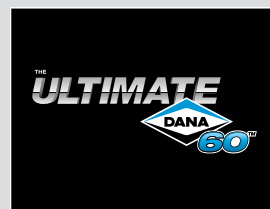
Friday, April 3



Monday, March 30
Tuesday, March 31
Wednesday, April 1



Wednesday, April 1
Thursday, April 2
Friday, April 3



Tuesday, March 31
Wednesday, April 1



Monday, March 29
Tuesday, March 31
Wednesday, April 1
Thursday, April 2



Sunday, March 29
Tuesday, March 31



Tuesday, March 31



Tuesday, March 31
Saturday, April 4



Wednesday, April 1

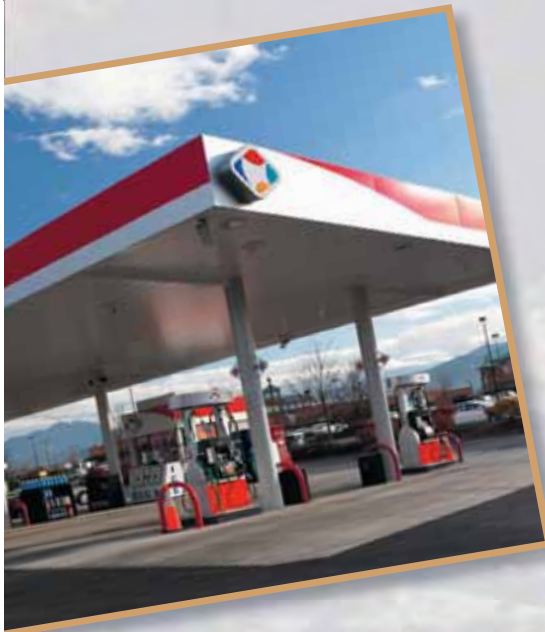


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Jeep Safari Registration 2015

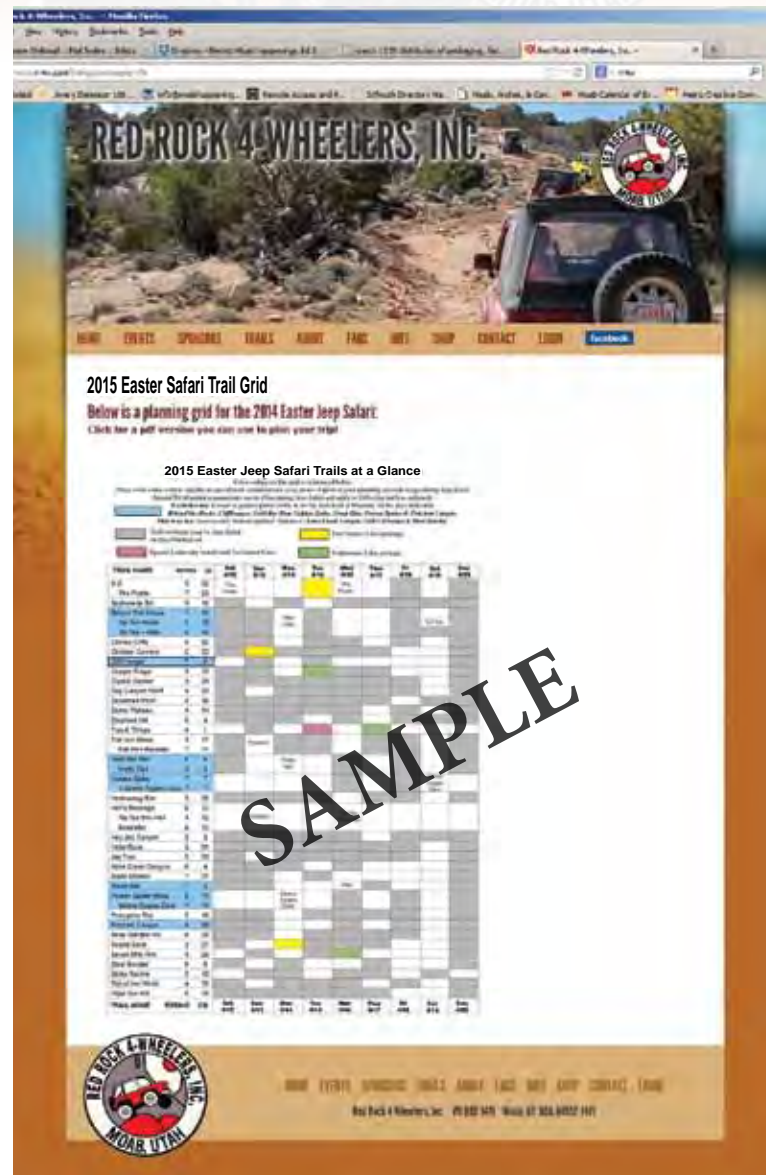
What is involved and How do I register?

The cost is \$50/vehicle for each day. As the event has grown to be very large, total on-line registration was inevitable. The move to total on-line registration has been refined by three years of testing and debugging to make it as simple and fool-proof as possible.

Go to the club website www.rr4w.com. From the Home page navigate to the “About” tab, scroll down to the “Registration” tab. This will take you to the sign-up page. The first page will require the basic set-up information, just like every other web site. You will also be required to enter your vehicle specifications. This will qualify you for various trails based on the trail restrictions. This activity can be done at any time.



You can go to the tab under events labeled 2015 Trail Grid. Click and you will be taken to the planning grid of trails for the 2015 Safari. Click on the PDF version and use this form to plan your Moab adventure. When registration opens for business on January 20, 2015 at 10:00 AM MST, you will be able to access the actual ordering grid. It will look like the PDF planning grid you used for your window shopping. It will also look like the **Trails at a Glance grid** on page 18. You can proceed to enter your trail selection on the grid. Just click on the little dot in each box of the grid for the trail



selection(s) you can follow the instructions to proceed to checkout. Checkout will be straight forward and you will be able to make corrections at this level if the screen shot doesn't look right.

As you register on-line, you will receive immediate confirmation of your registration by return e-mail. **Please print this confirmation and bring to the Arena** to complete your registration. You may also transfer it to your smartphone.

All participants must check in with the organizers at the Old Spanish Trail Arena during the event to receive the event package which will include a trail pennant, a raffle ticket, a dash plaque, and any required additional information. This check in activity is only required once for the Safari.

Registration at the event may be possible. During EJS, if trail limits have not been met, then these spaces can be available for on-site registration (at the Spanish Trail Arena) on a first-come first-serve basis at the discretion of the organizers. (Some registration will still be available on-line if the trail day has not been closed by Registration officials.

(Every day when registration closes for the day, the next days trail's will be closed to new on-line registrations - this allows us to prepare paperwork for Trail Officials for the next day's trail ride. You may still come into the Registration at the Old Spanish Trail Arena area the next morning and register for the trails that day).

Day of event registration and packet pickup is available at the Spanish Trail Arena in the upper level rooms from 7am to 9am each morning of the event (except Big Saturday and Easter Sunday), and open all day until 8pm on Thursday and Friday when the Vendor Show, raffle, and Boy Scout BBQ are held at the arena as well. Spanish Trail Arena - 7 miles south of Moab on the East side of Highway 191 South

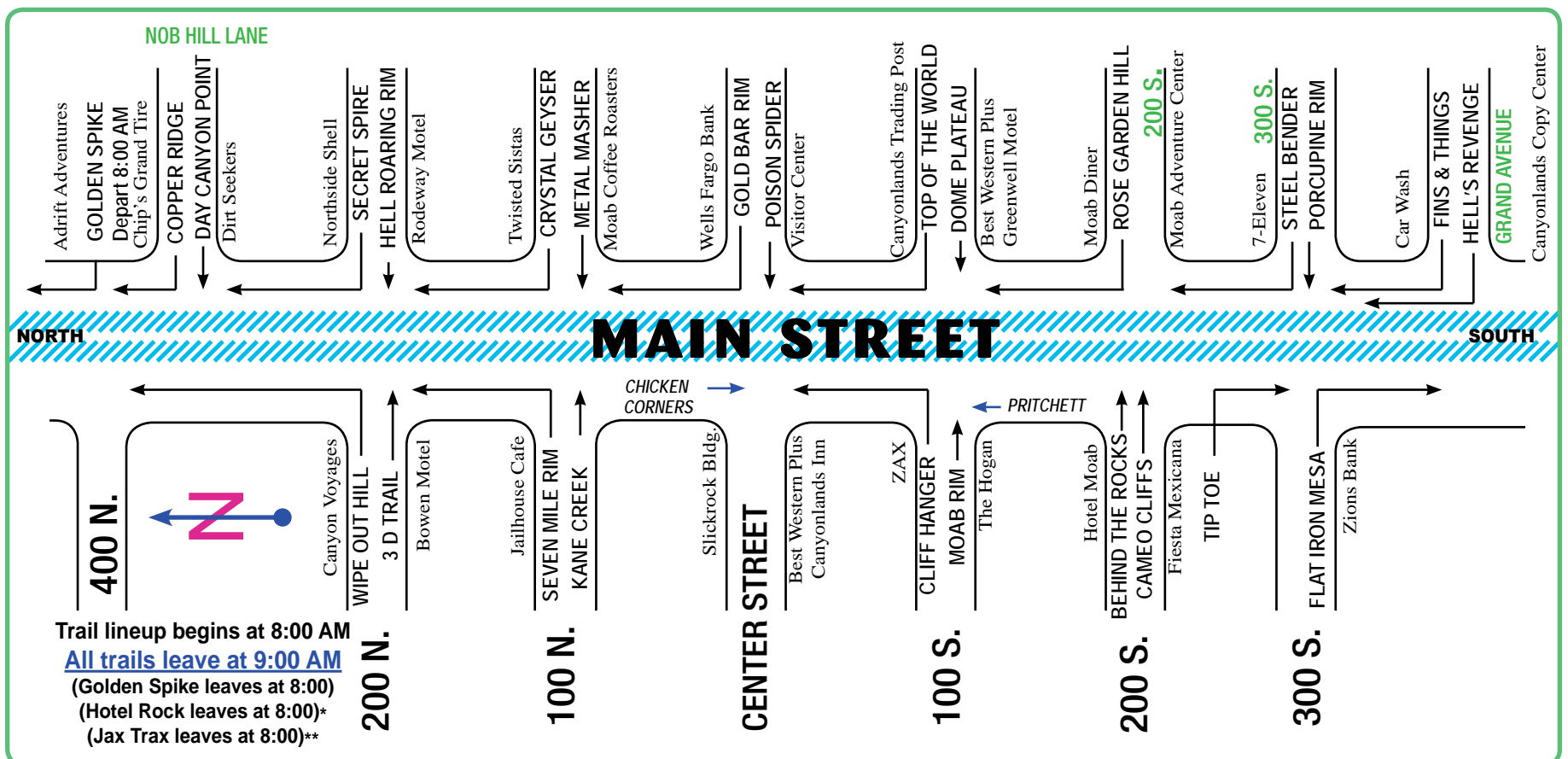
Cancellations?

Understanding that things happen, 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. A cancellation (any or all trails), if received in writing (mailed or e-mailed) prior to March 16, 2015 merits a refund of all but a \$15 cancellation fee. After March 23, openings will not be filled, and fees will be forfeited. Refunds may not be made until after Safari and our treasurer has handled the more pressing Jeep Safari business - please allow up to 4 weeks for processing. ALL fees are forfeited after Safari begins on March 28, 2015.

that you want to select. Each grid box will also have a number in it. This number is the amount of spaces still available for sale. If you are planning on a group registration, it will be important for all parties to be aware and ordering at the same time. Once the inventory number reaches 0, the system will not allow any more sales. The inventory available is reduced when you hit the purchase button. When you have completed your

Jeep Safari Lineup

Saturday, April 4, 2015



* Line up south of Moab along Hance Road
 ** Line up south of Moab along Angel Rock Road

Every year the average American eats 23 chickens and one-eighth of a cow.



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2015 Easter Jeep Safari Trails at a Glance

Color coding on this grid is referenced below.

These color codes refer to specific or special trail considerations to be aware of prior to your planning any trail usage during Jeep Safari.

Special BLM permit requirements are in effect during Jeep Safari and apply to the following trails as indicated.

Exclusive use: Closed to general public while in use by Red Rock 4 Wheelers for the days indicated.



Behind the Rocks, Gold Bar Rim, Golden Spike, Moab Rim, Poison Spider & Pritchett Canyon.

One way use: Access only from designated "Entrance" *Kane Creek Canyon, Hell's Revenge & Steel Bender.*



Trail not being used by Jeep Safari on days blanked out.



First Timers 3 day package. See page 8 for more details.



Special Ladies day, benefit trail for Cancer Cure. See page 85 for more details.



Sophomore 3 day package. See page 9 for more details.

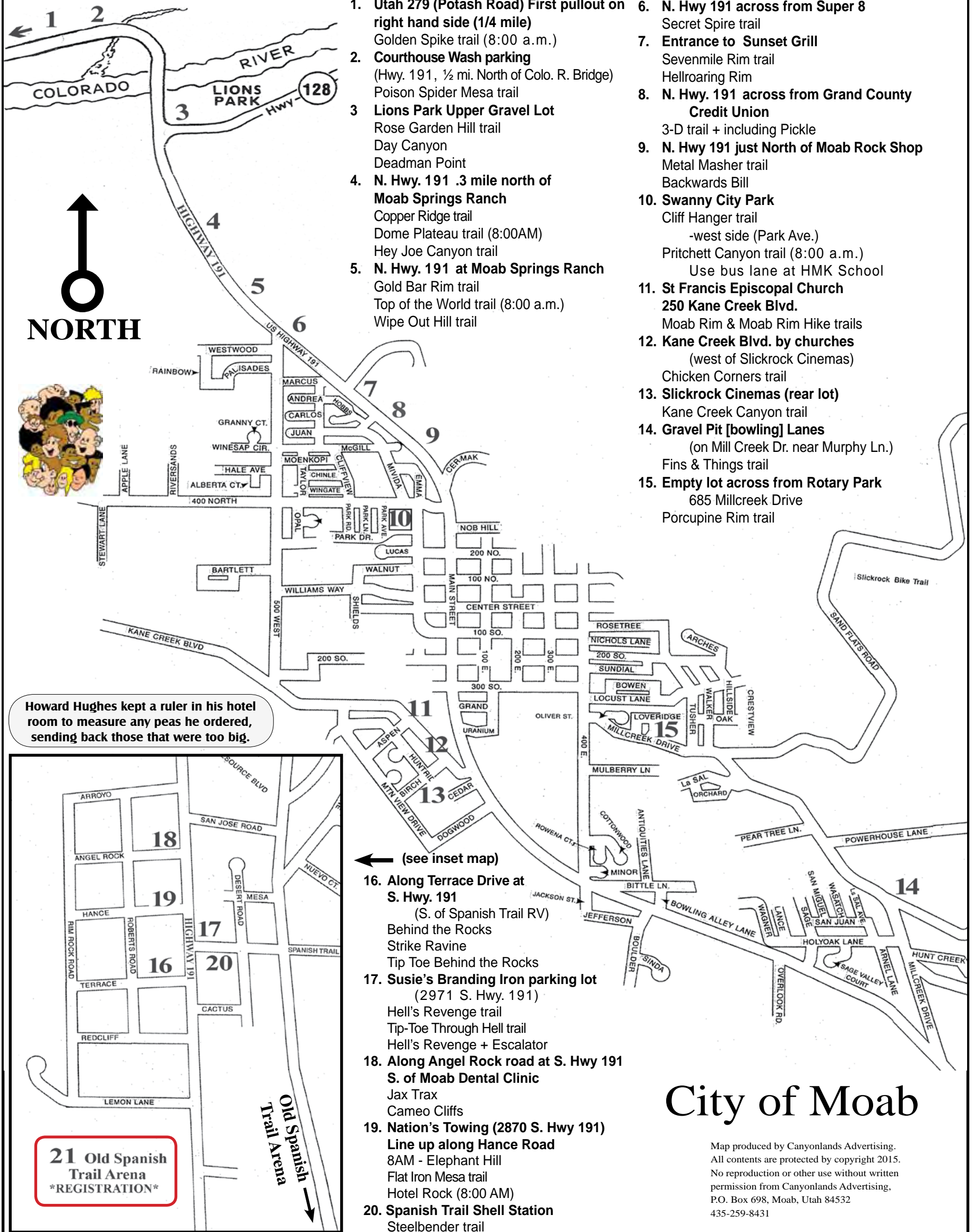
A/B Represents a trail being run 2 times a day. Departures will be at 8:00am & 10:00am

TRAIL NAME	RATING	CB	Sat 3/28	Sun 3/29	Mon 3/30	Tue 3/31	Wed 4/1	Thur 4/2	Fri 4/3	Sat 4/4	Sun 4/5
3-D	3	23	The Pickle				The Pickle				
The Pickle	7	23									
Backwards Bill	5	16									
Behind The Rocks	7	10			With Hike					Tip-Toe	
Tip Toe Route	5	25									
Tip Toe + Hike	5	10									
Cameo Cliffs	3	32									
Chicken Corners	2	22									
Cliff Hanger	7	8									
Copper Ridge	3	13									
Crystal Geyser	3	29									
Day Canyon Point	4	33									
Deadman Point	3	35									
Dome Plateau	4	14									
Elephant Hill	4	4									
Fins & Things	4	1			A/B		A/B		A/B		
Flat Iron Mesa	5	17					A/B				
Gold Bar Rim	5	5			Rusty Nail						
Rusty Nail	7	5									
Golden Spike	7	7								Where Eagles Dare	
+ Where Eagles Dare	7	7									
Hellroaring Rim	3	28									
Hell's Revenge	6	12		Escalator			Tip-Toe Thru Hell				
Tip Toe thru Hell	4	12									
Escalator	8	12									
Hey Joe Canyon	3	3									
Hotel Rock	5	31									
Jax Trax	5	36									
Kane Creek Canyon	6	4									
Metal Masher	6	21									
Moab Rim	7	2					Hike				
Poison Spider Mesa	5	11			Where Eagles Dare						
Where Eagles Dare	7	11									
Porcupine Rim	5	18									
Pritchett Canyon	8	20									
Rose Garden Hill	5	26									
Secret Spire	2	27									
Seven Mile Rim	4	25	A/B		A/B			A/B	A/B		
Steel Bender	6	6				A/B	A/B		A/B		
Strike Ravine	5	15									
Top of the World	4	30									
Wipe Out Hill	5	16									
TRAIL NAME	RATING	CB	Sat 3/28	Sun 3/29	Mon 3/30	Tue 3/31	Wed 4/1	Thur 4/2	Fri 4/3	Sat 4/4	Sun 4/5

2015 Jeep Safari Meeting Places

(EXCEPT Big Saturday, April 4th - see page 17)

ALL TRAILS DEPART AT 9:00 AM UNLESS OTHERWISE NOTED



WHY CHARGE FOR REGISTRATION?

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

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 2014, \$13,300 was donated to the following organizations: Moab City Police Department, Grand County



total number of vehicles that ran a trail each day during the event. For 2014, the club paid \$52,032 to the BLM, Utah State Trust Lands, National Park Service, & other government agencies. 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 8,000 of these magazines 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.

Sheriff's Department, Grand County Search & Rescue, San Juan County Sheriff's Department. And Moab Chamber of Commerce. 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.



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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 latest special event use permit that the Jeep Safari is required to have by the BLM expires in 2022. 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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COORDINATES:	38.5725° N, 109.5497° W



Smittybilt.com | ProCompUSA.com | G2Axle.com | RubiconExpress.com | lggrims.com



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 19](#)

SATURDAY, March 28

3D (The Pickle) (7) - (Devon Parson) meet along N. Hwy 191 across from Grand County Credit Union **CB-23**

Cameo Cliffs (3) - (Rich Wiegand) Meet along Angel Rock Road at S. Hwy 191 south of Moab Dental Clinic.

Cliff Hanger (7) - (Susan Stevens) meet at Swanny City Park, 400 N. St. and Park Ave. (Use West Side) **CB-8**

Fins & Things (4) - (Bob Keniston) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**

Hell's Revenge (6) - (Bart Jacobs) meet at Susie's Branding Iron parking lot on S. Hwy.191 **CB-12**

Sevenmile Rim (4) - **8:00 a.m.** (Tom Edwards) meet at entrance below Sunset Grill **CB-24**

Sevenmile Rim (4) - **10:00 a.m.** (Tim Berry) meet at entrance below Sunset Grill **CB-24**

Strike Ravine (6) - (Ken Bunge) meet along Terrace Drive at S. Hwy 191 S. of Spanish Trail RV **CB-15**

SUNDAY, March 29

3-D (3) - (Mark Gonske) meet along N. Hwy. 191 across from Grand County Credit Union **CB-23**

Backwards Bill (5) - (Gene Day) meet N. Hwy 191 just North of Moab Rock Shop **CB-16**

Chicken Corners (2) - (Steve Barnett) meet on Kane Creek Blvd. by churches (past Slickrock Cinemas) **CB-22**

Day Canyon (4) - (Dan Lindblad) meet at Lions' Park upper parking lot **CB-33**

Gold Bar Rim (5) - (Gary Graves) meet along N. Highway 191 at Moab Springs Ranch **CB-5**

Golden Spike (7) - **8:00 a.m.** (Dave Swafford) Utah 279 (Potash Road) First pullout on right hand side (1/4 mile) **CB-7**

Hell's Revenge (8) with Escalator - (Dave Adams) meet at Susie's Branding Iron parking lot on S. Hwy. 191. **CB-12**

Jax Trax (5) - (Bill Dean) meet along Angel Rock Road S. Hwy. 191, South of Dental Center **CB-36**

Poison Spider (6) - (David Christensen) meet at North Highway 191 Courthouse Wash parking lot - 1/2 mile N. of River bridge. **CB-11**

Secret Spire (2) - (Curtis King) meet along N. Hwy. 191 across from Super 8 **CB-27**

Steel Bender (6) - (Perry Willard) meet at Spanish Trail Shell station S. Hwy 191 **CB-6**

Top of the World (4) - **8:00 a.m.** (Guy Conway) N. Hwy. 191 at Moab Springs Ranch **CB-30**

MONDAY, March 30

3-D (3) - (John Picken) meet along N. Highway 191 across from Grand County Credit Union **CB-23**

Cameo Cliffs (3) - (Mike Kelso) meet along Angel Rock road at S. Hwy. 191 S. of Moab Dental Clinic **CB-32**

Cliff Hanger (7) - (Dave Shannon) meet at Swanny City Park, 400 N. St. and Park Ave. **CB-8** (Use West Side)

Fins & Things (4) - **8:00 a.m.** (Don Cravens) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**

Fins & Things (4) - **10:00 a.m.** (James Graves) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**

Gold Bar (Rusty Nail 8) - (Melissa Fischer) meet along N. Hwy 191 at Moab Spring Ranch **CB-5**

Hell's Revenge (6) - (Jeramey McElhaney) meet at Susie's Branding Iron parking lot on S. Hwy. 191. **CB-12**

Moab Rim (7) - (Rick Wolcott) meet at St Francis Episcopal Church 250 Kane Creek Blvd. **CB-2**

Metal Masher (6-7) - (KL Young) meet just north of Moab Rock Shop on Hwy 191 **CB-21**

Porcupine Rim (5) - (Tom Edwards) meet at empty lot across from Rotary Park 685 Mill Creek Dr. **CB-18**

Poison Spider (Where Eagles Dare) (7) - (Wayne Edgar) meet at N. Hwy. 191 Courthouse Wash parking lot **CB-11**

Pritchett Canyon (9) - **8:00 a.m.** (Jeff Stevens) Swanny City Park 400 North 100 West. Use bus lane at HMK School **CB-20**

Rose Garden Hill (6) (Dieter Thoeny) meet at Lions Park upper gravel lot **CB-26**

Secret Spire (2) - (Frenchie LaChance) meet along N. Hwy. 191 across from Super 8 Motel **CB-27**

Sevenmile Rim (4) - **8:00 a.m.** (Rich Weigand) meet across from Tour Company below Sunset Grill **CB-24**

Sevenmile Rim (4) - **10:00 a.m.** (George Demetropolis) meet across from Tour Company below Sunset Grill **CB-24**

Tip-Toe Behind the Rocks with Hike (5) - (Chuck Leonard) meet along Terrace Drive at S. Hwy 191 (S. of Spanish Trail RV Park) **CB-25**

TUESDAY, March 31

3-D (3) - (Frenchie LaChance) meet along N. Highway 191 across from Grand County Credit Union **CB-23**

Backwards Bill (5) - (Bill Dean) meet N. Hwy 191 just North of Moab Rock Shop **CB-16**

Copper Ridge (3) - (Jake Jacobsen) meet along N. Hwy. 191 .3 mile N. of Moab Springs Ranch **CB-4**

Deadman's Point (3) - (Devon Parson) meet at Lion's Park upper gravel lot **CB-15**

Elephant Hill (5) - **8:00 a.m.** (Linda Adams & Brett Davis) meet along Hance road off S. Hwy 191 S. of Nation's Towing. **CB-4**

Fins & Things (4) - **Benefit Run for Cancer** (Susan Stevens) 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 191 at Moab Springs Ranch **CB-5**

Golden Spike (7) - **8:00 a.m.** (James Broadbent) Utah 279 (Potash Road) First pullout on right hand side (1/4 mile) **CB-7**

Hellroaring Rim (3) - (John Martin) meet at entrance below Sunset Grill **CB-28**

Hell's Revenge (6) - (Doug McElhaney) meet at Susie's Branding Iron parking lot on S. Hwy. 191. **CB-12**

Kane Creek Canyon (6) - (Brady Hansen) meet on Kane Creek Blvd. at Slickrock Cinemas rear lot **CB-4**

Moab Rim (7) - (Dave Christensen) meet at St Francis Episcopal Church 250 Kane Creek Blvd. **CB-2**

Poison Spider Mesa (6) - (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. Use bus lane at HMK school. **CB - 20**

Steel Bender (6) - **8:00 a.m.** (Derek Dunsmore) meet at Spanish trail Shell station. **CB-6**

Steel Bender (6) - **10:00 a.m.** (David Adams) meet at Spanish Trail Shell station S. Hwy 191 **CB-6**

Strike Ravine (6) - (Aaron Fogel) meet along Terrace Drive at S. Hwy 191 S. of Spanish Trail RV **CB-15**

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 16.

WEDNESDAY, April 1

3-D (The Pickle) (7) - (K.L. Young) meet along N. Hwy 191 across from Grand County Credit Union **CB-23**

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 (Use west side)**.

Copper Ridge (3) - (Bill Kenny) meet along N. Hwy 191 .3 miles north of Moab Springs Ranch **CB-4**

Fins & Things (4) - **8:00 a.m.** (Matt Spencer) meet at Gravel Pit Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**

Fins & Things (4) - **10:00 a.m.** (Butch Brannan) meet at Gravel Pit Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**

Flat Iron Mesa (5) - **8:00 a.m.** (Mike McAlister) meet along Hance road at S. Hwy. 191, south of Nation Towing **CB-17**

Flat Iron Mesa (5) - **10:00 a.m.** (Curtis Leonard) meet along Hance road at S. Hwy. 191, south of Nation Towing **CB-17**

Metal Masher (6-7) - (Perry Reed) meet just north of Moab Rock Shop on Hwy 191 **CB-21**

Moab Rim with Hike (7) (Bill Dean) meet at at St Francis Episcopal Church 250 Kane Creek Blvd. **CB-2**

Sevenmile Rim (4) - (Jake Jacobsen) meet at entrance below Sunset Grill **CB - 24**

Steel Bender (6) - **8:00 a.m.** (Dave Shannon) meet at Spanish Trail Shell station. **CB-6**

Steel Bender (6) - **10:00 a.m.** (Bob Myers) meet at Spanish Trail Shell station. **CB-6**

Tip-Toe Through Hell (4) - (Torry Cortez) meet at Susie's Branding Iron parking lot on S. Hwy. 191. **CB-12**

THURSDAY, April 2

3-D (3) - (George Demetropolis) 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**

Cameo Cliffs (3) - (Mike Kelso) meet along Angel Rock road S. Hwy 191 S. of Moab Dental Clinic **CB-32**

Cliff Hanger (7) - (David Adams) meet at Swanny City Park, 400 N. St. and Park Ave. **CB-8 (Use west side)**

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.** - (Tim Hodgkins/Marlin Sharp) along Hance road at S. Hwy 191 S. of Nation Towing **CB-4**

Fins & Things (4) - (Jake Jacobsen) meet at Gravel Pit Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**

Gold Bar Rim (5) - (Paul Williamson) meet along N. Hwy. 191 at Moab Springs Ranch. **CB-5**

Golden Spike (7) - **8:00 a.m.** - (Travis Clark) Utah 279 (Potash Road) First pullout on right hand side (1/4 mile) **CB-7**

Hell's Revenge (6) - (Dieter Thoeny) meet at Susie's Branding Iron parking lot on S. Hwy. 191. **CB-12**

Hey Joe Canyon (3) - (Larry Olsen) meet at N. Hwy. 191 .3 mile north of Moab Springs Ranch **CB-3**

Kane Creek Canyon (6) - (David McIlrath) meet on Kane Creek Blvd at Slickrock Cinema rear lot **CB - 4**

Metal Masher (6-7) - (Rod Andrew) meet just north of Moab Rock Shop on Hwy 191 **CB-21**

Poison Spider Mesa (6) - (Don Cravens) meet at N. Hwy. 191 Courthouse Wash parking area 1/2 mile N. of river bridge. **CB-11**

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Pritchett Canyon (9) - **8:00 a.m** (John Picken) meet at Swanny City Park 400 North 100 West use bus lane at HMK school **CB -20**

Sevenmile Rim (4) - **8:00 a.m.** (Jay Archibald) at entrance below Sunset Grill. **CB - 24**

Sevenmile Rim (4) - **10:00 a.m.** (Marianne Izatt) at entrance below Sunset Grill. **CB - 24**

Top of the World (4) - **8:00 a.m.** (Curtis Leonard) N. Hwy. 191 at Moab Springs Ranch. **CB-30**

FRIDAY, April 3

Chicken Corners (2) - (Norm Burrow) meet on Kane Creek Blvd. by churches (past Slickrock Cinemas) **CB-22**

Cliff Hanger (7) - (Travis Clark) meet at Swanny City Park, 400 N. St. and Park Ave. (use West side) **CB-8**

Copper Ridge (3) - (Jay Archibald) meet along N. Hwy. 191 .3 miles N of Moab Springs Ranch **CB-13**

Deadmans Point (3) - (Bob Myers) meet at Lions Park upper gravel lot. **CB-35**

Fins & Things (4) - **8:00** (Aaron Graves) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**

Fins & Things (4) - **10:00** (Paul Robinet) meet at Gravel Pit Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**

Hell's Revenge (6) - (Ed Weber) meet at Susie's Branding Iron parking lot on S. Hwy. 191. **CB-12**

Kane Creek Canyon (6) - (Paul Suitor) meet on Kane Creek Blvd 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) - (Roy Davidson) meet at St Francis Episcopal Church 250 Kane Creek Blvd. **CB-2**

Secret Spire (2) - (Tom McReady) meet along N. Hwy. 191 across from Super 8 **CB-27**

Sevenmile Rim (4) - **8:00 a.m.** (Linda Adams) meet at entrance below Sunset Grill **CB - 24**

Sevenmile Rim (4) - **10:00 a.m.** (Mike McAlister) meet at entrance below Sunset Grill **CB - 24**

Steel Bender (6) - **8:00 a.m.** (Aaron Fogel) meet at Spanish Trail Shell station S. Hwy 191 **CB-6**

Steel Bender (6) - **10:00 a.m.** (Jim Broadbent) meet at Spanish Trail Shell station S. Hwy 191 **CB-6**

Strike Ravine (5) - (Jerry Hansen) meet along Terrace Drive S. Highway 191 S. of Spanish Trail RV **CB-15**

Wipe-Out Hill (5) - (Rick Wolcott) N. Hwy. 191 at Moab Springs Ranch. **CB-16**

SATURDAY, April 4

Hotel Rock (5) - **8:00 a.m.** (Butch Brannan) meet along Hance road S. Hwy 191 by Nation's Towing **CB-31**

Jax Trax (5) - **8:00 a.m.** (Bill Hughes) meet along Angel Rock road S. Hwy 191 S. of Moab Dental Clinic **CB-36**

**THE REMAINING 30 TRAILS
LINE UP DOWNTOWN
see "Trails at a Glance"
and Line-Up Map page 18**

SUNDAY, April 20

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.** (Jack Nielson) Utah 279 (Potash Road) First pullout on right hand side (1/4 mile) **CB 7**

Hell's Revenge (6) - (Larry Crist) meet at Susie's Branding Iron parking lot on S. Hwy. 191. **CB-12**



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2015 Easter Jeep Safari Vehicle Requirements



The Red Rock 4 Wheelers wish to clarify the eligibility of differing vehicles for the 2015 events, both Easter Jeep Safari and the Labor Day Event.

These events are offered for full size street legal production type four wheel drive 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 is attending an organized event for that type of vehicle. Moab now features a UTV Rally scheduled for May 13-16, 2015. You can find them at RallyOnTheRocks.com. Plus Moab has a fall UTV event, Red Rockin Moab SxS Rides Sept. 24-26, 2015. moabatv-utv.com. There are two other Utah ATV events we are aware of. The TriState ATV Jamboree will be held March 11-14, 2015 in Hurricane; information is found at www.atvutah.com/tristatejam. 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; information is at www.sanjuansafari.com.

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 House Bill #148 Effective March 31, 2014.

- (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 or limited access roads

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.

Only 5% of the world's population has ever been on an airplane.



Shannon Campbell
Photo Credit: Rise Above Photography
"Thanks for your support and the best steering in the industry. I couldn't imagine having to run the junk the other guys build."
- Shannon



Wayland Campbell



Erik Miller
Photo Credit: HeavyMetal Concepts
"Since switching to Howe Performance, I have not had a steering failure all season. Carrying a spare pump is a thing of the past!" - Erik Miller



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- Stainless steel Ultra Flo™ Polished Muffler
- High clearance off-road "Rockcrawler" design
- 3-in. outlet, single wall, buffed and polished, 6-in. OAL SS slant cut tip
- 2.5-in. Mandrel bent stainless steel tubing
- Three stainless steel 2.5-in. band clamps

HIGH CLEARANCE OFF-ROAD "ROCKCRAWLER" DESIGN



SUPER TURBO™ DUAL EXIT AXLE-BACK STAINLESS STEEL SYSTEM 2015-07 WRANGLER JK

If your looking for the perfect way to put a dual exit exhaust system on your Jeep Wrangler look no further. Our Axle-Back system is easy to install, provides a fantastic sound, and looks great with the dual stainless steel tips.

- Super Turbo™ Muffler Assembly with 304 stainless steel polished cover
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- 2.5-in. Mandrel bent stainless steel tubing



ULTRA FLO™ EVOLUTION COMPETITION SYSTEM 2015-07 WRANGLER JK UNLIMITED

Engineered for hard-core off-road use only, this cat-back system has your JK's ground clearance and suspension articulation in the fore-front of it's design. With a mid-body exhaust dump position, the Evolution Competition System is tucked away inside the frame rails of the vehicle for optimal clearance as well as functionality with other aftermarket suspension systems and frame/body protection accessories.

EVOLUTION COMPETITON SYSTEM - FOR OFF-ROAD USE ONLY

- Stainless steel Ultra Flo™ Polished Muffler
- 2.5-in. Mandrel bent stainless steel tubing
- Two stainless steel 2.5-in. band clamps



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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 process 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).

THE STATUE OF
LIBERTY WEARS
SIZE 879 SHOES.

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.



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American Made While many of our competitors are having their products produced overseas, we remain committed to manufacturing and assembling every JSPECTM Suspension product here at home. When we say that JSPECTM Suspension products are "Made in USA", that is exactly what we mean.



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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 3 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 50.

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 in your 4th year.

Harrison Ford used to be a carpenter. He was fitting a door when George Lucas asked him to audition for Star Wars.



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Labor Day Safari

Come camp with us!

**Bring your family and join us for the
2015 Labor Day
Safari and Camp-out!**

If you have participated in our Labor Day Safari and Camp-out before, you will notice more big changes for 2015! 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 2015 our event will encompass camping, staging, entertainment and more. This year we will be headquartered at 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. 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 space at the Moab Rim Campground exclusively for paid participants. Your campsite will be available Friday afternoon, September 5th through Monday afternoon, September 8th.

Breakfast on Saturday & Sunday morning and dinner on Saturday evening.

The chance to rub shoulders with other jeepers, 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.



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September 5 - 7, 2015



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.

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 jeepers together for two days. (Saturday & Sunday) **Registration for the event will be available on-line in May of 2015.**

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!



Camping
4 Wheeling
Campfire Activities
Entertainment
Family fun
Full weekend of Fun
\$150.00 per vehicle
All inclusive

Saturday, September 5

Hell's Revenge (6) (CB12)
Behind the Rocks Tip Toe (5) (CB25)
Jax Trax (5) (CB36)
7 Mile Rim (3) (CB24)

Sunday, September 6

Poison Spider (5) (CB11)
Steel bender (6) (CB6)
Day Canyon (4) (CB33)
Cameo Cliffs (4) (CB32)

Monday, September 7

Secret Spire (2) (CB27)
Fins & Things (4) (CB1)
Moab Rim (7) (CB2)

First Timers

Saturday, September 5
Chicken Corners (2) (CB22)
Sunday, September 6
3D (3) (CB23)

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Village Market - 702 S Main**

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 **21 states** in the U.S., plus Canada and two European Countries. In 2015, the following **87 members** will be leading the lines on at least one trail and many will be gunning other trails, as well:



David Adams - Moab, UT
Linda Adams - Salt Lake City, UT
Rod & Marcie Andrew - Spanish Fork, UT
Justin Andrew - Spanish Fork, UT
Jay & Dana Archibald - Layton, UT
Steve & Patty Barnett - La Sal, UT
Tim & Delilah Berry - Weatherford, TX
Butch & Eve Brannan - La Sal, UT
Larell Brox - Moab, UT
Steven & Beverly Bunge - Moab, UT
Ken & Betty Bunge - Grand Junction, CO
Richard & Terry Burg - Covington, KY
Norm & Pat Burrow - Farmington, NM
Travis Clark - Roosevelt, UT
Guy & Carolyn Conway - Albuquerque, NM
Torry & Julie Cortez - Farmington, NM
Don & Karen Cravens - Farmington, NM
Larry & Tricia Crist - Littleton, CO
Tom & Dottie Darling - Lodi, OH
Roy & Laura Davidson - Hemet, CA
Brett & Lori Davis - Draper, UT
Gene Day & Phyllis Adams - Moab, UT
William Dean - Montrose, CO

George Demetropolis - Bluffdale, UT
Derek Dunsmore - Neola, UT
C Wayne Edgar - Fairplay, CO
Tom S & Ella Rae Edwards - Moab, UT
Melissa Fischer - Moab, UT
Aaron Fogel - Glade Park, CO
Mark A. Gonske - Conifer, CO
Aaron & Catherine Graves - Bountiful, UT
Gary & Dena Graves - Coto De Caza, CA
James & Kimbirlee Graves - Farmington, UT
Jerry & Lucy Hansen - Moab, UT
Kevin Hawkins - Murray, UT
Timothy & Sue Hodgkins - Napoleonville, LA
Rex Holman - Moab, UT
Bill & Debra Hughes - Grand Junction, CO
Robert & Marsha Humphreys - Moab, UT
Marianne Izatt - Nephi, UT
Bart & Janeal Jacobs - Orem, UT
Jake & Joyce Jacobson - Erda, UT
Nancy Jenkins & George Dewess - Farmington, NM
K. Casey & Andi Kay - Montrose, CO
Michael & Joanne Kelso - Moab, UT
Bob & Shirley Keniston - Edgewood, NM
William Kenney - Flower Mound, TX
Curtis & Debra King - Moab, UT
Frenchie & Karen Lachance - Rio Rancho, NM
Charles & Karen Leonard - Mesa, AZ
Curtis & Gennie Leonard - Scottsdale, AZ
Daniel W & Susan Lindblad - Omaha, NE
Larry & Sharon Long - Moab, UT
John & Carol Martin - Moab, UT
Justin & Heather May - South Jordan, UT

Mike & Ellen McCalister - Camp Verde, AZ
Tom & Traci McCready, II - Silverthorne, CO
Doug & Carma McElhaney - Moab, UT
Jeramey & Mary McElhaney - Moab, UT
David & Christine McIlrath - Lander, WY
Dan Mick - Moab, UT
Bob & Annette Myers - La Sal, UT
Jack & Pam Nielson - American Fork, UT
Brian Nish - Orem, UT
Larry & Linda Olsen - Ogden, UT
Marlene Parson - Moab, UT
Devon W. Parson - Moab, UT
John & Nancy Picken - Moab, UT
Perry & Leila Reed - Montrose, CO
Paul & Jeannette Roubinet - Bountiful, UT
John & Sonja Sensenbrenner - Moab, UT
Dave Shannon - Durango, CO
Marlin & Julia Sharp - Lindon, UT
Richard & Melody Smith - Durango, CO
Matt & Cynthia Spencer - Salt Lake City, UT
Susan Stevens - Moab, UT
Jeff Stevens - Moab, UT
Paul & Michelle Sutor - Salt Lake City, UT
Dave & Debbie Swafford - La Sal, UT
Eric Swafford - La Sal, UT
Dieter Thoeny - Liechtenstein
Ed & Penny Weber - Moses Lake, WA
Rich & Marilyn Weigand - Goodland, KS
Perry & Linda Willard - Ogden, UT
Paul A. & Rebecca Williamson - Danville, IN
Rick & Eileen Wolcott - Castle Valley, UT
K.L. & Erin Young - Moab, UT

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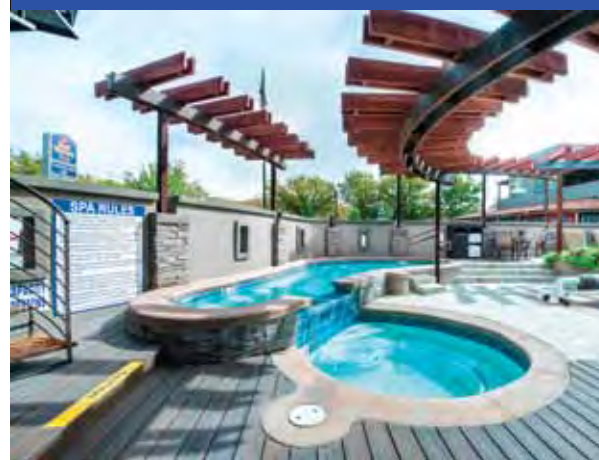
Trail Helpers

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 179 are likely to be seen with OFFICIAL flags sometime during the event.

Nathan Abrams - Moroni, UT
Patrick Abrams - Mt Pleasant, UT
Tasheena Abrams - Mt Pleasant, UT
Jeremy R Adams - Murray, UT
Megan Adams - Salt Lake City, UT
Misty Adams - Moab, UT
Michael & Bennie Ames - Lewisville, TX
Paul Anderson - Madera, CA
Richard & Bonnie Anderton - Larkspur, CO
Trevor Andrew - Spanish Fork, UT
Rod & Marcie Andrew - Spanish Fork, UT
Justin Andrew - Spanish Fork, UT
Ashley Archibald - Layton, UT
Nena Barlow - Camp Verde, AZ
Jay Barnett - Compton, CA
Rolf & Sonja Baumgartner - Switzerland
Glenn & Jo Baxter - Green River, UT
Tim & Delilah Berry - Weatherford, TX
Maurice & Sherrie Brown - Brentwood, CA
Val Brown - West Haven, UT
Bruce & Kim Bryant - Riverton, UT
Marc & Marnie Bryson - Woods Cross, UT
Cory Alan Bunge - Grand Junction, CO
Don Campbell - Grand Junction, CO
Ray Carter - Payson, UT
Collin & Theresa Clock - Grand Junction, CO
Greg Cobia - Blackfoot, ID
Jonathan Cobia - Provo, UT
Mike Cobia - Mapleton, UT
Tracy Conway - Albuquerque, NM
Jerry & Lisa Cook - Lehi, UT
Luke A Darling - Sharon Center, OH
Adrian Dorame - Hayden, ID
Michael & Samantha Dosen - Johnstown, CO
Paul (Dan) & Becky Dunaway - Casa Grande, AZ
Troy Dunsmore - Roosevelt, UT
Dan & Ilona Ence - Saint George, UT
Ross & Jan Engle - Provo, UT
Becca Erickson - Evanston, WY
Russ Erickson - Evanston, WY
Steve Fiedler - Albuquerque, NM
Gary Fischer - Moab, UT
Duaine & Carma Galloway - Duchesne, UT
Steve & Anne Graff - Herndon, VA
Carol Hahn - Moab, UT
John Hall - Farmington, UT
Brady Hansen - Nephi, UT
Glen Hawkins - Alma, GA
Clark & Linda Hendrickson - Pahump, NV
Steve Hinken - Los Lunas, NM
Bruce Hodder - Leduc, Alberta, Canada
Timothy & Sue Hodgkins - Napoleonville, LA
Matt & Renee Hornback - Lindon, UT
Clete & Randi Hruska - Apache Junction, AZ
Pete & Ann Jackson - West Vancouver BC, Canada
Bart & Janeal Jacobs - Orem, UT
Jesse Jacobson - Erda, UT
Richard & Jennifer Jenkins - Farmington, NM
Casey Jensen - Layton, UT
Kent & Kathy Jensen - Layton, UT
Charles Allen & Sandy Johnson - Kilgore, TX
Charles Edward Johnson - Kilgore, TX
Brett Jones - Telluride, CO
Davy M & Susan J Jones - Canon City, CO
Karen & Cory Kirkman - West Haven, UT

Bob Kraft - Moab, UT
Inge Lanckman - Belgium
Dan Larsen - Salt Lake City, UT
Daniel W & Susan Lindblad - Omaha, NE
Thomas J. Love - Ely, NV
Lenn Lundman - Moab, UT
Ronald J. & Pat Lyman - Farmington, NM
Don Mackay - Vancouver, WA
Jo & Leroy Martinez - Farmington, NM
Kenneth & Donna Mattus - Washington, UT
Ferris & Jeani McCollum - Montrose, CO
Tom (Floyd) McCready, Jr - Arvada, CO
Brad Mercer - Fort McMurray, AB, Canada
D.J. Mereness - Phoenix, AZ
Debbie Mick - Moab, UT
Richard Mick - Moab, UT
Rich & Janice Mickelsen - Herriman, UT
James Milligan - Lake Mary, FL
Kenneth & Lourae Minor - Moab, UT
Rick Moore - El Cajon, CA
William Morgan - Sparks, NV
Carl & Vicky Nesbitt - West Valley City, UT
Warren & Coni Nielson - Payson, UT
Drew & Joanna Norman - Waddell, AZ
Alan & Janene Olsen - Provo, UT
Leon H Olson - Spanish Fork, UT
Bob Owen - Rowlett, TX
John & Mary Pareta - Morriston, Ontario, Canada
Jerry & Carol Parker - Chino Valley, AZ
Tracy & Marclyn Payne - Englewood, CO
Terry J Peavler - Buena Vista, CO
Roger & Krista Peck - Magna, UT
Joel Percival - Painesville, OH
Aaron & Jeannette Pontius - West Haven, UT
Michael Pontius - West Haven, UT
Jeremy & Mary Pool - Sandy, UT
Doug Ramsey - Hesperus, CO
Pam Ramsey - Hesperus, CO
Don & Martha Reece - Arvada, CO
John & Suzy Richards - Carson City, NV
Glen & Irma Richardson - Moab, UT
Ray Richardson, Jr. & Lori Wersinger - Lakewood, CO
PJ & Kristin Roubinet - Clearfield, UT
Terry & Jane Rust - Los Alamos, NM
Lance & Carmen Samuelson - Farmington, UT
Howard & Cathe Taylor - Arvada, CO
Neal Teeple - Rock Springs, WY
Alan & Kathy Thayn - W. Jordan, UT
Carl & Becky Thomas - Farmington Hills, MI
George & Sandra Thornock - Orem, UT
Aaron & Nicole Tonks - Layton, UT
Monti Vandiver - Muleshoe, TX
Don & Christine Voss - Papillion, NE
Paul Wade - Lamesa, TX
James & Nancy Walden - Farmington, NM
Adrian Watson - Durango, CO
Matt & Christinne Westrich - Roy, UT
Jim & Mary Ann Widdison - Moab, UT
Don G Williams - Midvale, UT
Justin & Becky Williams - Saratoga Springs, UT
P Allen & Rhonda Williamson II - Danville, IN
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13410 - Front Upper Arm • *Adjusts Caster $\pm 3.0^\circ$*

13415 - Front Lower Arm • *Replacement Part*

13420 - Rear Upper Arm • *Adjusts Pinion $\pm 3.0^\circ$*

13425 - Rear Lower Arm • *Replacement Part*



Front Upper



Front Lower



Rear Upper



Rear Lower



Tie Rod Sleeve

23605 - Replaces the round tie rod sleeve on Jeep JK's, easier to adjust without slippage.



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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.

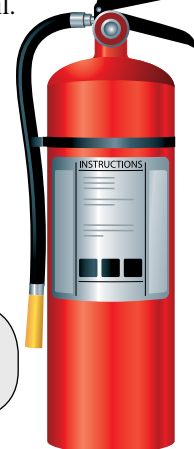
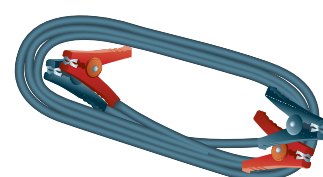
Bring all the emergency gear you can reasonably carry, including personal items like sun lotion. You know the rest...

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.



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Visitor Info

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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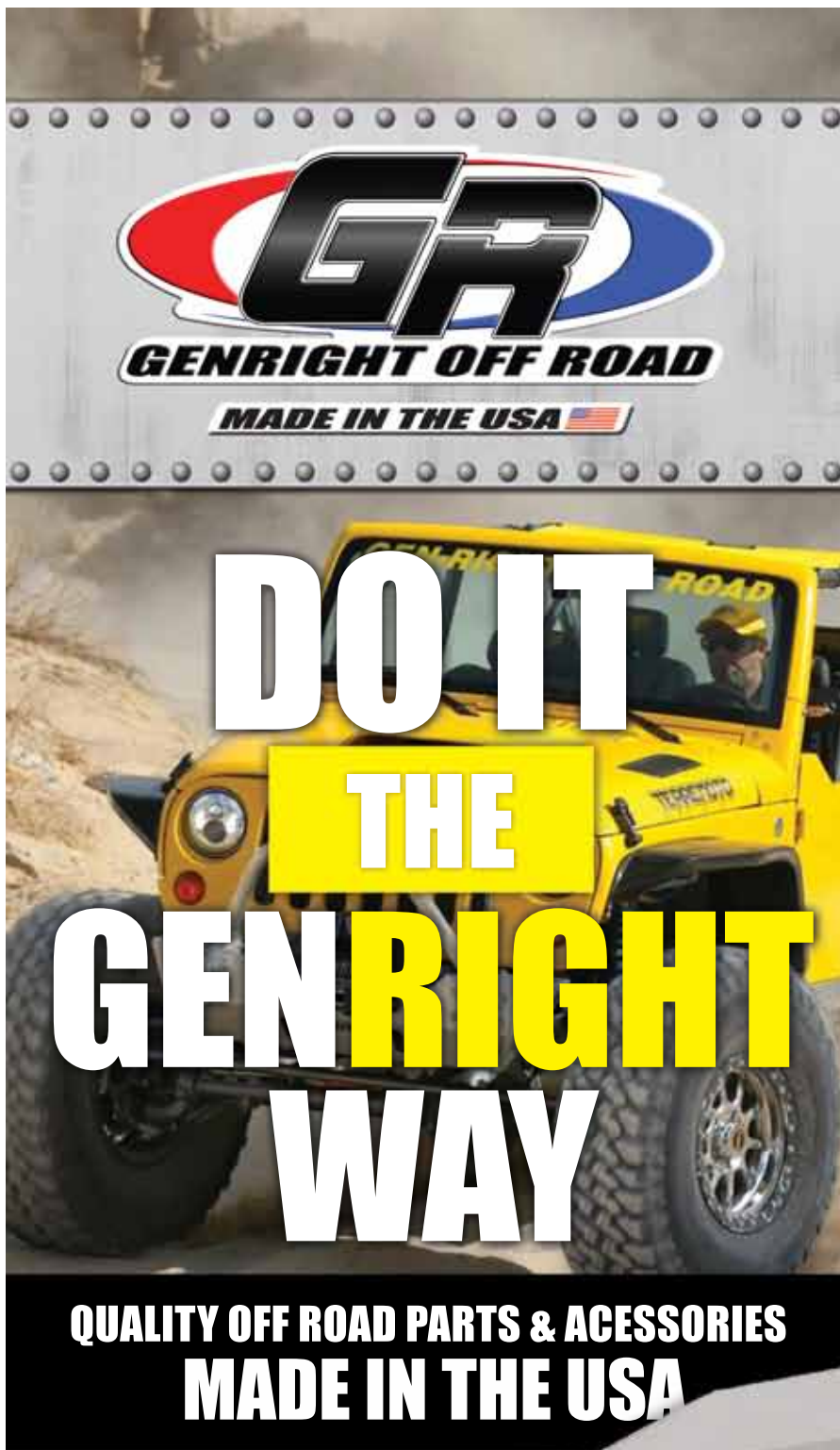
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Tread Lightly! & Partners'

Working to Keep Moab's Trails Open to the Public By Investing in another Restoration for Recreation Project during Jeep Safari 2015

In an effort to proactively protect access for the four-wheel drive community, Tread Lightly! and its partners are planning to conduct another **Restoration for Recreation™** project during Jeep Safari 2015. The project will be along the popular Sevenmile Rim trail, a 20-mile loop of moderate difficulty with views of the Entrada Sandstone cliffs, Sevenmile Canyon, Arches National Park as well as the Book Cliffs to the north.

Held annually in Moab, Utah, Jeep Safari, one of the nation's favorite four-wheeling events, is scheduled to take place March 28 – April 4, 2015. The event attracts participants from around the world. Throughout the event Tread Lightly! staff will also be highlighting the educational message **RIDE ON Designated Routes in Utah**.

RIDE ON Designated Routes in Utah is a unique collaboration bringing together multiple government agencies responsible for managing public lands within the State of Utah together with Tread Lightly! in an effort to communicate consistent outdoor ethics messaging across boundaries. The federal and state agencies currently engaged in this statewide education and outreach campaign include the Bureau of Land Management (BLM), U.S. Forest Service (USFS), Utah's Division of State Parks and Recreation, Division of Wildlife Resources (DNR), and Utah School and Institutional Trust Lands Administration.

Tread Lightly! originally created **RIDE ON Designated Routes** as a national message to educate recreationists on the appropriate and legal use of motorized vehicles while enjoying their outdoor pursuits, even if only to access a special destination and enjoy non-motorized activities like hunting, fishing or camping. To resonate with Utah's residents and public land visitors that recreate in Utah's world-class recreational opportunities, the message adapted as **RIDE ON Designated Routes in Utah** and its campaign materials were customized to have both a Southern and Northern Utah look.

In addition to the Sevenmile Rim **Restoration for Recreation** project, other activities planned during the week of Jeep Safari include outreach at the Spanish Trails arena and the distribution of free educational materials as well as daily raffles giving away products donated by Tread Lightly! partners.



“Through education, outreach and **Restoration for Recreation**, Tread Lightly! and our partners in the four-wheeling community are helping keep the great outdoors healthy, accessible and open to the public” said Lori McCullough, Tread Lightly!'s Executive Director. “We're fortunate to have partners supporting our increased efforts and hope to make 2015 Jeep Safari an event remembered for industry leaders investing in the sport of four-wheeling and conservation of Utah's natural resources.” To find out more about Tread Lightly!'s plans during Jeep Safari 2015 please contact evan@treadlightly.org.

Tread Lightly! is a national nonprofit organization with a mission



to promote responsible recreation through ethics education and stewardship programs. Tread Lightly!'s educational message, along with its unique training and restoration initiatives are strategically designed to instill an ethic of responsibility in outdoor enthusiasts and the industries that serve them. The program is long-term in scope with a goal

to balance the needs of the people who enjoy outdoor recreation with our need to maintain a healthy environment.

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Tread Lightly!'s award-winning materials, programs and services are solutions to some

of the nation's most pressing recreation issues. Individuals and businesses can commit to Tread Lightly! and protect outdoor access by becoming a member at www.treadlightly.org.

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60

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Rancho® Suspension Brand Celebrates 60th Anniversary of Leadership in Off-Road Industry

The Rancho® brand – an iconic brand in the off-road industry since 1955 – will celebrate its 60th anniversary celebration during 2015. The Rancho brand – first launched by Clarence Shook as the family-owned “Rancho Jeep Supply” in Los Angeles – will celebrate its 60-year-long heritage that has been rich in product innovation and involvement in the off-road industry. The early Rancho brand grew from a popular off-road and Jeep-specific parts supply business to designing conversion kits, roll bars and safety belts for early Jeeps to the legendary suspension and ride control manufacturer it is today, continuing as one of the leaders in off-road innovations and product designs. The Rancho brand also has enjoyed a history of involvement in the off-road community and its stewardship.

“It’s an exciting milestone for such a renowned brand,” said Chris Gauss, director, performance products, Tenneco. “The Rancho brand has been a leader in the off-road industry – through community involvement, product development and strategic global alliances – from the start and continues to adapt to this dynamic industry.”

“The Rancho brand has been a leader in the off-road industry – through community involvement, product development and strategic global alliances – from the start and continues to adapt to this dynamic industry.”

The early days of the Rancho brand were spent fulfilling demands of off-road and Jeep-specific parts and suspension accessories for Ford F-100 pickups, Scouts and Broncos. In the 60s, the Rancho line continued to expand and produced its first aftermarket catalog – which shipped around the world – featuring a wide array of off-road accessories and suspension systems. Tenneco purchased the Rancho brand and company in 1990 and expanded the product line to include the RS5000® shock, the brand’s most popular shock. Later in the 90s, Rancho engineers designed the first five-way adjustable shock, allowing off-road enthusiasts to adjust the level of compression and rebound damping to suit their ride preferences. This led to later product developments like the popular RS9000X nine-position adjustable shock and larger RS9000XL shock series.

Simultaneously, Rancho engineers continued to design award-winning off-road suspension systems, including the 2004 Specialty Equipment Market Association (SEMA) Best New Off-Road product award for the Rancho 2005 F-250/F-350 Super Duty suspension system. In 2005, Rancho won the same award for the Rancho Hummer H3 suspension system, and then again in 2006, when Rancho engineers won it for the introduction of Rancho quickLIFT™ technology.

Since then, Rancho engineers have continued to build upon this heritage, rich in design and development of performance on- and off-road products, launching the Rancho quickLIFT™ Loaded suspension assembly, RS7000®MT monotube shocks, RockGEAR™ and more. Last year, Rancho engineers passed the U.S. Federal Motor Vehicle Safety Standard No. 126 – Electronic Stability Control Systems (FMVSS-126) test with the new six-inch Rancho 2014 GMC Sierra 1500 suspension system.

To celebrate this special anniversary year, Rancho engineers have designed a new RS5000X™ shock series, built from the original RS5000 shock introduced in the 80s, that answers the global ride profile demanded for today’s lifted trucks and SUVs. The RS5000X™ shock helps to deliver a precisely controlled ride through Rancho Cross-Tuned Technology, a new, unique valve design that allows for increased control and consistent ride profile with a larger shock body.

“The Rancho RS5000X series gives vehicles found in North America – and around the world – another great choice for a performance shock,” Gauss said. “By introducing a patented valve technology, enlarging the shock body and adding other key features that enhance the original design, enthusiasts will see more consistent performance and extended capabilities in a wide-variety of environments and regions.”

As demonstrated through a history rich in innovation and design, the Rancho brand will continue to develop new technologies and products that answer the demands of today’s most discerning vehicle owners for years to come.





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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 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 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.



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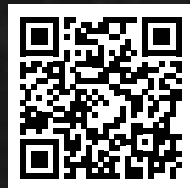
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- Receive special edition quarterly newsletter, the annual Jeep Safari Newspaper, and RR4W logo decal.

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 RR4W logo decal.

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
www.rr4w.com

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 an **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 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 22 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!

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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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AX90034

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BUILDER'S KIT

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Jeep

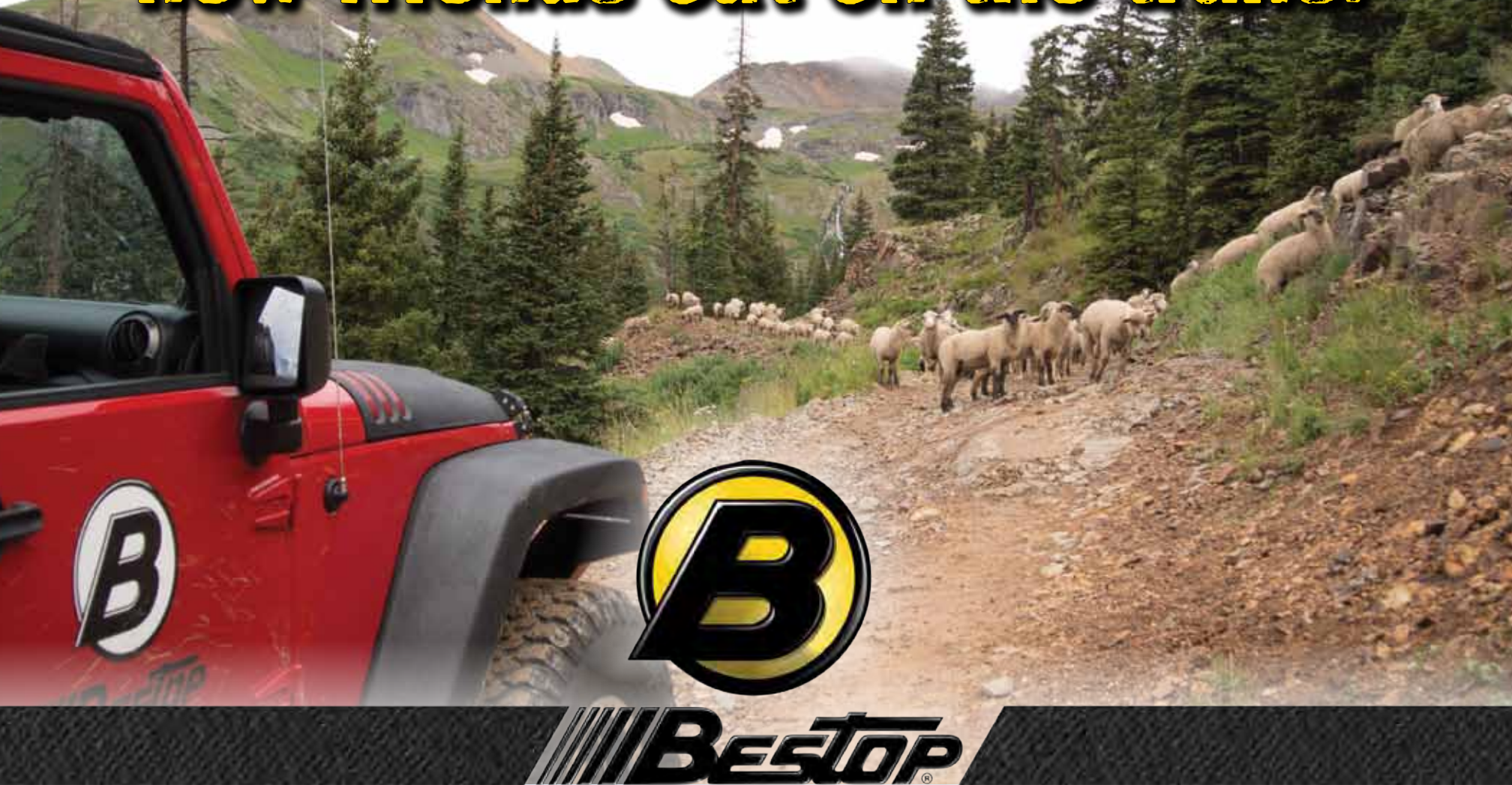
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Combination Hiking Trails

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.

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 party can follow a marked (with rock cairns) route to the base of Pritchett Arch. The



The **Wednesday** trail to **Moab Rim** has 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

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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Special Notes for Members & Volunteers

Easter Bunnies (Monitors)



Perhaps you have run across some of these folks at the trailheads or trail ends very early or very late in the day. You may have been out on your own or signed up on a Safari trail and passed them on your way into the trail. Even though some of them have rabbit ears they are not to be confused with the Easter Bunny, they are Trail Monitors. They are just trying to help limit damage to trails and perhaps make the day a little more fun and easier on everyone. Have you ever heard the saying "If you're not with us, you're against us." – We don't believe that, we are all out here to enjoy this beautiful country and the myriad of trails and adventures it offers. But, everyone has a duty to themselves and to others to share the responsibility of

not widening existing trails, not making new trails, running off of existing ones and lessening damage to the countryside 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 jeepster 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 18) 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.

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 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.

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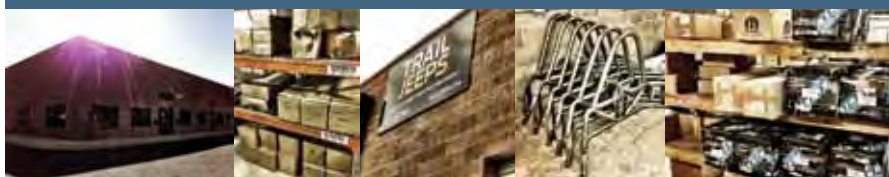
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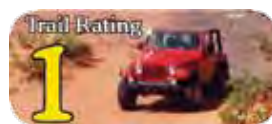
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Trail Difficulty Ratings

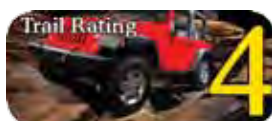
The following ratings are for Moab area roads in dry conditions. The effect of snow or rain varies greatly depending upon the altitude of the roads and the type of soil the bed consists of. **Driver Beware!**

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.



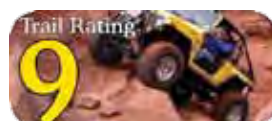
6: Roads are difficult with considerable erosion damage repaired just enough to be passable. Water in excess of 12" is possible with mud conditions. Steps not exceeding 24". Tall tires (33" plus) with traction added devices (lockers, limited slips) are recommended. A winch would be a plus. Enhanced suspension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

Polar bears can swim 60 miles without stopping.

We're back again Are you?

Poison Spider Mesa 3/30

Golden Spike 3/31

3-D with The Pickle 4/1

Metal Masher 4/4



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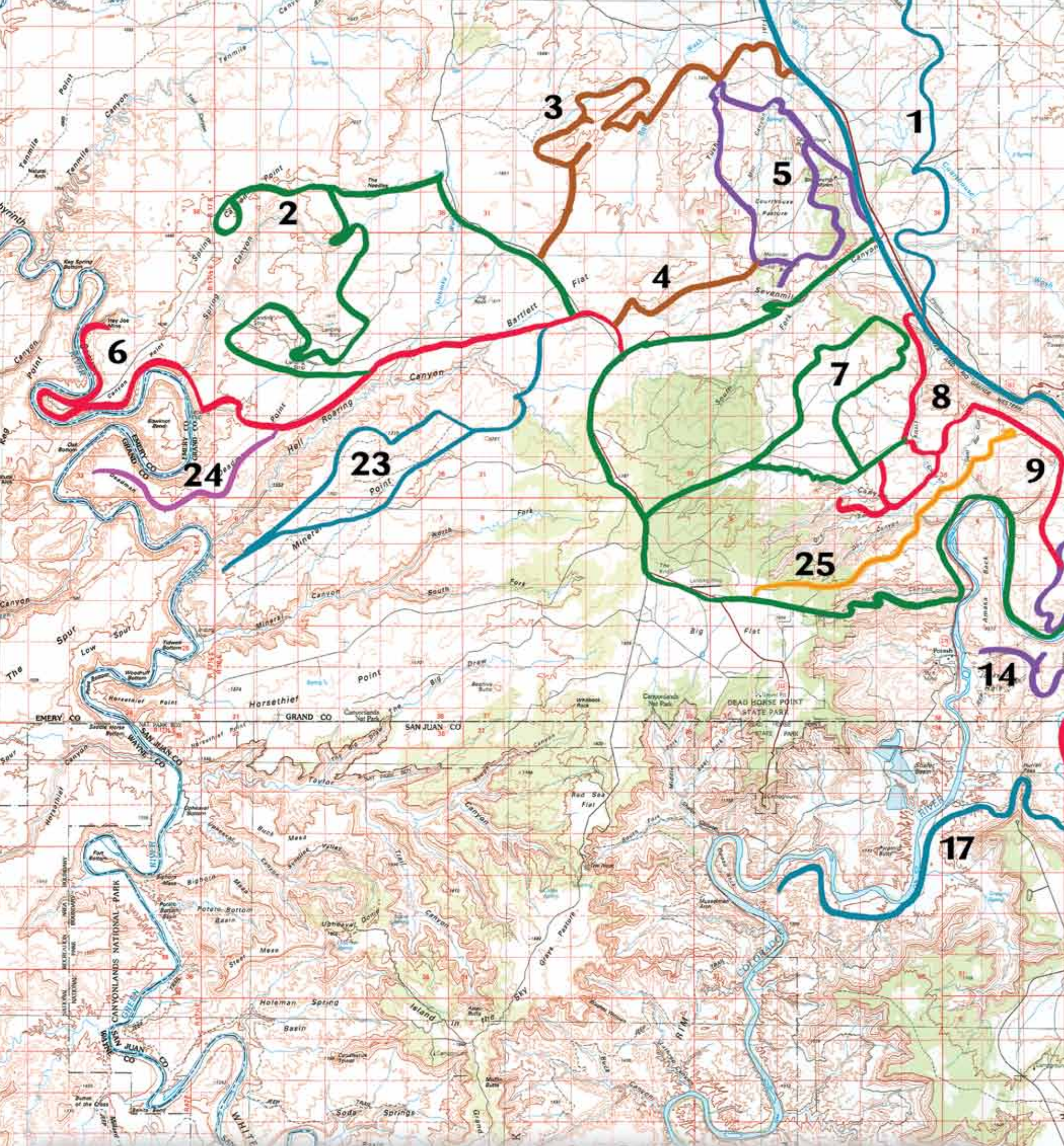
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2015 Jeep Safari Trails

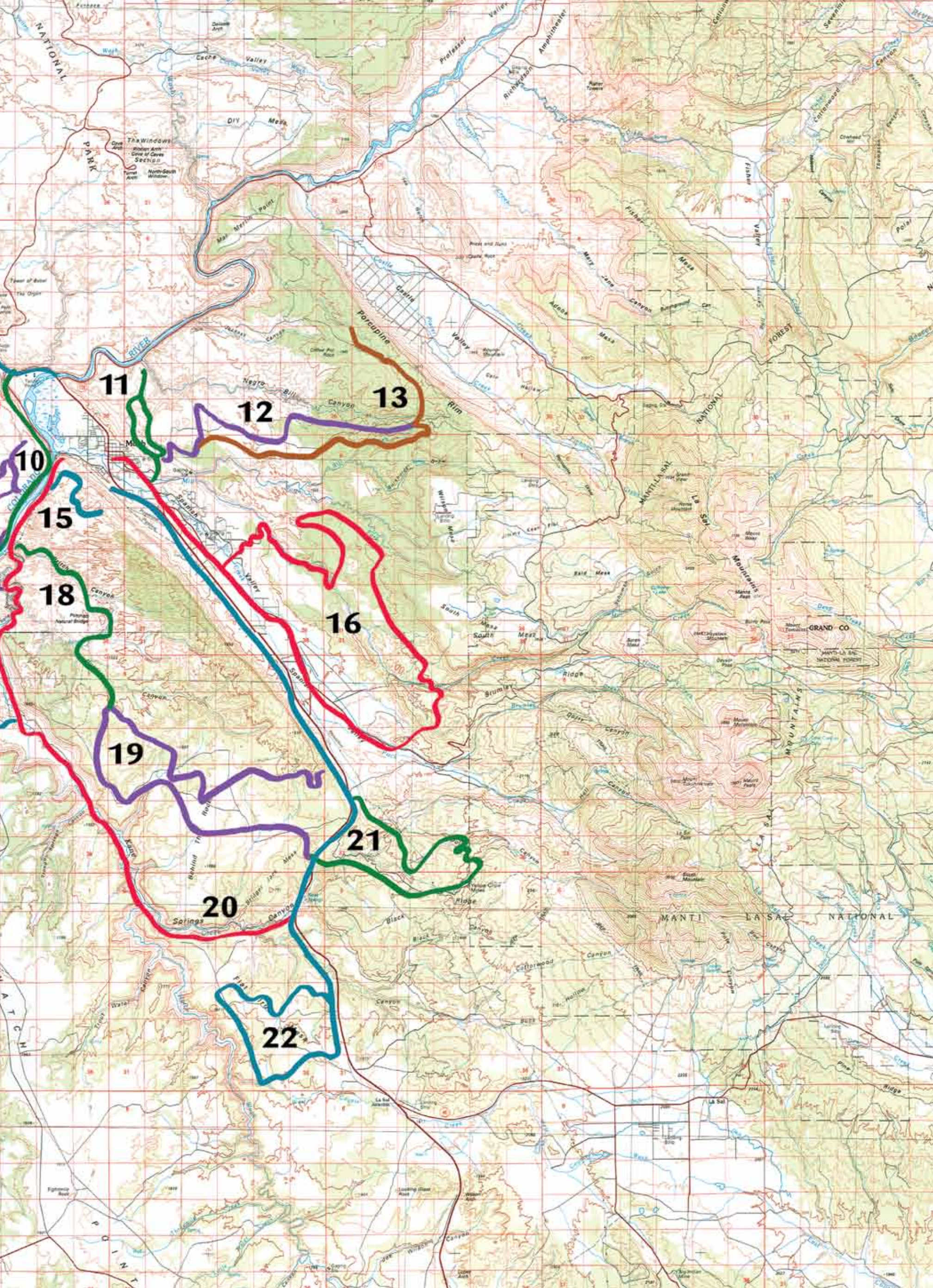
1. Copper Ridge
2. Secret Spire
3. 3-D
4. Wipe-Out Hill
5. Sevenmile Rim
6. Hey Joe Canyon
7. Metal Masher
8. Gold Bar Rim
9. Golden Spike
10. Poison Spider Mesa
11. Hell's Revenge

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
24. Deadman Point
25. Day Canyon

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)
- Cameo Cliffs(S)
- Jax Trax(S)



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



3-D TRAIL

Trail Sponsor



Tuesday March 31

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 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 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 would 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, Glen Baxter, Val Brown, Richard Burg, Michael Dosen, Ann Jackson, Pete Jackson, Inge Lanckman, Ferris McCollum, Leon Olsen, Jerry Parker, Roger Peck, Mike Cobia.

To be used:

Sunday (Mark Gonske), Monday (John Picken), Tuesday (Frenchie LaChance / Steve Barnett), Thursday (George Demetropolis) & Big Saturday.

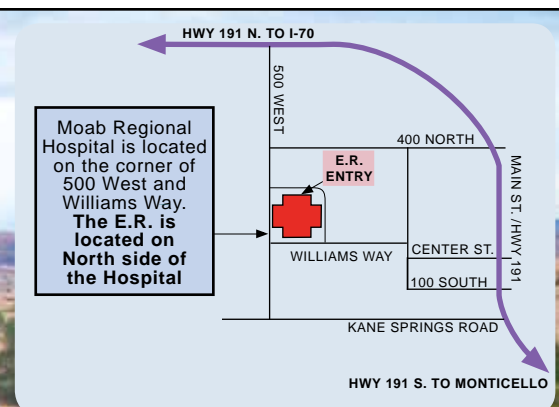


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The Pickle



Devon Parson,



K L Young, Leaders

This trail tours the vicinity of the colorful Hidden Canyon northwest of Moab before climbing out of it to explore an exposed area of the Entrada rock formation named the Moab Tongue. It then utilizes a section of the 3D Trail that features the major obstacles of that trail, and ends with a thrilling descent of a rocky hill with a sharp ledge in the middle destined to test a few skidplates. Approximate mileages: 59 total, 26 off highway. In an effort to keep this trip day enjoyable **vehicles are required to have two locking differentials and tow rings or hooks.**



Scenery: Unlike the Moab Valley with its sheer Wingate Sandstone cliffs, this trail visits canyons that are less than a hundred feet deep in the smooth red-and-white layers of Entrada Sandstone. The slickrock area is made up of the white layer that tops the Entrada called the Moab Tongue. Vistas are the Book Cliffs to the north, the La Sal Mountains

to the southeast, and occasional sightings of the Blue Mountains (Abajos) and the Henry Mountains toward the south and southwest.

Road Surface: There are some county road sections, some two-track dirt sections, a sandy and possibly wet wash bottom, some slickrock, and a very rocky hill with a tall ledge.

Obstacles: The Dill Pickle will signal the start of the four wheeling, the Pickle Slicer will try to inflict body damage, then the Jalapeno Pickle will combine a climbing challenge with a sneaky thrust at the right front fender. The Gravy Boat offers a chance to play but can be bypassed, and I Drill Hill proves that you can sometimes get stuck going downhill too. The Wall and Mean Hill from the 3D Trail are encountered as well.



Associate Leaders: Nathan Abrams, Russ Erickson, Rich Mickelsen, Jeff Stevens.

To Be Used:
Saturday March 28, (Devon Parson)
Wednesday April 1, (KL. Young)

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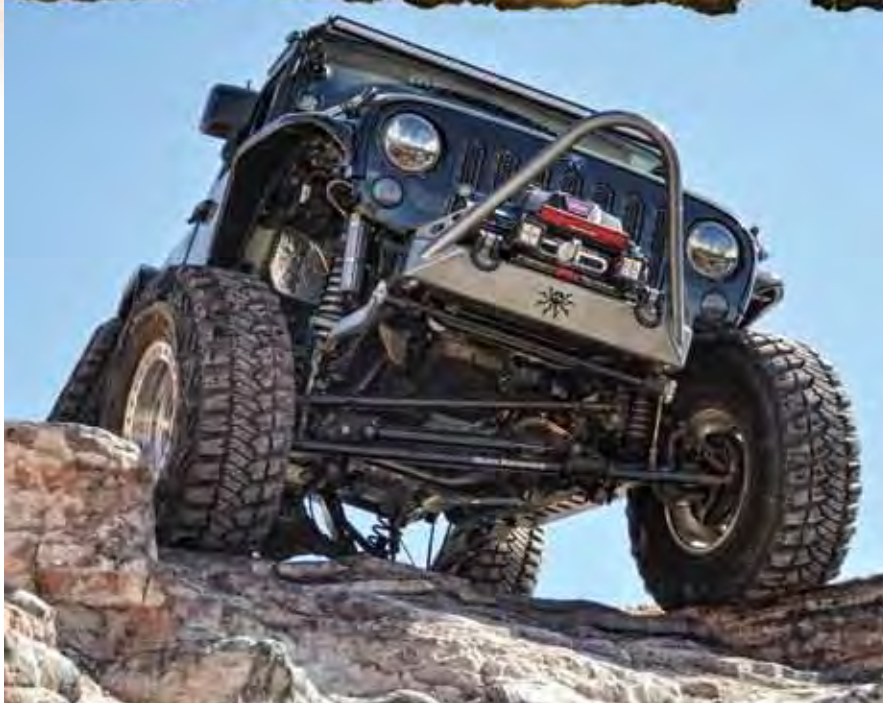


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Backwards Bill Trail



Bill & Christine Dean, Leaders

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



Trail Sponsor



Tuesday March 31

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 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 ascent 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, Lenn Lundmann, Ferris McCollum, John Picken, Paul Williamson & Allen Williamson.

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

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Behind the Rocks Trail

Dave Christensen, Leader



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" pour-off 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: Steve Barnett, Maurice Brown, Bruce Bryant, Cory Bunge, Don Campbell, Collin Clock, Troy Dunsmore, Justin May.

To be used:
Wednesday 4-1 (Derek Dunsmore),
Thursday 4-2 (Ken Bunge), and Big Saturday.

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Wednesday April 1

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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, Carl Nesbitt, Jesse Jacobson, Curtis Leonard, Rick Moore

To be used: Monday 3-30 (with 2-hour hike; Chuck Leonard, leader), and Big Saturday.

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Cameo Cliffs Trail



Bill Dean, Leader



The Cameo South area is some 25 miles south of Moab in an area never before visited by Jeep Safari. Jack Bickers, a club member in the beginning years, contributed many things to the EJS, mostly related to our trails and their names. This trip consists of old mineral exploration trails he rediscovered in the

1990s. The trip has been carefully chosen to provide some mild four wheeling challenges while maximizing the views from the many overlooks in this area. Those looking for milder jeeping should enjoy the abundant scenery of this trip. Approximate mileages: 83 overall, 28 off pavement.

Scenery: Bordered on the north by Utah Hwy 46, the South by Hook & Ladder Wash, and on the west by US Hwy 191, there is scenery aplenty along this trip. Some notable places are the Four Fins Overlook, Wilson Arch overlook, Agate Point, and the La Sal and Abajo Mountains.

Road Surface: There are two track dirt sections, some sand, some bumpy rocky

sections, and a few small ledges.

Obstacles: The obstacles on this trail consist of small ledges that are encountered as different rock layers are crossed, some sandy sections through sagebrush areas, and a few short hills. The trail twists through numerous Juniper and Pinion pine trees that will help keep the driver focused. None of the obstacles have eroded to the point to be given individual names, but we are sure with time a couple spots could earn names for themselves.

Associate Leaders:

Roy Davidson, Steve Graff, Davy Jones, David McIlrath, Rick Moore, Doug Ramsey, Terry Rust, Kevin Samuelson, Marlin Sharp, Lance & Carma Samuelson.

To be used:

Saturday 3-28 (Rich Weigand)
Monday 3-30 (Mike Kelso)
Thursday 4-2 (Mike Kelso)
& Big Saturday (Bill Dean)

Trail Sponsor



Wednesday April 1



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Chicken Corners



Guy Brown, 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 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

**This Trail is part of
First Timer's Package Day 1**



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.



Trail Sponsor



Sunday March 29

Associate Leaders: Misty Adams, Frenchie LaChance, Bob Humphreys, Ronald Lyman, Martha & Don Reece, Matt Spencer.

To be used: Sunday 3-29 (Steve Barnett), Friday 4-3 (Norm Burrow) and Big Saturday.

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Cliff Hanger Trail

Larry & Sharon Long, Leaders



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.



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Thursday April 2

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: Nina Barlow, Bruce Bryant, Travis Clark, Gary Cobia, Jonny Cobia, Larry Crist, Luke Darling, Gene Day, Ross Engle, Melissa Fisher, William Kenney, Larry Long, Brad Mercer, Tracy Payne, Doug Ramsey, Richard Smith, Eric Swafford, Rick Wolcott, Al Wudell.

To be used: Saturday 3-28 (Susan Stevens), Monday 3-30 (Dave Shannon), Wednesday 4-1 (Tom Darling), Thursday 4-2 (David Adams) Friday 4-3 (Travis Clark) and Big Saturday (Larry Long).

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Wednesday April 1

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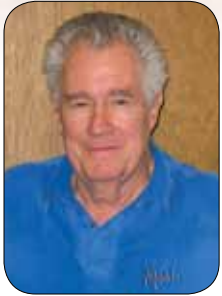


Three Diamond
Award Winner



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.

Trail Sponsor



Tuesday March 31

This Trail is
Day One of the
Sophomore Package.



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: Ashley Archibald, Glenn Baxter, Jesse Jacobson, Carl Nesbitt, Leon Olsen, John Picken, Howard Taylor, Monti Vandiver.

To be used:

Tuesday 3-31 (Jake Jacobson),
Wednesday 4-1 (William Kenney),
Friday 4-2 (Jay Archibald)
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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.)

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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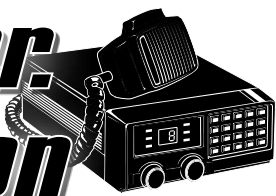
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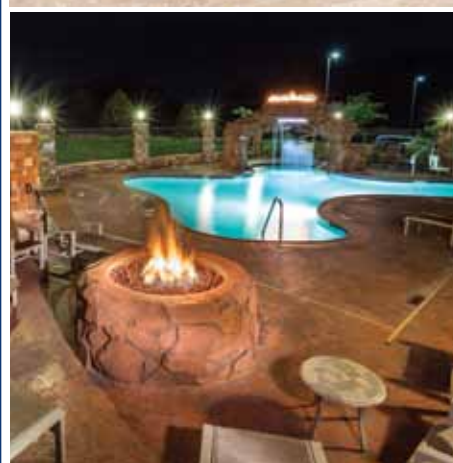
Citizen's band radios (C.B. Radios for short) were quite the rage in the late 1970s and early to mid 1980s. These days it seems like truckers are some of the few people that still use them. Most others have abandoned them for cell phones or the small hand held walkie talkies the mass retailers sell everywhere. 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.



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Crystal Geyser Trail

Guy Conway, Leader

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

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.

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 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: Tracy Conway, Steve Fiedler, Aaron Pontius.

To be used: Big Saturday only.



Refund Policies

We processed more than 1,900 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.

REFUNDS:

Any cancellation (total or partial) received in writing (US mail or e-mail is acceptable) prior to **March 16, 2015** 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.

Day Canyon Point Trail



Bob & Shirley Keniston, Leaders

Beautiful Day Canyon Point is accessed from the Island in the Sky area near Deadhorse Point and descends a



bumpy four miles to an overlook of the Colorado River section called Lake Bottom. The trail retraces the route down on its return so all the short drops become obstacles that must be ascended to return to the well traveled Dead

Horse Point Road. This is designed to be a pleasant, family type, scenic trip for those that pay attention to the ratings and bring an appropriate vehicle and driving skills to match. Those looking for Yahoo Jeeping will be disappointed, and novices are advised to choose a different trip. Approximate mileages: 70 overall, 10 off highway (a couple additional possible depending on leader's choices).

Scenery: Bordered on the north by Day Canyon, the south by Long Canyon, and on the east by the Colorado River, there is scenery everywhere you look along this trip. Some notable items are the Puppet Show, the Lodges, a couple arches can be viewed if time permits the short hike to see them, the La Sal peaks are constantly in view on the descent, and of course the overlook of the Colorado River at the lower end of the trail. The higher sections feature distant views of the Monitor and Merrimac Buttes, the Metal Masher area, Gold Bar Rim, Golden Spike, Poison Spider, Moab Rim, and Cliffhanger trails.

Trail Sponsor



Wednesday April 1



Road Surface: There are two track dirt sections, a lot of descents and climbs on slickrock ledges, and even occasional (rare) sections of smooth slickrock.

Obstacles: The obstacles on this trail all consist of small ledges that are encountered as different rock layers are crossed in descending (later ascending) to the viewpoint of the Colorado. The trail encounters numerous drainages that start shallow and rapidly deepen, forcing a twisting route around them to arrive at the overlook. Only one of the obstacles has been named (Broken Bill Hill) where a broken axle resulted in a wheel/tire/ brake drum assembly departing from a Cherokee, but we are sure with



time and tall tales a couple spots could earn names for themselves.

Associate Leaders: Steve Hinken, Daniel Lindblad, Drew Norman, Roger Peck.

To be used: Sunday 3-29 (Daniel Lindblad) & Big Saturday.

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Deadman Point Trail



Devon & Marlene Parson, Leaders

The Deadman Point Trail visits the interesting scenery south of the Spring Canyon Bottom Road as it approaches its drop into Spring Canyon. This country is bordered by Hellroaring Canyon on the south and the Green River on the west. There are occasional mild challengers for stock vehicles, but this tour was planned to be scenic,



relaxing family four-wheeling for those more interested in the scenery than 4x4 challenges. It is an excellent choice for semi experienced novices and grizzled veterans alike looking for a relaxing day with new sights. Approximate mileages: 90 total, 32 off highway.

Scenery: There are several views down into the Bowknot Bend section of the Green River. An arch or two may be seen from one or more of these places, as well as some birds that love to float on the cliff edge thermals if conditions are right. Glimpses into lower Hellroaring Canyon are another treat, and in the distance a number of the rock formations in the Maze District of Canyonlands National Park can be viewed on a clear day.

Road Surface: There are some easy rock/dirt sections, occasional small ledges, a twisting descent that demands the driver's attention, some slickrock out near the viewpoints, and a couple sections of two track sand.



Obstacles: There really are few obstacles of note on the trail. One or two ledges may require a careful line down to avoid scraping a skid plate or rear bumper on vehicles with a long overhang.

Associate Leaders: Carol Hahn, Warren Neilson, Devon Parson, Terry Rust, Howard Taylor.

To be used:
 Tuesday March 31 (Marlene Parson)
 Friday April 3 (Bob Myers)

80% of plane crashes occur in the first three or last eight minutes of a flight.





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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Dome Plateau Trail



Steve & Beverly Bunge, Leaders

Dome Plateau is a large highland 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. Hwy 191 on the west, I-70 on the north, or UT Hwy 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

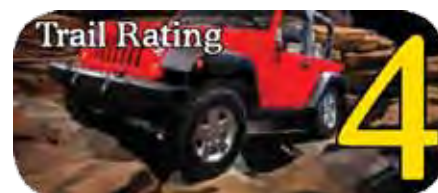
mines. The "4" rating is a compromise between the very easy parts and one hill that may require strapping some vehicles (or a circuitous bypass). Approximate mileage: 98 total, 30 off highway.

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: Meg Adams, Jerry Hansen, John Martin, Neal Teeple, Matt Spencer.

To be used:
Thursday 4-2 (Bob Humphreys),
and Big Saturday.

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



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Elephant Hill Trail

Linda Adams & Brett Davis, Leaders
Marlin Sharp & Timothy Hodgkins, 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: JR Adams, Matt Westrich, Marc Bryson, Michael Dosen.

To be used:

Tuesday 3-31

(Linda Adams & Brett Davis)

Thursday 4-2

(Timothy Hodgkins & Marlin Sharp), with departures along Hance Road next to Nation's Towing on South Highway 191 at 8:00 a.m.

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Fins and Things Trail

NEW 2015

SPLIT
STARTING
TIMES

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

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.

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: Tim Berry, Guy Brown, Duaine Galloway, James Graves, Brady Hansen, Jerry Hansen, Glen Hawkins, Steve Hinken, Jesse Jacobsen, Mike Kelso, Dan Lindblad, James Milligan, Carl Nesbitt, Joel Percival, PJ Roubinet, Alan Thayne, Jim Widdison, Don Williams, Justin Williams, Keith Wride.

To be used:

First Saturday 3-28 9:00am
(Bob Keniston)

Monday 3-30 8:00am (Don Cravens)

Monday 3-30 10:00am (James Graves)

This trail is Day 3 of Sophomore Package



Tuesday 3-31 See Page 85

Wednesday 4-1 8:00am (Matt Spencer)

Wednesday 4-1 10:00am

(Butch Brannan)

Thursday 4-2 9:00am (Jake Jacobsen)

Friday 4-3 8:00am (Aaron Graves)

Friday 4-3 10:00am (Paul Roubinet)

Big Saturday 9:00am

Sunday 4-5 9:00am (Rex Holman)

Trail Sponsor

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Wednesday April 1

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

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It's Not All About Being Macho



Susan Stevens, Leader

Why should the guys have all the fun? To give us a little variety, we offer a ladies run during the week. The original concept was that all of the drivers had to be female, with the rest of the family welcome to join in. Over the years, the concept has been a lot of fun with some outlandish costumes added to the mix. To give this trip a more serious note, we have opted to make it into a charity ride. At the request of some of our various lady drivers, we have chosen to make it a ride for cancer, with the Susan G Komen for the Cure Breast Cancer Foundation being the beneficiary. The trail chosen is Fins & Things (4) on Tuesday, March 31st. (See page 84 for complete trail

description) To be led by Susan Stevens, it will depart from the usual line up location. The extra elements for this unique ladies day are, a voluntary donation of \$10.00 per vehicle and a special BBQ hot dog lunch provided by the club for everyone. Additional donations would of course be welcome. The Red Rock 4 Wheelers will match every dollar donated 1 for 1. It is hoped that a large number of men can forgo a day to let their wife drive them over this scenic trail. To continue our

Trail Sponsor



Tuesday March 31

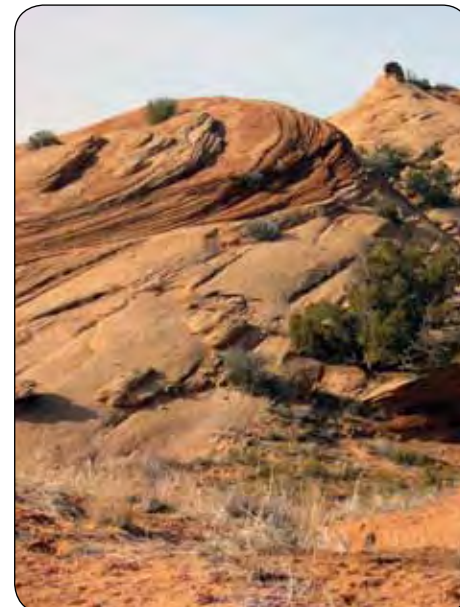


honor Susan's courageous fight against breast cancer, which currently strikes 1 out of 8 women in their lifetime. It also strikes men, although a small percentage. Visit www.komen.org for more information. Make a difference combatting this disease and have a good time doing it.

Associate Leaders: Tasheena Abrams, Bob Owen, Becca Erickson.

feminine approach to this trail we have even added a female oriented vendor. **Dirt Girl Off Road** makes a complete line of outdoor recreation clothing for the outdoor ladies. The Red Rock 4 Wheelers have also agreed to match Dirt Girl's sponsorship as part of the charity match. The support of this trail has grown each year. In 2014 it sold out early and was full on the day it was run. With the added donations from the participants, and the club match we sent the Susan G Komen Foundation \$845. For 2015 we hope to do better and with your help we will.

NOTE: For those who are unaware, the Susan G. Komen for the Cure Foundation was formed in 1982 to



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Flat Iron Mesa Trail



Don & Karen Cravens, Leaders

NEW 2015

**SPLIT
STARTING
TIMES**



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

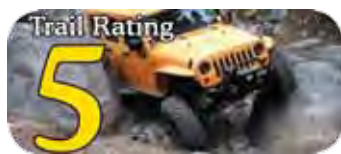


interesting four-wheeling. Most of the trail is fairly easy; the "5" rating goes with only a couple of obstacles, some having easier bypasses. There is a harrowingly narrow section on a cliff edge that barely allows a full-size vehicle to pass — being small is a comforting advantage. Approximate mileage: 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 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 gravel 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: Glen Hawkins, Timothy Hodgkins, Bob Kraft, Charles Leonard, Thomas Love, Don Mackay.

To be used:
Wednesday 4-1 **8:00am** (Mike McAlister)
Wednesday 4-1 **10:00am** (Curtis Leonard)
and Big Saturday 9:00am

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Wednesday April 1



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Gold Bar Rim Trail



Nancy Jenkins

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. Approximate mileages: 47 total, 25 off highway.



Tuesday March 31

Scenery: The Gold Bar Rim vistas take in almost all of the local country, including Moab and its valleys, the La Sal Mountains, the Book Cliffs, and parts of the Colorado River canyon.

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



© Larry Long

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: Torry & Julie Cortez, Matt Hornback, Davy Jones, Kenneth Mattus, RL Wade, James Walden, Ed Weber, Don Williams, Justin Williams, Paul A Williamson I, Al Wudell.

To be used:
Sunday 3-29 (Gary Graves)
Tuesday 3-31 (Justin May)
Thursday 4-2 (P. Allen Williamson II) and Big Saturday.

Only 5% of the art on display in American museums is by women.

Trail Sponsor

Larry H. Miller

Thursday April 2

Gold Bar Rim Trail with Rusty Nail

Melissa Fischer, Leader



The Rusty Nail Trail is a short (one mile) but tough segment that provides a short cut to the Golden Crack area of the Golden Spike Trail. For the all out Yahoo Jeepers the trail is combined with the toughest part of the Golden Spike Trail, and the entire Gold Bar Rim Trail to provide a trip guaranteed to keep the adrenalin pumping and testing the 4wd equipment thoroughly.

Please note: This trip requires two locking differentials, a winch, and 33" tires minimum.

Scenery: There are some vast panoramic view of the Colorado River and the canyons and mesas that surround it, Jeep Arch can be seen, a short hike at the upper end of the Gold Bar Rim Trail allows views into the Moab Valley and Arches National Park. The Gooney Bird rock is passed on the way to the trailhead.

Road Surface: There are a lot of ledges and off camber slickrock sections, climbs over boulders, and a couple of smooth slickrock sections as well.

Obstacles: There are numerous obstacles such as ledges and off camber tippy sections abound, but only two have earned names as of now. The first main one, Riff Raff, is encountered about halfway along the trail. So named because it is difficult enough to keep the "riff raff" (lesser equipped vehicles or drivers) off the rest of the trail. It is

a two section obstacle, the first being a large slab of rock that must be climbed. It features a severe undercut to trap tires. This rock is also at a slant, which tends to roll vehicles onto their sides. The second part of Riff Raff consists of a climb up numerous large rocks again with undercut sections and sizeable holes in between rocks.

The second named obstacle is No



Left Turn. Obviously it features a hard right turn around a rock wall. Next it drops steeply down some slickrock to enter a narrow slickrock trail that features a drop on the left and a wall to the right. A large boulder lies in the path so the left tires must crawl over it, all the while trying to avoid making contact between the vehicle's top and the wall.

Once Rusty Nail joins up with Golden Spike just past the Golden Crack, the very tough remaining obstacles on the Golden Spike must be overcome to get to the upper end of the Gold Bar Rim Trail. Then the Gold Bar Rim Trail is used to return to the start of Rusty Nail.

Associate Leaders: Bart Jacobs, Paul A Williamson I, P Allen Williamson II.

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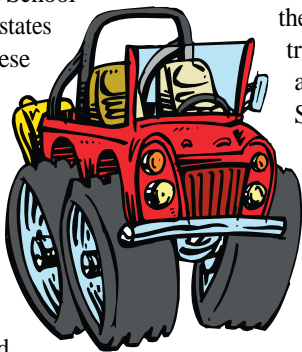
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May 1? by Ber Knight

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 taxpaying 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 2022. 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 2014 Easter Jeep Safari, we paid the BLM and the State of Utah land-use fees that totalled about \$52,032. 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 2012 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 all 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 14, 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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Golden Spike Trail



Dan Mick

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 peaks 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: Jerry Cook, Derek Dunsmore, Troy Dunsmore, Paul Dunaway, Steve Graff, Clark Hendrickson, Clete Hruska, Dan Larsen, Mike McAlister, DJ Mereness, Debbie Mick, Richard Mick, Bob Myers, Glen Richardson, Dave Shannon, Richard Smith, Eric Swafford.

To be used:

Sunday 3-29 (Dave Swafford)
Tuesday 3-31 (Jim Broadbent)
Thursday 4-2 (Travis Clark)
and Big Saturday 4-4
Sunday 4-5 (Jack Neilson)

Trail Sponsor

Tuesday March 31

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+ Where Eagles Dare

This trip combines all of the major obstacles of the Poison Spider Mesa Trail, then adds about a third or more of those on Golden Spike just to access the Where Eagles Dare section. Where Eagles Dare features extremely steep climbs and descents of slickrock domes, think of some of the climbs on Hell's Revenge and then add additional height to those spots. Due to the plethora of obstacles just to reach Where Eagles Dare the requirements for this trail are the same as those to run Golden Spike (winch, two locking differentials 33" or larger tires). We also caution drivers to have a mechanically sound vehicle before attempting this trip, as climbing ability and brakes will be thoroughly tested.

Scenery: A lot of the scenery is similar to Poison Spider Mesa, but the arch and overlook of

Moab are not visited. The steep, high Navajo sandstone domes provide great distant views of the LaSal Mountains, Amasa Back, Jeep Arch, Corona Arch, and the railroad line that runs to the potash plant just after it emerges from its mile long tunnel.

Road Surface:

The Where Eagles Dare section is the smoothest part of this trip. It consists of basically smooth slickrock, just arranged at extremely steep angles. See the Poison Spider Mesa and Golden Spike descriptions for the trail surface of those trails.



Obstacles: Where Eagles Dare consists of nothing but an immense slickrock roller coaster ride as the trip wanders up and down a huge bowl to a viewpoint of Corona Arch, and then continues



on to find its way back out to the Golden Spike Trail at a different point than where it departed.

To Be Used: Monday March 30 with Poison Spider.
Big Saturday with Golden Spike.

Hellroaring Rim Trail



Chip Brox, Leader

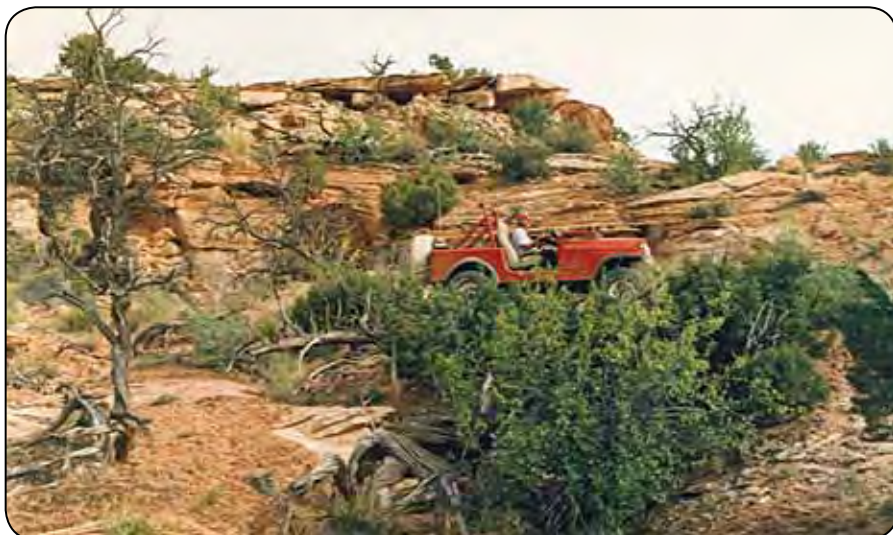


The four-wheeling part of the trail is on Mineral Point, part of the mesa country between the long, deep gashes of Mineral and Hellroaring Canyons. These side canyons drain into Labyrinth Canyon of the Green River. The headwaters of these and many other canyons around here are shallow, normally dry drainages that suddenly plunge over rimrock into deep canyons. There are a little more than 20 miles of paved road to the trail start on the Dead Horse Point Road. This is a pleasant, scenic family trail but we

50 miles or more in all directions.

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 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



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

the rocky ledges could grab any low-hanging parts.

Associate Leaders: Inge Lanckman, Pam Ramsey, Aaron Graves, Allen Olson.

To be used: Tuesday 3-31 (John Martin) and Big Saturday.



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Hell's Revenge



Dick Burg, Leader

Trail Sponsor



**Monday
March 30**

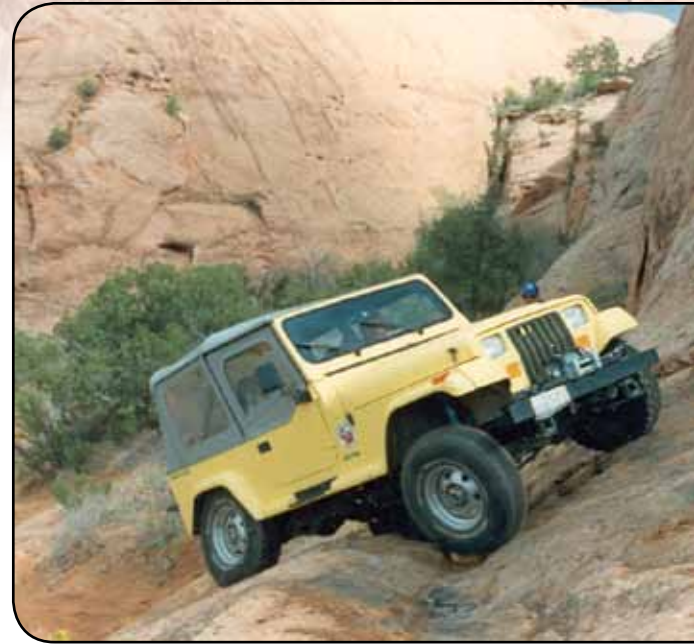
Trail Sponsor



**Tuesday
March 31**

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

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Tip Toe Through Hell

Torry & Julie Cortez, 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:

Nancy Jenkins, Leroy & Jo Martinez

To be used: Wednesday 4-1 only.



Trail Sponsor



Wednesday April 1

Trail



above Tip-Over is a shortcut to avoid the final hill, called "Rubble Trouble" because of its large loose rocks and a couple of tough ledges. This may be our easiest 6 rated trail because there is easy access to bypasses.



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Thursday April 2

Associate Leaders: Paul Anderson, Rolf Baumgartner, Mark Bryson, Jonathon Cobia, Greg Cobia, Brett Davis, Adrian Dorame, Ross Engle, Russ Erickson, John Hall, Matt Hornback, Richard Jenkins, Bob Keniston, Tracy Payne, John Richards, Marlin Sharp, Carl Thomas, Don Voss, James Young

To be used: First Saturday (Bart Jacobs), Monday (Jeramey McElhaney), Tuesday (Doug McElhaney), Thursday (Dieter Thoeny), Friday (Ed Weber), Big Saturday & Sunday (Larry Crist).

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Friday April 3

Escalator To Hell



David Adams, Leader

This version of Hell's Revenge is offered for the Yahoo Jeep who has conquered all of the regular obstacles on the Hell's Revenge Trail and yearns for more. Please read the regular Hell's Revenge

description as well as this one before deciding upon this version. The additional obstacles that bump the trail rating to an 8 are Hell's Gate and the Escalator.

Please note this trip requires two locking differentials, a winch, and 33" tires minimum.

Scenery: The scenery on this trip is exactly that which would be encountered on the regular trip, the new obstacles usually provide only views of the bright blue Utah sky, which is about all you can see over your hood!

Road Surface: The road surface is exactly the same as the regular Hell's Revenge trip.

Obstacles: This trip is designed with the Yahoo Jeep in mind. To us, that means the difficult side of all the optional climbs will be taken. The Hell's Gate additional obstacle consists of a steep climb up a chute that narrows as it reaches the top. Reliance on a good spotter is advised on the upper part, as a mistake here can mean a series of rolls all the way to the bottom. Later on, just before the Tip Over Challenge obstacle, the Escalator departs to the right. It involves a series of climbs up a v shaped notch in the slickrock. The correct line wanders back and forth attempting to keep the tires out of the bottom of the notch, at times



pressing the sidewalls against the rock, at others featuring a front tire pawing at the air. Once up the Escalator the Tip Over Challenge and the remaining Hell's Revenge obstacles still await.

Associate Leaders: Jonny Cobia, Marc Bryson, Jeremy Pool.

To be Used: Sunday, March 29 only.



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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.

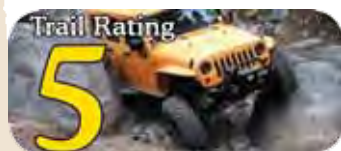
Scenery starts the moment you leave Moab, and includes Comb Ridge, a spectacular line of cliffs and monocline that extend some 50 miles South into Arizona.

Departure time will be 8:00 AM on Big Saturday, Line up South of Moab, along Hance road (Next to Nations Towing).

Associate Leaders:

Collin Clock, Ken Bunge

To be used Big Saturday only



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Hey Joe Canyon Trail



Larry Olsen, 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 river may be seen.

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



the canyon about 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-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

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.

Associate Leaders:
Tom Edwards, Ferris McCollum.

To be used:
Thursday, April 2 ONLY.

trail. Approximate mileages: 85 total, 45 off highway.

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



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2015 Reader Quiz

Scattered throughout this magazine, on random pages and locations, are short factoids. You can search the magazine for the answers to the questions below and enter them in the appropriate blank. If your diligence yields all of the correct answers and you present the quiz to the registration desk at the 2015 Safari, you will receive a FREE Red Rock 4 Wheelers hat of your choice.

Questions for Interesting Trivia.

1. How many chickens does the average American eat each year? _____
2. Were there cockroaches before or after the dinosaurs? _____
3. What size shoe does the Statue of Liberty wear? _____
4. What percentage of the world's population have flown on an airplane? _____
5. What famous character actor was a carpenter before becoming a star? _____
6. How many pencils could you make from the carbon in your body? _____
7. 835 sheep were killed by a single lightning strike in what year? _____
8. A polar bear can swim how many miles without stopping? _____
9. How many distinct smells can a human nose distinguish? _____
10. What was the most expensive car ever sold in 2011? _____

?



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The information for this quiz and the other interesting facts scattered throughout the magazine are from a current best seller: *1339 Quite Interesting Facts to Make Your Jaw Drop*. Published by W. W. Norton and authored by John Lloyd, John Mitchson and James Harkin. The book is available on Amazon.com and other major bookstores.

11. One in 8 workers in the USA have worked for what company? _____
12. How fast could an ostrich run the New York marathon? _____
13. If playing chess and after four moves, how many possible layouts are available? _____
14. South America contains what percentage of the world's Catholics? _____
15. On Super Bowl Sunday, how many chicken wings will be consumed? _____
16. Women account for what percentage of the art on display in American museums? _____
17. If you fold a piece of paper in half, how many time can you do it? _____
18. The mean cost of raising a child in the USA is estimated to be? _____
19. During the American gold rush, what ratio of prospectors discovered gold? _____
20. How much water is used to make one bag of M&M's? _____
21. In all manufactured food what percentage contain sugar? _____
22. Watching a three hour football game, how many minutes is the ball in play? _____
23. The world's largest jig saw contains how many pieces? _____
24. The bible is translated in how many languages? _____
25. Where were Chinese Checkers invented? _____
26. How any doughnuts do Americans eat a year? _____
27. In 1895, what did the only two cars in Ohio do? _____
28. What item accounts for 1/3 of the waste in Americas landfills? _____
29. New York gets 15 times more snow than? _____
30. How many people have eaten pizza for breakfast? _____

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Jax Trax Trail



Bill Hughes, Leader

The Cameo South area is some 25 miles south of Moab in an area never before visited by Jeep Safari. Jack Bickers, a club member in the beginning years, contributed many things to the EJS, mostly related to our trails and their names. Jaxtrax is a tribute to Jack, made up from old mineral exploration trails he rediscovered in the 1990s. The trip has been carefully chosen to provide some four wheeling challenges while maximizing the views of the abundant scenery in this area. Those looking for



Obstacles: The 5 rating gives the hint there won't be many obstacles worthy of names, but Jack did leave us with the "Top Notch" and "El Diablo". The latter, while not technically difficult for most vehicles, can be intimidating



extreme jeeping will be disappointed, but novices are advised they might want to choose a different trip also. Approximate mileages: 82 overall, 22 off pavement.

Scenery: Bordered on the north by Wilson Arch, the South by Steen Road, and on the east by Lisbon Valley, there is abundant scenery on this trip. Great buttresses of Entrada Sandstone flank Agate Point and Cameo Mesa and are contrasted by the blue green of the sagebrush and the greens of the Juniper and Pinion trees. The La Sal peaks tower over the area and the Abajos are frequently in view too.

Road Surface: There are two track dirt sections, some sandy areas, a lot of descents and climbs on slickrock ledges, and even an occasional section of smooth slickrock.

to the driver. But don't worry, there is a mildly easier bypass. Most obstacles on this trail consist of small ledges that are encountered as different rock layers are crossed, some sandy sections through sagebrush can be soft, and there are a few rubble strewn hills.

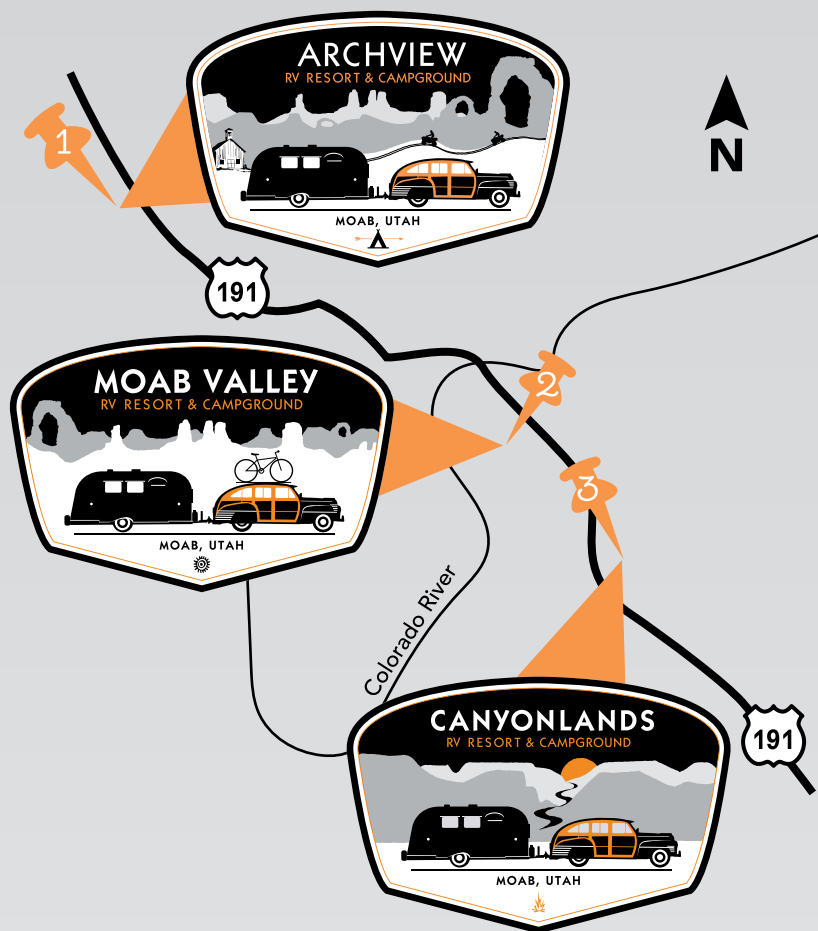
Associate Leaders: Tom Edwards, Mike Kelso, John Martin.

To be used: Sunday 3-29 (Bill Dean) and Big Saturday.

Special Notice: This trail will leave at 8:00am on Big Saturday. Line up along Angel Rock Road South Hwy 191

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Managed By:





Eric Swafford, Leader

The trail follows Kane Creek along the bottom of its canyon (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 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: Maurice Brown, Marianne Izatt, DJ Mereness, William Morgan, Bob Owen, John Pareta, Terry Peavler, Glen Richardson, Dave Swafford, James Young

To Be Used: Tuesday (Brady Hansen), Thursday (David McIlrath), Friday (Paul Suitor) and Big Saturday

Kane Creek Canyon Trail



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Tuesday March 31

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Moab Rim Trail



KL Young, 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: Ray Carter, Larry Crist, Luke Darling, Adrian Dorame, Wayne Edgar, Gary Graves, John Hall, Charles A. Johnson, Charles E. Johnson, Rich Michleson, William Morgan, Glen Richardson, Rick Wolcott, James Young

To be used: Monday (Bob Myers), Tuesday (Dave Christensen), Wednesday includes 3½-hour hike; (Bill Dean), Friday (Roy Davidson) and Big Saturday.

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Wednesday April 1

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Tuesday March 31




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Metal Masher Trail

2015 Lou Levron Memorial Trail



Mark Gonske, Leader

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 though 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.



Trail Sponsor
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TIRE

Wednesday April 1

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: Justin Andrew, Trevor Andrew, Butch Brannan, Bruce Bryant, Bruce Hodder, Brett Jones, Brad Mercer, Ferris McCollum, Rich Mickelson, John Picken, Paul Suitor, Aaron Tonks.

To be used:
Monday 3-31 (K L Young),
Wednesday 4-1 (Perry Reed),
Thursday 4-2 (Rod Andrew)
Friday 4-3 (Brian Nish),
and Big Saturday.



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Louis Levron, 1916 ~ 2014

Lou Levron, 97, of Moab, Utah passed away on Oct. 8, 2014 and was loved by all who knew him. Lou & his wife Wilma joined the Red Rock 4-Wheelers in 1986 and was given the handle Tan Man because he ran all the trails in a tan 1984 Bronco II. Lou always had a smile on his face and a joke ready to share. If you ever ran a trail with Lou and Wilma the banter was never dull. Lou led the Metal Masher trail until he was no longer able to do so.

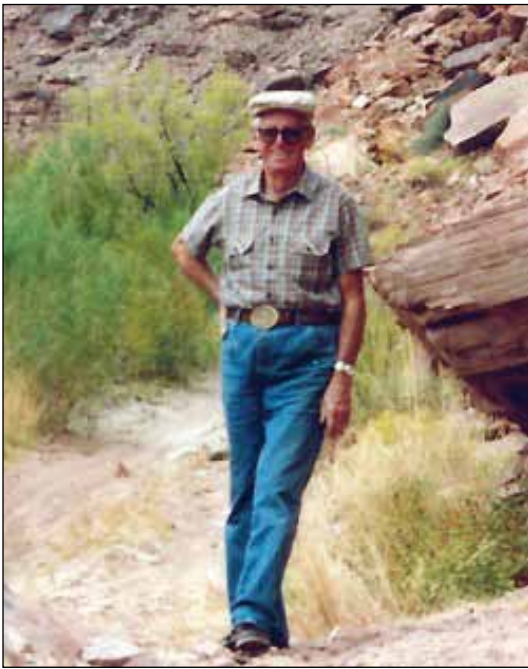
He was born, Dec. 19, 1916, in Donner, Louisiana.

A master cabinet maker, he worked at Higgins Industries in New Orleans on the design and production of the amphibious landing craft used in the Allied Force's D-Day invasion of Normandy.

Lou then opened his own business, Fabricated Plastic Sales Co., producing laminated kitchen countertops for many successful years.

Lou married Wilma Edwina Burger on March 14, 1942. After retirement, they moved to Moab in 1985. They enjoyed living in Moab and were very active in the Red Rock 4-Wheelers. They went out on trails each weekend and many weekdays too. Lou was named Red Rock 4-Wheeler of the Year in 1991. He led the Metal Masher Trail and his CB handle was Tan Man. Sadly, in Moab in 2002, shortly after celebrating 60 years happily married, Wilma died.

He is survived by three loving daughters, Linda Kuehne Lewis, formerly of Moab, now of Mandeville, Louisiana, Patricia Lou VanDervort, Diamondhead, Mississippi, and Joanne Simoneaux, formerly of Moab, now of Nucla, Colorado. He is also survived by seven grandchildren and 12 great-grandchildren.



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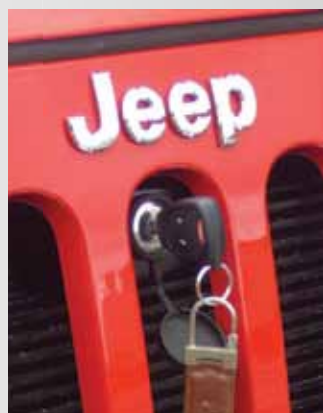


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Poison Spider Mesa Trail



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 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.

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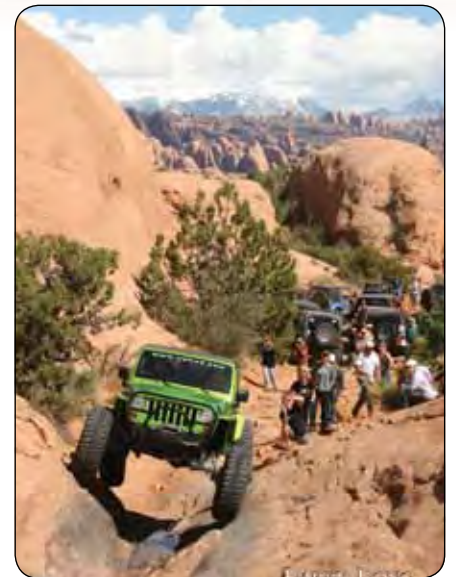
Tuesday March 31



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: Patrick Abrams, Ray Carter, Greg Cobia, Mike Cobia, Glen Hawkins, William Kenney, Leroy & Jo Martinez, Brian Nish, Dave Swafford, Adrian Watson.

To be used: Sunday (Dave Christensen), Tuesday (Larry Long), Thursday (Don & Karen Cravens), and Big Saturday.



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Where Eagles Dare



Wayne Edgar, Leader

This trip combines all of the major obstacles of the Poison Spider Mesa Trail, then adds about a third or more of those on Golden Spike just to access the Where Eagles Dare section. Where Eagles Dare features extremely steep climbs and descents of slickrock domes, think of some of the climbs on Hell's Revenge and then add additional height to those spots. Due to the plethora of obstacles just to reach Where Eagles Dare the requirements for this trail are the same as those to run Golden Spike (winch, two locking differentials 33" or larger tires). We also caution drivers to have a mechanically sound vehicle before attempting this trip, as climbing ability and brakes will be thoroughly tested.

Scenery: A lot of the scenery is similar to Poison Spider Mesa, but the arch and overlook of Moab are

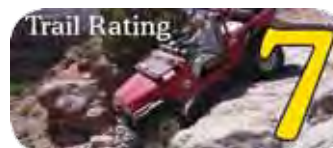


not visited. The steep, high Navajo sandstone domes provide great distant views of the LaSal Mountains, Amasa Back, Jeep Arch, Corona Arch, and the railroad line that runs to the potash plant just after it emerges from its mile long tunnel.

Road Surface: The Where Eagles Dare section is the smoothest part of this trip. It consists of basically smooth slickrock, just arranged at extremely

steep angles. See the Poison Spider Mesa and Golden Spike descriptions for the trail surface of those trails.

Obstacles: Where Eagles Dare consists of nothing but an immense slickrock roller coaster ride as the trip



wanders up and down a huge bowl to a viewpoint of Corona Arch, and then continues on to find its way back out to the Golden Spike Trail at a different point than where it departed.

Associate Leaders: Troy Dunsmore, Russ Erickson

To Be Used: Monday, March 30th and Big Saturday with Golden Spike





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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.



Tire Pressure:

It's important to have the proper inflation pressure in your tires, as under inflation can lead to tire failure. The "right amount" of inflation for your tires is specified by the vehicle



manufacturer and is shown on either the vehicle door edge, door post, glove box door or fuel door. It is also listed in the vehicle owner's manual.



- Check inflation pressure at least once a month and before long trips.
- Check tires when cool. After driving, tires need at least 3 hours to cool.
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Porcupine Rim Trail



Dieter Thoeny, 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 back drop 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: Rolf Baumgartner, Glenn Baxter, Bill Morgan, Roger Peck.

To be used: Monday (Tom Edwards) and Big Saturday.



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Pritchett Canyon Trail

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

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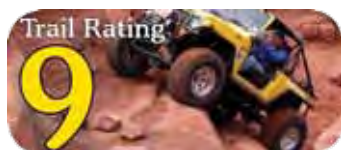


follows the easier route to the left. There is an optional obstacle, simply called The Waterfall, just to the right of the main trail. This is fairly easy by Pritchett standards, but can be tricky if it is wet.

5) Next up is Rocker Kicker. 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 unnamed 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 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 ledgy 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:

Maurice Brown, Marc Bryson, Larry Crist, Gary Fischer, Melissa Fischer, Peter Fogel, Rich Mickelson, Jeff Stevens.

To be used: Monday (Jeff Stevens), Tuesday (K.L. Young), Thursday (John Picken), and Big Saturday



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Rose Garden Hill Trail



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: Richard Anderton, Rolf Baumgartner, Luke Darling, Tom Darling, Wayne Edgar, Rich Weigand

To be used: Monday (Dieter Thoeny) and Big Saturday.



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Secret Spire Trail

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

David McIlrath, 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.



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, Jay Barnett, Tom Edwards, Becca Erickson, Casey Jensen, Kent Jensen, Frenchie LaChance, Floyd McCready, Keith Wride

To be used: Sunday (Curtis King), Monday (Steve Barnett), Friday (Tom McCready), and Big Saturday.

Trail Sponsor

AZOA

Monday March 30



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Common Thread/Operation Cooperation

In 2004, Moab Solutions' founder Sara Melnicoff started doing jeep week cleanups at Potato Salad Hill, (a hill climb area not part of the official Jeep Safari). Jeff Knoll, an avid rock crawler, read about her cleanup efforts in The Times-Independent and wanted to work with the group. He called out to the off-road community and asked them to help with daily cleanups and to donate money to pay for the dumpster and porta-potties used at Potato Salad Hill during Easter weekend. The response was fantastic and the effort is constantly evolving. In 2005, Moab Solutions created the project "Common Thread/Operation Cooperation".

Common Thread / Operation Cooperation is a cooperative effort between Moab Solutions and the Grand County Sheriff's Office, The Solid Waste District, the Bureau of Land Management (BLM), Grand County Trail Mix, (a County sponsored committee), the State of Utah School and Institutional Trust Lands Administration, (SITLA), as well as the off-road group Rocky Mountain Extreme and other off-road enthusiasts. The goal is to maximize recycling and minimize waste and off-trail damage



during Jeep week. Says Melnicoff, "We felt there was a way for diverse user groups to work together for the common good and Common Thread is that vehicle. I have enormous respect for volunteers from the off-road community who come out year after year to help pick up trash and recycling, and work with us to make improvements at Potato Salad Hill."

Many improvements have been made at "The Hill" since 2004. Fencing was installed to prevent illegal camping and off-trail use. Signs are posted each year at the entrance listing fines for speeding, littering and going off-trail. The area is cleared and closed at 7 or 8 each evening to end illegal camping and the attendant damage of the land around this gorgeous area. Daily cleanups keep the trash and recycling in its proper place, and errant tracks are raked out quickly.

The Potato Salad Hill Working Group formed in 2014, with the goal of adding more improvements and working to make this a model project



that could be replicated in other areas. The Working Group is comprised of the Grand County Sheriff, BLM rangers, a SITLA representative, Moab Solutions, and a volunteer expert on plant life in the area. The purpose of the group is to further practices that will keep the land healthy, the trails open and people happy.

2014 was a year of great successes at Potato Salad Hill. Several volunteers

helped make rock outlines delineating the trails and did other prep work prior to the big weekend. The Solid Waste District donated

boulders and the manpower to install them in area organizers wanted to protect. Moab Solutions received a small grant from Leave No Trace and a donation from Moonflower Community Cooperative to cover some of the expenses and was able, with those funds, to hire people to maintain the recycling station that was installed, display information about native flowers, and walk through the crowds with buckets to collect trash and recycling for several hours on Friday and Saturday. The crowds loved it! "We are looking forward to more of the same in 2015 and hope others will join in," said Melnicoff.

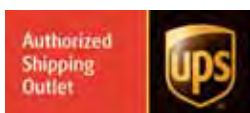
For more information about Common Thread, visit the www.moab-solutions.org, projects page.

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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 37 and higher are free for your personal chatter.



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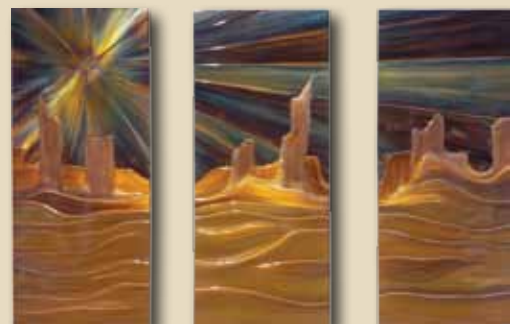
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Sevenmile Rim Trail

NEW 2015

SPLIT
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TIMES



Jim Broadbent, Leader

The Sevenmile 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 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, 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 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 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 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.



Trail Sponsor



Wednesday April 1

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Thursday April 2

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Friday April 3

Associate Leaders: Megan Adams, Michael Ames, Paul Anderson, Richard Anderton, Ashley Archibald, Jay Barnett, Gene Day, Clark Hendrickson, Steve Hinken, Jesse Jacobson, Casey Jensen, Kent Jensen, Inge Lanckman, Carl Nesbitt, Drew Norman, Leon Olsen, Terry Peavler, John Richards, Paul Wade.

To be used:

Saturday	3/28	8:00 a.m.	(Tom Edwards)
		10:00 a.m.	(Tim Berry)
Monday	3/30	8:00 a.m.	(Rich Weigand)
		10:00 a.m.	(George Demetropolis)
Wednesday	4/1	9:00 a.m.	(Jake Jacobsen)
Thursday	4/2	8:00 a.m.	(Jay Archibald)
		10:00 a.m.	(Marianne Izatt)
Friday	4/3	8:00 a.m.	(Linda Adams)
		10:00 a.m.	(Mike McAlister)

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Butler County
PENNSYLVANIA



Overtipping by Ber Knight

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

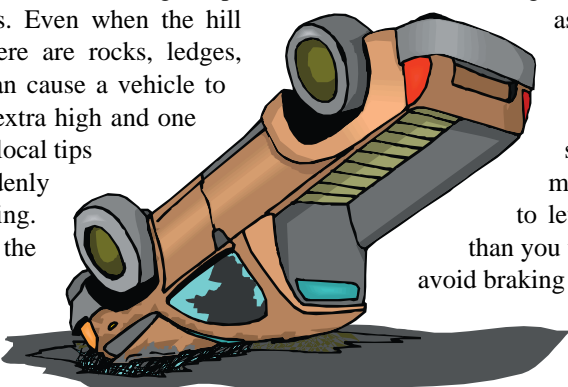
engine braking as much as possible. If you don't start super slowly, you may be forced to let it go faster than you would like to avoid braking suddenly.

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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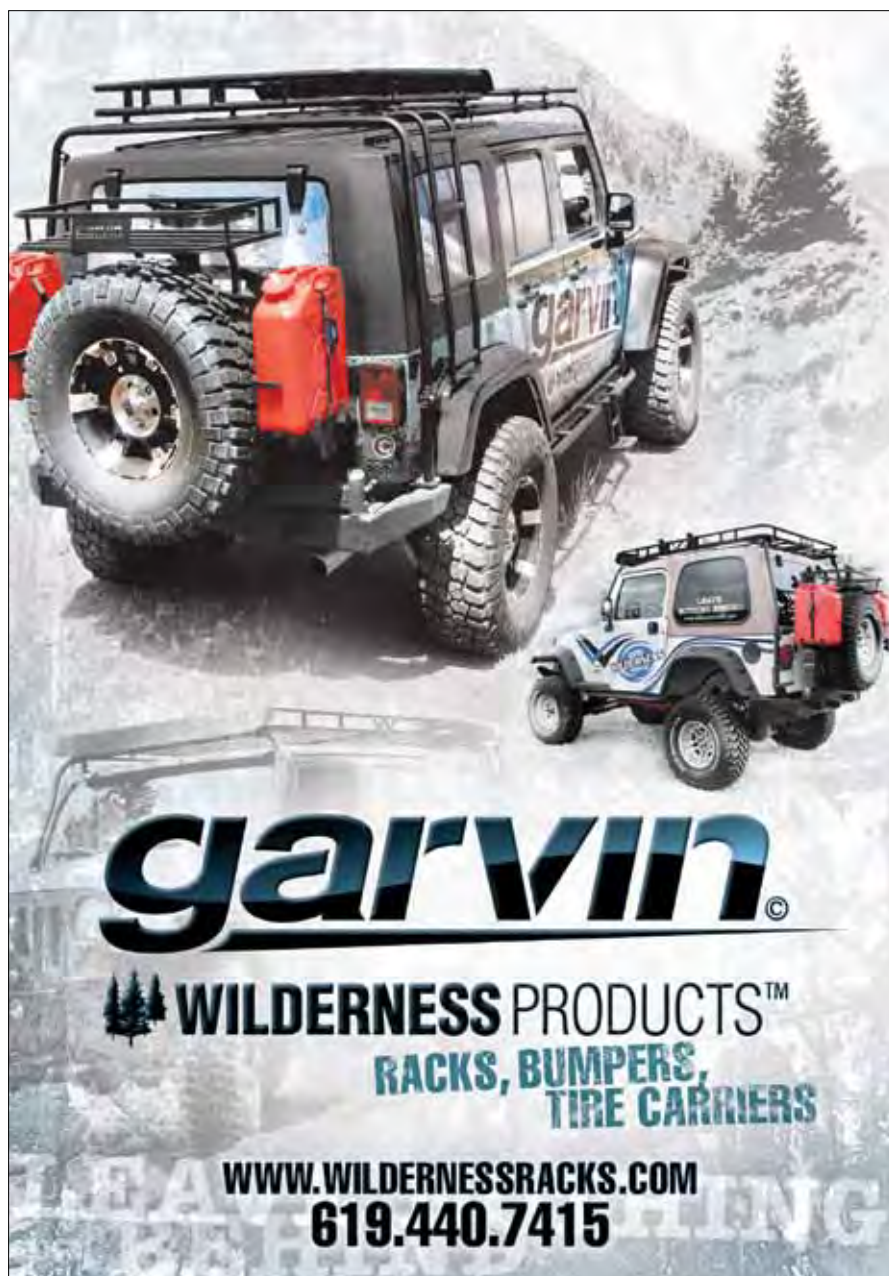
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Moab Jeep Safari Exposition

FREE ADMISSION



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 2, and Friday, April 3. These vendors have rented their space, and many have contributed products to a giveaway

drawing on Friday evening, April 3. 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 barbeque 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.

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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

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 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

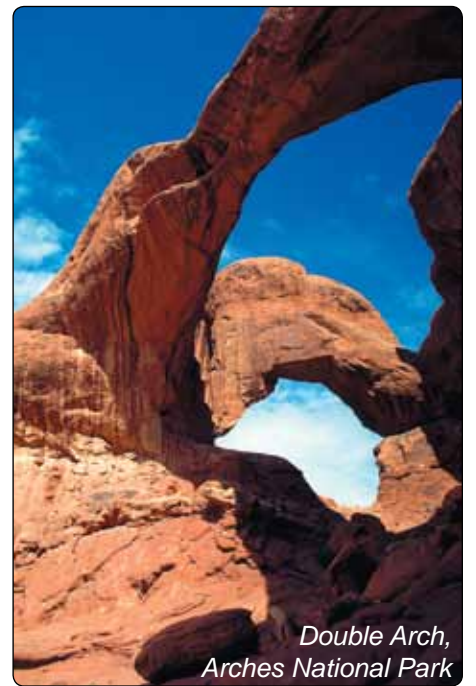
strainers many Safari trails can be. While not heavily advertised, Arches National Park has a 4WD trail that is accessed by a road near Balanced Rock and goes up to the Marching Men formation and Tower Arch. The brochure you get at the fee station shows the route. Just

photos: National Park Service



Overlooking
Canyonlands National Park

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 Hwy 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.



Double Arch,
Arches National Park



Balanced Rock, Arches National Park

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



Mesa Arch, Canyonlands National Park



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Steel Bender Trail



DeVon & Marlene Parson, Leader

This trail's difficulty rating keeps moving around as the conflicting forces of erosion and trail repair modify the obstacles. The trail lies between Moab and the La Sal Mountains in the vicinity of Mill Creek, a major drainage from the mountains. It crosses the creek a few times and travels a lovely part of Mill 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.



Trail Rating
6



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: Patrick Abrams, Tasheena Abrams, Greg Cobia, Torry & Julie Cortez, John Hall, Clark Hendrickson, Bruce Hodder, Clete Hruska, Dan Larson, Thomas Love, Brad Mercer, John Pareta, Marlene Parson, Perry Reed, Ray Richardson, Adrian Watson, Ed Weber, Don Williams, Justin Williams

To be used:

Sunday	3/24	9:00 a.m.	(Perry Willard)
Tuesday	3/31	8:00 a.m.	(Derek Dunsmore)
		10:00 a.m.	(David Adams)
Wednesday	4/1	8:00 a.m.	(Dave Shannon)
		10:00 a.m.	(Bob Myers)
Friday	4/3	8:00 a.m.	(Aaron Fogel)
		10:00 a.m.	(Jim Broadbent)
Saturday	4/4	9:00 a.m.	(Devon Parson)



Saturday April 4

Tuesday March 31



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Strike Ravine Trail



Jerry Hansen, Leader

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

rocky hills and bouldery washbottoms make high ground clearance throughout the underside of the vehicle an important consideration. There are sneaky rocks

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, as 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 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



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

Associate Leaders:

Butch Brannan, Bruce Bryant, Collin Clock, Don Mackay, Joel Percival, Glen Richardson, Monti Vandiver

To be used:

Saturday 3/28 (Ken Bunge)
Tuesday 3/31 (Aaron Fogel)
Friday 4/3 (Jerry Hansen)

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Top of the World Trail



K.C. Kay, 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.

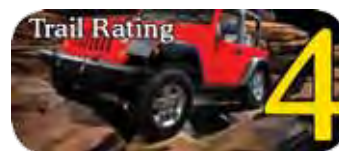
Road Surface: There is some graded road, but most is broken layered

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: Dan Ence, Cory & Karen Kirkman, Charles Leonard, Ken Minor, Tracy Payne, Aaron Pontius, Michael Pontius, Greg Winters

To be used: Palm Sunday, **departs 8:00 a.m.** (Guy Conway,) and Thursday, **departs 8:00 a.m.** (Curtis Leonard), and Big Saturday.

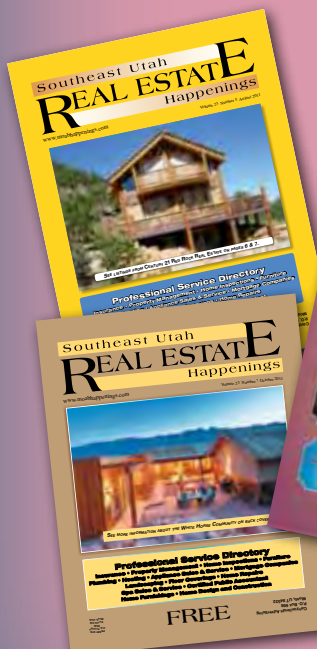


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Wipe-Out Hill Trail



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.



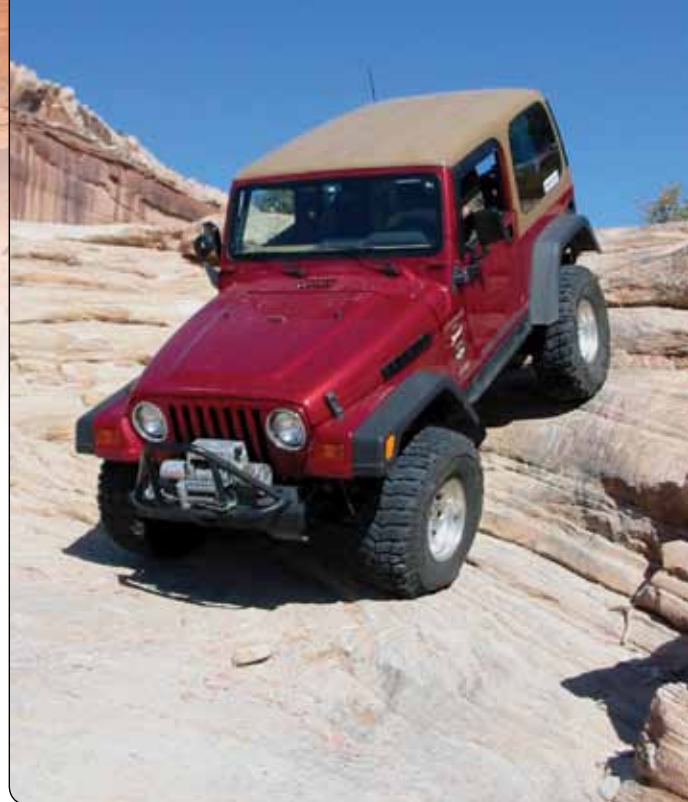
Obstacles: The Tusher Wash sand hill varies in difficulty with

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.

Associate Leaders: Rod Andrew, Jerry Cook, Jack Neilson, Perry Reed, Ray Richardson

To be used: Friday (Rick Wolcott) and Big Saturday

60% of NBA players go broke within 5 years of retirement.



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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.

Product Displays

This large gathering of four-wheelers (who might want to buy something) becomes a magnet for people who would like to sell something. Now that we use a large arena for registration, there is considerable room for displays by manufacturing and sales organizations, both large and small.

As in recent years, there will be indoor and outdoor displays of 4-wheel-drive products on Thursday, April 2, and Friday, April 3. These vendors have rented their space, and many have contributed products to a raffle (your ticket will be in your registration packet) on Friday evening, April 3. The drawings will follow the Boy Scout 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 drawings have been popular enough to create real traffic jams near the Arena, so please be patient with parking and traffic control officials.

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.

If you are interested in being a vendor at this unique show contact Rhonda at 435-259-2263.



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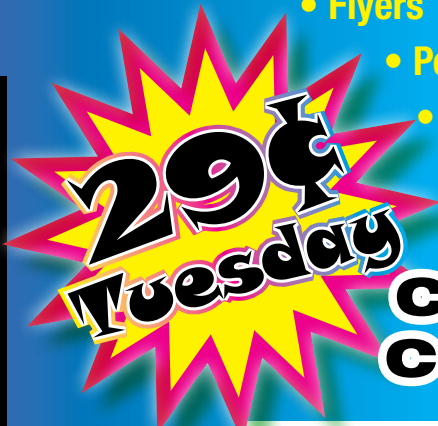
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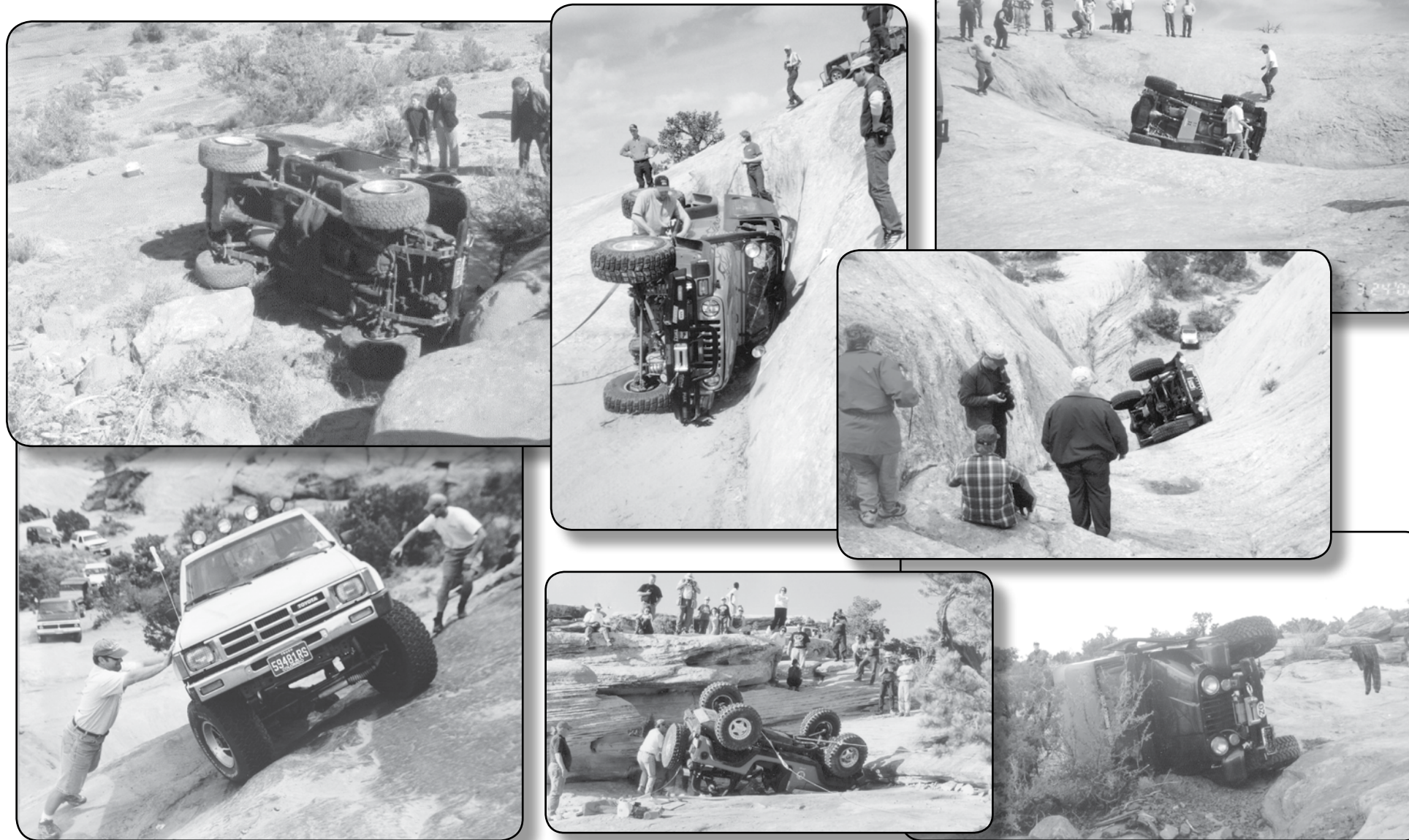
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