

MOAB UTAH Easter Jeep Safari 2017

Safari EXPO
April 13-14



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9 DAYS

APRIL 8 - APRIL 16 2017



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Without Going To THE T-SHIRT SHOP**

Refrigerator Magnets

Table of Contents

Trail Packages	<i>Page#</i>	Information	<i>Page#</i>
First Timers Package	40	Arena Hours	12
Sophomore Package	41	BLM Stipulations	174-175
Junior Package	41	Boy Scout BBQ.....	72
		CB Radios	58
Trails	<i>Page#</i>	Event Hours	12
3-D Trail	90	How To Register	24
Backwards Bill	118	How to Contact RR4W.....	73
Behind the Rocks Trail.....	150	In Memoriam	170-172
Cameo Cliffs Trail	78	Index of Advertisers	178
Chicken Corners	76	Jeep Safari Expo.....	69, 113
Cliff Hanger Trail	152	Labor Day Camp-Out.....	46-47
Copper Ridge Trail.....	92	Meeting Places Map	26
Crystal Geyser Trail	80	Meet Your Trail Leaders	34-35
Day Canyon Trail	94	Moab's Weather	121
Deadman Point Trail	82	MUD Fund.....	16
Dome Plateau Trail	96	Refund Policies.....	24 & 104
Elephant Hill Trail	98	Registration Hours	12
Escalator to Hell	166	RR4W Membership Application ...	20
Fins & Things Trail	100-102	Safari Trail Supporters	14-15
First Timers Package	40	Saturday Lineup Map	30
Flat Iron Mesa Trail	132	Schedule of Trails.....	50-51-52
Gold Bar Rim Trail	122	Trail Difficulty Ratings.....	56, 67
Golden Spike Trail	154	Trail Map & Trail List by Rating...66-67	
Hellroaring Rim Trail	84	Trail Monitors	36
Hell's Revenge Trail	134	Trail of the Month.....	28
Hey Joe Canyon Trail	106	Trails at a Glance (the grid)	18-19
Hotel Rock Trail	124	Vehicle Requirements	70, 110
Jax Trax Trail.....	126	Vehicle Safety Equipment.....	60
Kane Creek Canyon Trail	136	Visitor Information.....	124
Metal Masher Trail	158	Want to be a Trail Official.....	68
Moab Rim Trail	160	Welcome.....	6
Poison Spider Mesa Trail	138	What Do Fees Pay for.....	48
Porcupine Rim Trail	128	What You Need on The Trail	9
Pritchett Canyon Trail	168-169		
Rose Garden Hill Trail	162		
Rusty Nail Trail.....	164		
Secret Spire Trail	86		
Sevenmile Rim Trail	108		
Steel Bender Trail	140		
Strike Ravine Trail	144		
The Pickle.....	148		
Tip-Toe Behind the Rocks	120		
Tip Toe Through Hell Trail	104		
Top of the World Trail	146		
Where Eagles Dare	156		
Wipe-Out Hill Trail.....	130		

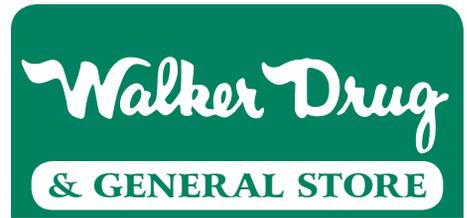
The Easter Jeep Safari is a special event presentation of the Red Rock 4-Wheelers. The Red Rock 4-Wheelers club is organized to enjoy family 4-wheeling in & around Moab, Utah.

The 2017 club officers are:

- President: Robert Humphreys
- Vice President: Mike Kelso
- Secretary: Gayle Weisbecker
- Treasurer: John Picken
- Land Use: David Adams
- Information: Ron Brewer
- Activities: Carma McElhaney
- Trustees: John Martin, Ber Knight, Jerry Hansen, Curtis King, DeVon Parson, Robert Humphreys, John Picken
- Business Manager: Rex Holman
- Expo Coordinator: Doug McElhaney
- Office Manager: Linda Brewer

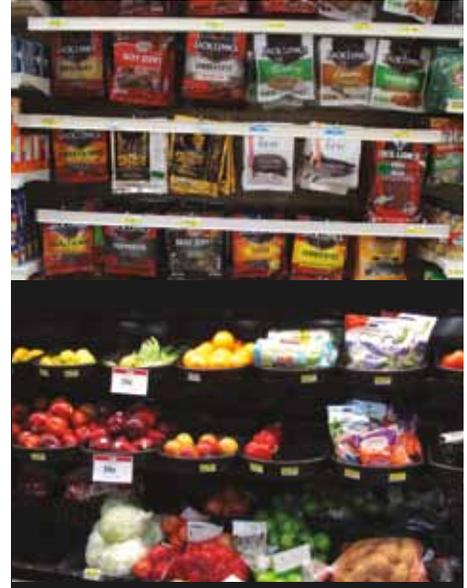


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P.O. Box 1471, Moab UT 84532



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A wide selection of coolers



Plus all the supplies you need while on the trail.



Moab's 51st Annual Safari

The Red Rock 4-Wheelers are excited to welcome you to the 51st annual Jeep Safari. As a Moab rite of Spring, about April 8th 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 16th, hundreds of vehicles and passengers take to the multitude of trails in the area.

Based on the success of the "First Timers" package and the "Sophomore" package, we added a "Junior" package to the custom designed three-day packages. The 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 40 & 41 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 other trail.



A word of warning:
Register early to ensure 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 trail 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 start on page 76 and run through page 168. After looking over the **trail ratings descriptions on page 56**, 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.

Registration information
Page 24

The Red Rock 4-Wheelers and the Moab Chamber of Commerce welcome everyone to the 51st annual Easter Jeep Safari.



MOAB
EST. 1958
CHAMBER of COMMERCE
WELCOMES YOU TO
JEEP SAFARI
2017

The Moab Chamber of Commerce represents and serves businesses and professionals seeking to grow our local economy and improve business climate while maintaining quality of life and fostering cooperation with business, government and community.

The Moab Chamber of Commerce started the Jeep Safari in 1967. We continue to proudly support the Jeep Safari in Moab.



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BEGINNING...



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JEEP '17 SAFARI

BUY A HYBRID I NEED THE GAS!

TAKE IT OUT AND PLAY WITH IT!



Land Of The Free THANKS to the BRAVE

4 WHEELING WHERE A COUPLE OF INCHES MATTER

JEEP '17 SAFARI 51st ANNUAL MOAB, UTAH

IF YOU CAN READ THIS MY SPOTTER

Don't Tread On Me!

FOOL INJECTED



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

DUMP'UM OUT!

TOYOTA TRUCKS TOYS FOR BIG BOYS!

Back-to-back World War Champs!



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Geologists Make Bed Rock

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BACK OFF OR I'LL FINISH

EJECT TO MOAB

UTAH BUT I'M TALLER

iRide

100's MORE

MOPAR IS MORE POWER

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

KWICHERBELLYACHIN

Stop Tectonic Plate Movement

DODGE CUMMINS MAKES IT SHAKE II

I'll go your speed If You Pay My Ticket

iMoab

We Scrapped This One For Parts!!

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

Those who live by the SWORD Get SHOT by those who DON'T!

LIKE MY \$3,000.00 SUZUKI

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

FINE JOURNEY FJ-FINE JOURNEY

Rubicon IS AN EXCUSE

BUMPER STICKERS

HARD JEEPIN' MAMMA!!

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

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

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NZ

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GOT MOAB? iBronco

Endurance Ride Moab!

got moab ?

GET IN - SIT DOWN HOLD ON - SHUT UP

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

MY OTHER CAR IS BOOTS



NOT TOO PROUD TO WALK

IT'S A JEEP THING YOU WOULDN'T UNDERSTAND

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

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

MY OTHER CAR IS A HORSE

MY OTHER CAR IS A HORSE

THIS IS NOT MY Boyfriends Jeep!

NEW YORK · LONDON PARIS · TOKYO · MOAB

I put the "toy" back in "toyota"

SHIFT HAPPENS MOAB, UTAH

HUMMER RECOVERY VEHICLE

HONK IF ANY PARTS FALL OFF!

I need a winch for my Jeep..

Jeep Wrangler Unlimited

i WISH MY OTHER CAR WAS A JEEP

GET IN - SIT DOWN SHUT UP - HOLD ON

Buggy It!

Get your damn Foot off the brake!

RIRED DOWN AND LOCKED IN

H2 Compensating for something?

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



MONEY MAGNET

Don't like my driving? Call my attorneys Lyon, Clecium & Howe

GOD, GUN, & GUTS MAKE AMERICA GREAT

Don't go's are for Lead-footed Hillbillies!

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

KNOW GUNS-KNOW SAFETY NO GUNS-NO SAFETY

Still plays with Trucks

JEEP GEEK

GOING COMMANDO IN MOAB

My Life Is Better THAN YOUR VACATION

TOPLESS OR A BIKINI, JUST PLEASE NO BRA!

WRENCH WRENCH

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

GMC RECOVERY VEHICLE

JEEP RECOVERY VEHICLE

I want my ATV!!

Street Legal



RUBBER STAMPS

GOT MOAB?



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M/T

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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 Safaris 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.





RED CLIFFS LODGE
Moab's Adventure Headquarters





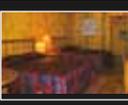




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President's Letter

Welcome Jeepers to our 50th Anniversary Jeep Safari!

For those of you who have been attending this exciting event over the years we are sure you have noticed changes over the past 50 years. However, as a jeep club we have not lost sight of making this the best jeeping event you attend all year.

Our goal is to make sure each of you is safe, your vehicles are well equipped for the trails you have chosen to run, and to make this safari a family fun environment. But most of all we want you to have a great time here in Moab. We would like to share our spectacular scenery with you!

We as an organization are very excited for the 50th Anniversary (51st Annual) Moab Easter Jeep Safari! We have been working diligently this year. Things are coming together as planned. Trails have been assigned. The club has worked on trail maintenance as well as how to make your experience even better than before. Friday Night's Drawing at the arena will be as exciting as ever!

Changes both large and small have taken place with the club over the past year due to your sharing experiences of your past Moab Easter Jeep Safaris. We would like to give you a huge "THANK YOU".



Robert W. Humphreys
President Red Rock 4-Wheelers

Sometimes we find it difficult to fill all the many jobs required to put on the Easter Jeep Safari. Most of the positions within the club are done by volunteers. While you are in town, please contact a club officer to find out where you might be able to donate a few hours of your time to help make this the most successful event ever. Even if it is only 2-4 hours one day, we are sure your time will be well spent. It will give you an opportunity to meet even more jeepers and talk about your Moab experiences.

The Red Rock 4-Wheelers building has officially been completed. We are currently holding all meetings and storing a lot of the items it takes to make the event run smoothly.

Remember while you are out on the trails the most important thing for us is to preserve and maintain the trails. Both for ourselves as well as future generations! The best way to keep the trails open is to simply STAY ON THEM!

Enjoy & Be Safe

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You get an assembled ProRock 44™ front axle and ProRock 60® semi-float rear axle, giving you the *Confidence to Explore®* off-roading with your family with the security of reliable, high-quality, U.S.-made axle assemblies.

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Pro**ROCK60/60**
AXLE-SET™

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Upgrading your JK to large tires up to 40-inch diameter and still want to go off-roading, hitting the hard trails and difficult lines without fear of breaking weak axles? This Dynatrac axle combo is the solution you need!

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Pro**ROCK**
XD60/80
AXLE-SET™

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This pair of Dynatrac axles is for those who will not settle for anything less than the very best drivetrain durability, quality and extreme performance.

Engineered for Jeep JKs running tires in diameters from 37- to 44-inches, modified engines or engine swaps, deep gear reduction and drivers who haven't met a challenge they didn't try to conquer, the Dynatrac Elite ProRock XD60/80 Axle-Set™ will provide you with a truly ultimate pair of axles.

WHEN IS THE ARENA OPEN FOR REGISTRATION?

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. 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 for Big Saturday & Easter Sunday only - see Lineup information in this magazine (page 26, 30, 50, 51 and 52).

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

Why check in if you have pre-registered and already have a confirmation? Because, you will get:

- A dash plaque commemorating the event.
- A raffle ticket for Friday night's Grand Giveaway also held at the Old Spanish Trail Arena on Friday night at 6:30 p.m.
- A trail flag - required if you are jeeping on a Big Saturday Trail (April 15th)

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

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 Old Spanish Trail Arena during the open hours mentioned earlier and check AT THE REGISTRATION DESK IN PERSON for available spaces on trails.

SCHEDULE OLD SPANISH TRAIL ARENA Saturday through Wednesday

April 8th - April 12th

Mornings only 7:00 to 10:00 a.m.

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

Thursday, April 13th

OPEN ALL DAY

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

Friday, April 14th

OPEN ALL DAY

7:00 a.m. to 6:00 p.m.

**THE ARENA IS NOT OPEN ON
Big Saturday & Sunday, April 15th & 16th**

Third - Get to where your trail lines up, preferably 1/2 hour early. Information included in this magazine 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 Big Saturday's lineup is totally different from any other day. With only a few exceptions, Big Saturday trails all line up downtown (See the Big Saturday Lineup map on page 30). The Trail leader will be sitting where the tail end of the arrow is for each trail, on the side street. Departure is at 9 a.m. on Big Saturday. **It is a good idea to carefully read this magazine 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! But, be in your vehicle, engine running at 10 minutes until 9:00am!

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.**

Bring lunch.

FILL UP YOUR GAS TANK.

Bring plenty of water.

Every trail is a full-day adventure.

pick up a copy of the

Moab Happenings' Jeep Safari Expo edition



SPECIAL SAFARI SECTION HAS:

- vendor map of the Safari Expo
- Safari tips
- Four wheel events



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 JK3000-1 MIRROR PROTECTOR
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JK3020-1 VICOWL
 JK07-G1250-1 4 DOOR ROCK SLIDERS
 JK1004-1 OPTIONAL FENDER GILL BOX
 GR1000-1 GRUMPER
 GR1005-1 GRUMPER CRASH BAR COVER (OPTIONAL)
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 JK07-Y1251-1 JEEP JK REAR BASE BUMPER
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 JK3021-1: 4 LIGHT INSERT (OPTIONAL)
 JK3022-1: 20-INCH LIGHT BAR (OPTIONAL)

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 BUMPERS // GRUMPER
 VICOWL
 BODY ARMOR
 ROOF RACKS
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 STEEL DOORS
 TIRE CARRIERS // NEW FASTBACK



GR1000-1: GRUMPER STUBBY
 GR1010-1: GRUMPER FULL WIDTH
 GR1005-1: CRASH BAR COVER (OPTIONAL)



JK1000-1: FRONT FENDER
 JK1003-1: FENDER FLARE (OPTIONAL)
 JK1004-1: FENDER GILL BOX (OPTIONAL)



JK1001-1: REAR FENDER
 JK1005-1: REAR FENDER FLARE (OPTIONAL)



JK2070-1 JEEP JK FASTBACK TIRE CARRIER (NEEDS BASE BUMPER)

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Safari Trail Supporters

The Red Rock 4 Wheelers (RR4W) offers an opportunity for manufacturers, dealers, retailers, and other interested parties to support, in an exciting and proactive way, the club's Multiple Use Defense (MUD) fund. This fund is used in protecting Moab trails from legal and environmental challenges.

Concept Idea: To allow organizations the opportunity to demonstrate support for organized four wheeling; to expose participants to their organization and products. A Trail Supporter is reserved two vehicle registration slots for the selected trail, and is strongly encouraged to make use of at least one. The Trail Supporter may provide, free to all trail participants, whatever item(s) the supporter chooses to serve as a memento of the occasion. Suggested items: baseball hats, antenna flags, key fobs, t-shirts, bumper stickers, RR4W MUD pins or hats, gift coupons, etc. This is only limited by the Trail Supporter's imagination. Lunch or a small snack could even be considered.



Sunday, April 9
Monday, April 10
Tuesday, April 11
Wednesday, April 12



Monday, April 10
Thursday, April 13



Monday, April 10
Tuesday, April 11



Monday, April 10
Tuesday, April 11
Thursday, April 13
Friday, April 14

SATURDAY, APRIL 8

Fins & Things - Daystar

SUNDAY, APRIL 9

Flat Iron Mesa - Rock Slide Engineering

Top of the World - Daystar

MONDAY, APRIL 10

3D - Northridge4x4

Cameo Cliffs - Northridge4x4

Cliff Hanger - Rancho

Fins & Things - Rock Slide Engineering

Rusty Nail - Rancho

Secret Spire - Anzo

Hell's Revenge - Teraflex

Moab Rim - Superwinch

Porcupine Rim - Daystar

Rose Garden - Ken Garff

Seven Mile Rim - Webasto

TUESDAY, APRIL 11

Backwards Bill - Rock Slide Engineering

Fins & Things - Dirt Girl Off Road

Gold Bar Rim - 4Wheel Drive Hardware

Golden Spike - Superwinch

Kane Creek - Discount Tire

Moab Rim - Discount Tire

Poison Spider Mesa - Discount Tire

Steel Bender - Rock Slide

Strike Ravine - Northridge4x4

Dome Plateau - Daystar

Deadman Point - Anzo

3D - Painless Performance

Hell Roaring Rim - Northridge4x4



Wednesday, April 12
Thursday, April 13



Monday, April 10
Thursday, April 13
Saturday, April 15



Saturday, April 8
Sunday, April 9
Monday, April 10
Tuesday, April 11
Friday, April 14



Monday, April 10

for 2017

As the Easter Jeep 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 2017 Easter Jeep Safari. A complete list will be available at registration.

PAINLESS
PERFORMANCE PRODUCTS

Tuesday, April 11


Larry H. Miller
Chrysler Jeep

Thursday, April 13

Friday, April 14

ANZO USA

Monday, April 10

Tuesday, April 11

Wednesday, April 12

DISCOUNT
TIRE

Tuesday, April 11

Wednesday, April 12

Thursday, April 13

WEDNESDAY, APRIL 12

Backwards Bill - Rock Slide Engineering

Tip Toe Behind The Rocks - Anzo USA

Day Canyon Point - Webasto

Fins & Things - Discount Tire

Flat Iron Mesa - Discount Tire

Tip Toe Thru Hell - Mickey Thompson Tires

Metal Masher - Discount Tire

Steel Bender - Anzo

THURSDAY, APRIL 13

3D - Quadratec

Cameo Cliffs - Larry H Miller

Cliff Hanger - Discount Tire

Dome Plateau - Northridge4x4

Gold Bar - Ken Garff

Golden Spike - Rancho

Hell's Revenge - Discount Tire

Kane Creek - Rancho

Poison Spider Mesa - Northridge4x4

Sevenmile Rim - Discount Tire

Secret Spire - Webasto

Top of the World - Mickey Thompson Tires

Strike Ravine - ARB

FRIDAY, APRIL 14

Steel Bender - Larry H Miller

Seven Mile Rim - Daystar

Kane Creek - Northridge4x4

Fins & Things - Northridge4x4

Deadman Point - Quadratec

SATURDAY, APRIL 15

Hell's Revenge - Ken Garff

Webasto

Monday, April 10

Wednesday, April 12

Thursday, April 13


Quadratec

Thursday, April 13

Friday, April 14

ARB

Thursday, April 13


dirt girl
OFF ROAD
Clothing Co.

Tuesday, April 11

“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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2017 Easter Jeep Safari Trails at a Glance

- Color coding on trail grid on facing page 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, Cliff Hanger, 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 are grayed out on trail grid.



Special Benefit trail for Cancer cure Tuesday, April 11. (see page 102)
Additional donations go to Susan B Komen foundation for cancer research.



First timers 3 day package. Sunday, Monday, Tuesday April 9, 10 & 11



Sophomore 3 day package. Tuesday, Wednesday, Thursday April 11, 12 & 13



Junior 3 day package. Tuesday, Wednesday, Thursday April 11, 12 & 13



A/B

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

Space for Notes to Plan Your Jeep Safari Adventure for 2017:

2017 Easter Jeep Safari Trails at a Glance

TRAIL	RATING	Sat 4/8	Sun 4/9	Mon 4/10	Tue 4/11	Wed 4/12	Thu 4/13	Fri 4/14	Sat 4/15	Sun 4/16
3-D	4									
The Pickle	7	The Pickle				The Pickle				
Backwards Bill	5									
Behind The Rocks	7									
Tip Toe Route	5					Tip-Toe				
Tip Toe + Hike	5			With Hike						
Cameo Cliffs	3									
Chicken Corners	2									
Cliff Hanger	7									
Copper Ridge	4									
Crystal Geyser	3									
Day Canyon Point	4									
Deadman Point	3									
Dome Plateau	4									
Elephant Hill	4									
Fins & Things	4	A/B		A/B		A/B		A/B		
Flat Iron Mesa	6		A/B			A/B				
Gold Bar Rim	5			RUSTY NAIL						
Rusty Nail	8			RUSTY NAIL						
Golden Spike	7								+Where Eagles Dare	
+Where Eagles Dare	7								+Where Eagles Dare	
Hellroaring Rim	3									
Hell's Revenge	6									
Escalator to Hell	8		Escalator			Tip-Toe Thru Hell				
Tip-Toe thru Hell	4									
Hey Joe Canyon	4									
Hotel Rock	5									
Jax Trax	5									
Kane Creek Canyon	6									
Metal Masher	7									
Moab Rim	7					+Hike				
Poison Spider Mesa	6			+Where Eagles Dare						
+Where Eagles Dare	7			+Where Eagles Dare						
Porcupine Rim	5									
Pritchett Canyon	9									
Rose Garden Hill	7									
Secret Spire	3									
Sevenmile Rim	4	A/B		A/B			A/B	A/B		
Steel Bender	6				A/B	A/B		A/B		
Strike Ravine	6									
Top of the World	6									
Wipe-Out Hill	5									

Sat 4/8 Sun 4/9 Mon 4/10 Tue 4/11 Wed 4/12 Thu 4/13 Fri 4/14 Sat 4/15 Sun 4/16

Be a Part of Moab Tradition!

The Red Rock 4-Wheelers 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.

You 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 magazine, 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.



Application for Membership in Red Rock 4-Wheelers.

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

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Work Phone _____

e-mail _____

Level of membership:

Associate Member - \$40.00

- Receive special edition quarterly newsletter, the annual Jeep Safari Magazine, 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 Magazine, 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

This money goes to the MUD Fund (Multiple Use Defense). See page 16 for more complete information.

If you are really dedicated and enthusiastic about helping the club continue its efforts, then the **Gold Member** option may be just the right match. For a \$500 dollar donation, you will receive an exclusive Black Red Rock Jacket with the club emblem on the back and 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. You will also receive the special edition quarterly newsletter and RR4W decal.

For more information on all of the activities the club is involved with year round, visit www.RR4W.com. You can also find 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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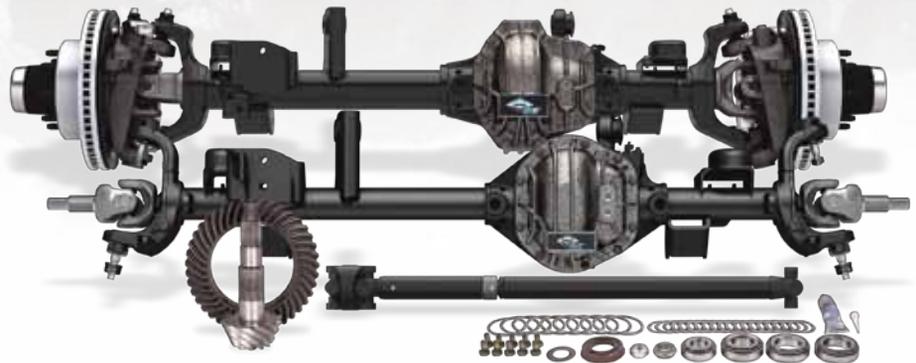
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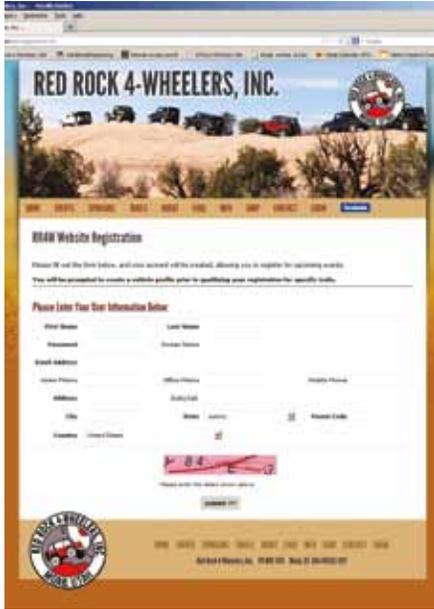


Jeep Safari Registration 2017

What is involved and How do I register?

Go to the club website www.rr4w.com. Registration is totally on line. Each trail day is \$50.

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 website. 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 but must be done before registering for an event.

You can go to the tab under events labeled 2017 Trail Grid. Click and you will be taken to the planning grid of trails for the 2017 Safari. Click on the PDF version and use this form to plan your Moab adventure.

When registration opens for business on January 31st, 2017 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 19. 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 that you want to select. Each grid box will also have a number next to 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 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.

Once registered on-line, you will receive immediate confirmation of your registration by return e-mail. **Please print this confirmation and bring to the Old Spanish Trail 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



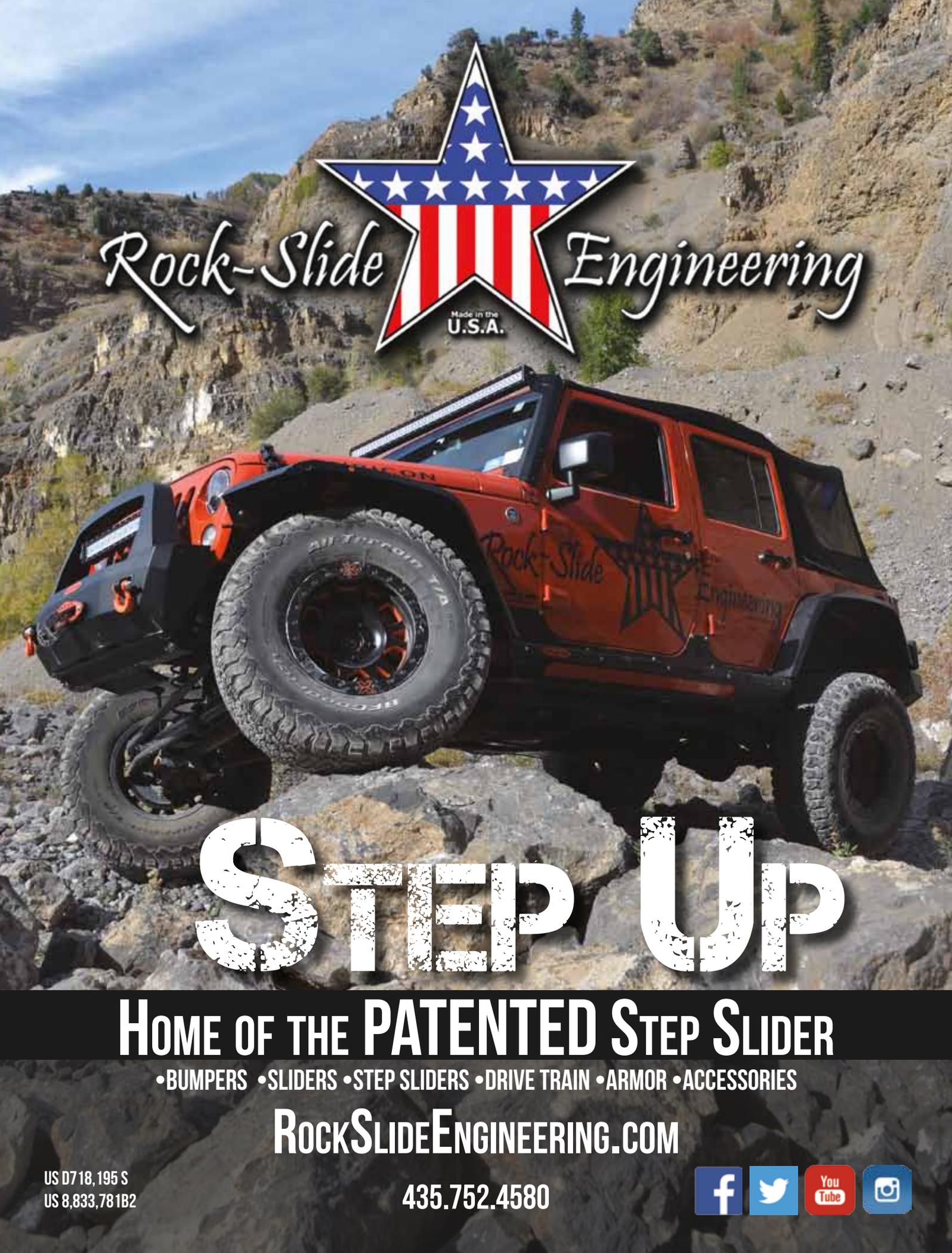
Registration at the Old Spanish Trail Arena area the next morning and register for the trails that day.

Day of event registration and packet pickup is available at the Spanish Trail Arena in the upper level rooms from 7am to 10am each morning of the event (except Big Saturday and Easter Sunday), and open all day until 8pm on Thursday and 6pm on Friday when the Expo Show & raffle are held at the arena as well.

Old Spanish Trail Arena is located 7 miles south of Moab on the East side of South Highway 191.

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 28th merits a refund of all but a \$15 cancellation fee. 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 April 8th.



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2017 Jeep Safari Meeting Places

(EXCEPT Big Saturday, April 15th - see page 30)

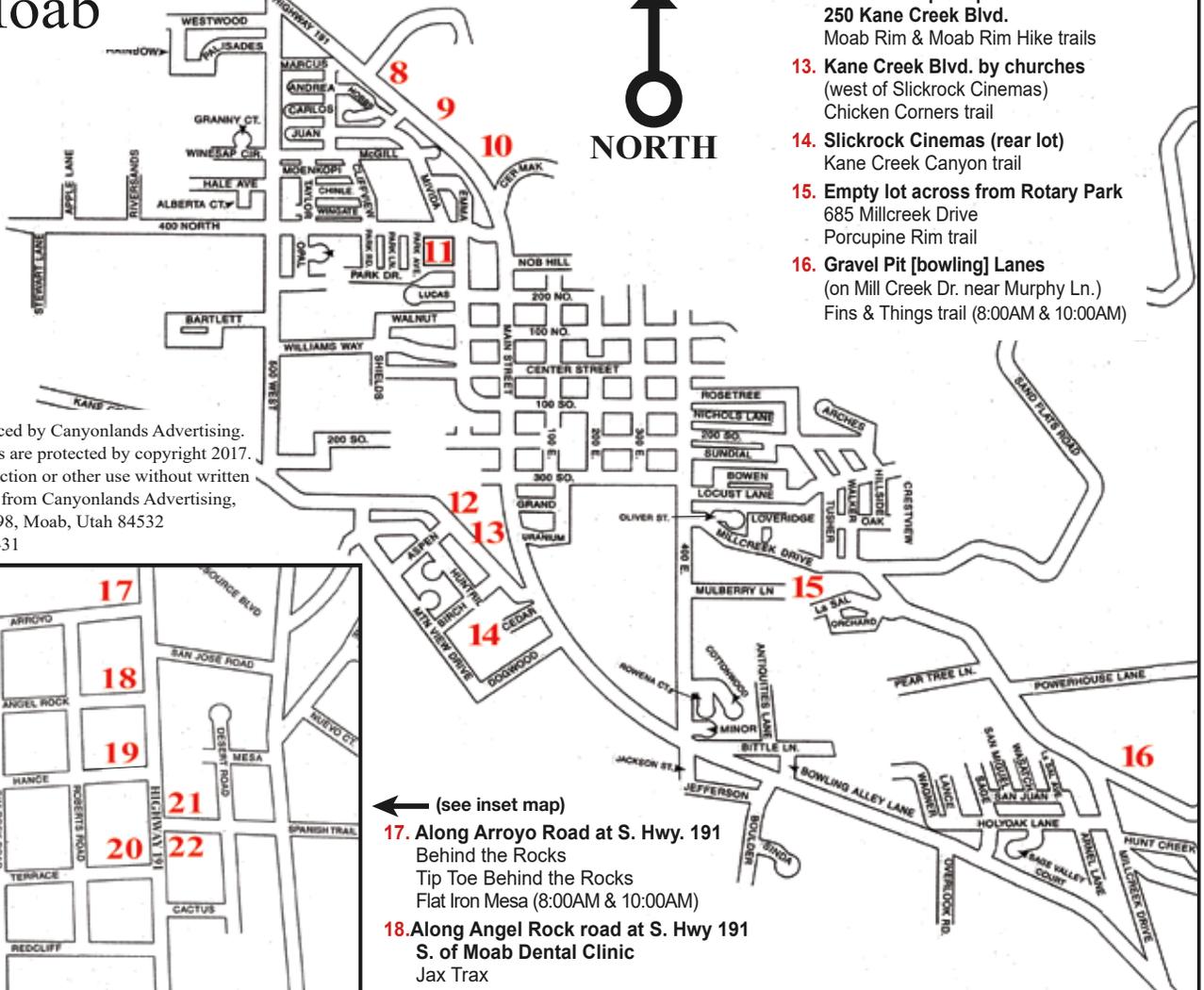
ALL TRAILS DEPART AT 9:00 AM UNLESS OTHERWISE NOTED



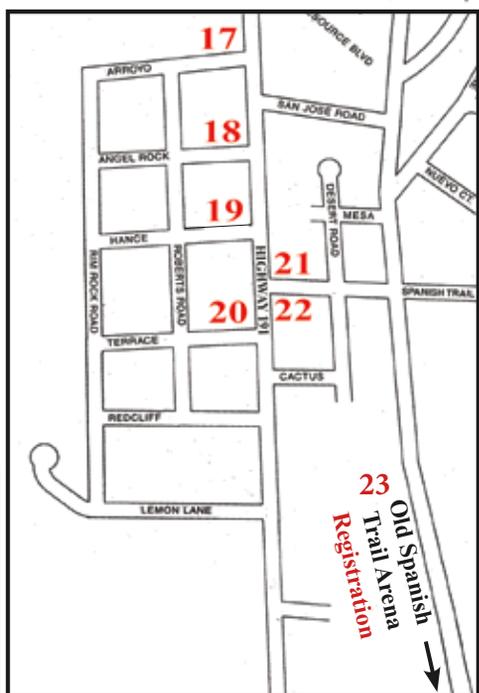
1. Utah 279 (Potash Road) First pullout on right hand side (1/4 mile)
Golden Spike trail (8:00AM)
2. Courthouse Wash parking
(North Hwy. 191, 1/2 mi. North of Colorado River Bridge)
Poison Spider Mesa trail
3. Lions Park Upper Parking Lot
Day Canyon
Hellroaring Rim
4. Trail Hub
Dome Plateau trail (8:00AM)
Rose Garden Hill trail
Backwards Bill
Deadman Point (Friday only)
5. N. Hwy. 191 .3 mile north of Moab Springs Ranch
Copper Ridge trail
Hey Joe Canyon trail

6. N. Hwy. 191 at Moab Springs Ranch
Gold Bar Rim trail
Top of the World trail (8:00AM)
7. N. Hwy 191 across from Super 8
Secret Spire trail
Deadman Point (Tuesday, Wednesday only)
8. Entrance to Sunset Grill
Sevenmile Rim trail (8:00AM & 10:00AM)
9. N. Hwy. 191 across from Grand County Credit Union
3-D trail + including Pickle
Wipe Out Hill trail
10. N. Hwy 191 just North of Moab Rock Shop
Metal Masher trail
11. Swanny City Park - South side (Park Drive)
Cliff Hanger trail
Pritchett Canyon trail (8:00AM)
Use bus lane at HMK School
12. St Francis Episcopal Church
250 Kane Creek Blvd.
Moab Rim & Moab Rim Hike trails
13. Kane Creek Blvd. by churches (west of Slickrock Cinemas)
Chicken Corners trail
14. Slickrock Cinemas (rear lot)
Kane Creek Canyon trail
15. Empty lot across from Rotary Park
685 Millcreek Drive
Porcupine Rim trail
16. Gravel Pit [bowling] Lanes
(on Mill Creek Dr. near Murphy Ln.)
Fins & Things trail (8:00AM & 10:00AM)

City of Moab



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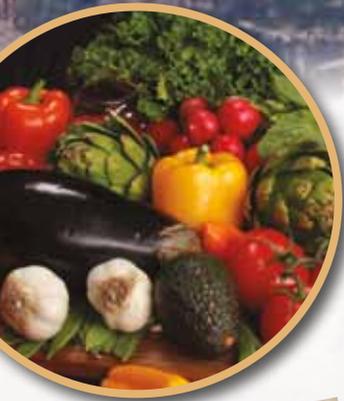


- ← (see inset map)
17. Along Arroyo Road at S. Hwy. 191
Behind the Rocks
Tip Toe Behind the Rocks
Flat Iron Mesa (8:00AM & 10:00AM)
 18. Along Angel Rock road at S. Hwy 191 S. of Moab Dental Clinic
Jax Trax
 19. Nation's Towing (2870 S. Hwy 191)
Line up along Hance Road
Elephant Hill (8:00AM)
Cameo Cliffs
Hotel Rock (8:00AM)
 20. Along Terrace Drive at S. Hwy. 191 (S. of Spanish Trail RV)
Strike Ravine
 21. Susie's Branding Iron parking lot (2971 S. Hwy. 191)
Hell's Revenge trail
Tip-Toe Through Hell trail
Hell's Revenge + Escalator
 22. Moab Spanish Trails Shell Station
Steelbender trail (8:00AM & 10AM)

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Trail of the Month

The "Trail of the Month" is held each month on the third Saturday of the month. The "Trail of the Month" is open to all those who have a four wheel drive vehicle. Trails run from easy to very difficult. The ratings are shown for each monthly trail. This is a no charge event.



The group meets at City Market on Saturday morning at 9:00 AM. They will meet in the northwest corner of the parking lot usually on the 3rd weekend. On special occasions we will have the "Trail of the Month" run away from Moab locations. In past years we have planned various locations. They were the Rubicon Trail in California, Sand Hollow Trails in



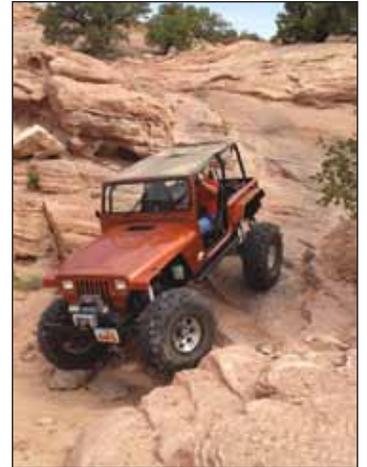
Hurricane, Utah, and the Black Bear Pass in Ouray, Colorado. Normal attendance is 15 to 20 jeeps with 30 to 40 participants.

We have had guests from many states including Canada and Mexico. CB Radio's make the trip more interesting as you learn historical facts about the area, as well as, information about the trail. There will always be a trail leader, mid gunner, and tail gunner to help participants along the trail. Plan on bringing your lunch, as this is a great time to meet the other guests and develop new jeeping friends.

"Trail of the Month" is a great way for newcomers and families to get involved, at no cost, to see how they enjoy the four

wheeling experience. Trails will vary in ratings so we offer something for everyone.

The "Trail of the Month" committee develops trails for the next year, with approval of the Executive Committee, then announces in the club newsletter. See the monthly newsletter, Facebook Page, or Club Web Page for current details of upcoming trails. You may contact Tom Edwards, "Trail of the Month" Committee Chairman, at (435)260-1504 for further information.



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- Detachable (Add-On) Hoop
- Fits winches up to 10k lbs

- Accomodates up to 37" Tires
- 1/2" Thick Recovery Mounts
- Smooth Motion Tire Carrier
- Allows use of stock receiver hitch



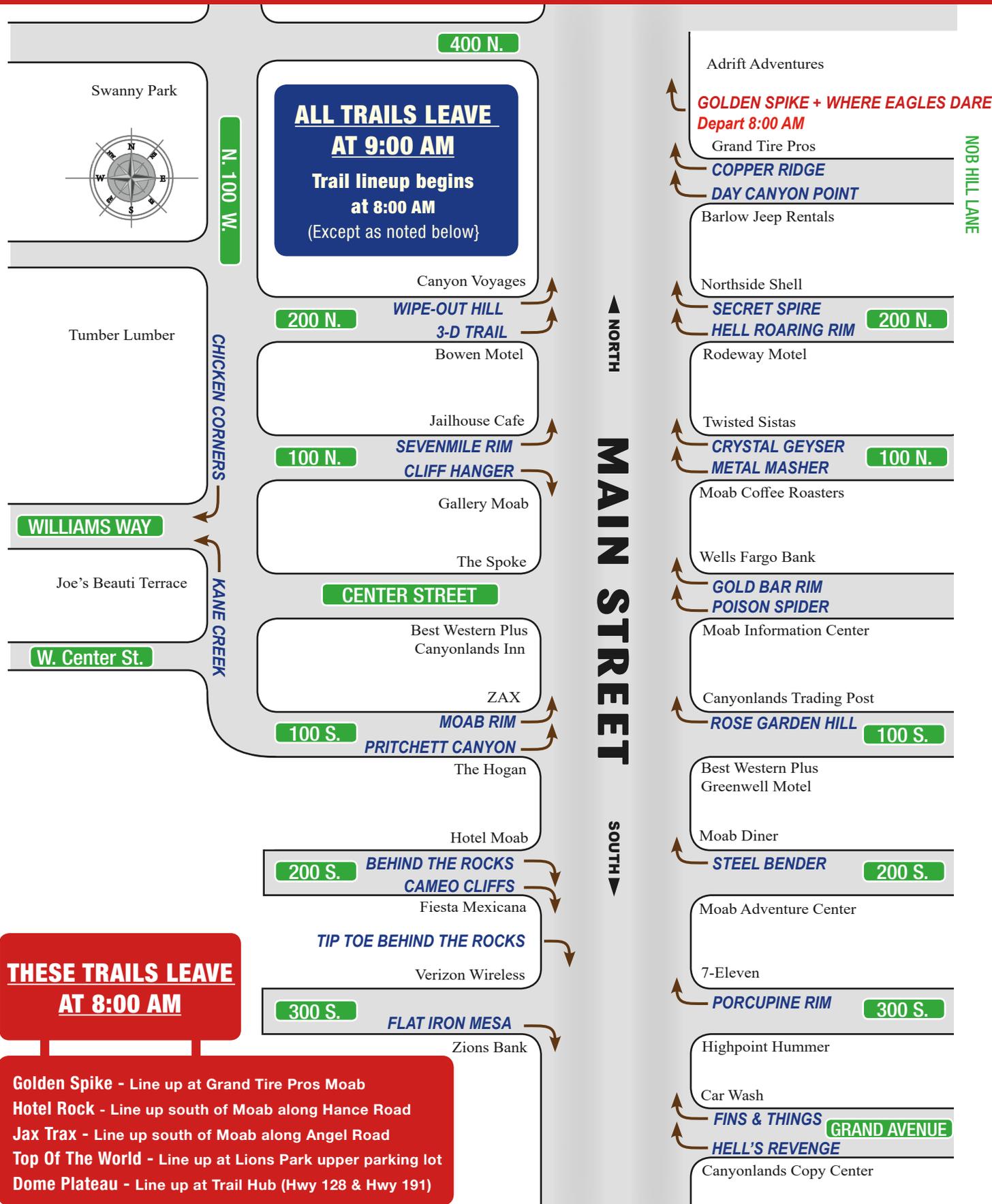
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Jeep Safari Lineup

Saturday, April 15, 2017



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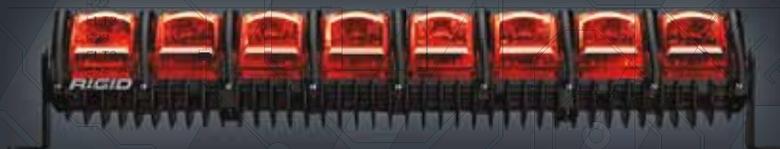


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Meet Your Trail Leaders

The Jeep Safari trails will be guided by volunteer members of the Red Rock 4-Wheelers, Inc., a four-wheel drive club based in Moab. Leading the trails was once a Moab responsibility, but we now have trail leaders and “gunners” coming from **23 states** in the U.S., plus Canada and 3 European Countries. In 2017, the following **85 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
Richard Anderton & Barbara Joyce - Larkspur, CO
Rod Marcie Andrew - Spanish Fork, UT
Jay & Dana Archibald - Layton, UT
Butch & Eve Brannan - La Sal, UT
Matt & Krista Bray - Eagle Mtn, UT
Jim Broadbent - Las Vegas, NV
Guy & Lynda Brown - Salt Lake City, UT
Maurice Brown - Brentwood, CA
Ken & Betty Bunge - Grand Junction, CO
Steve & Bev Bunge - Moab, UT
Norm & Pat Burrow - Farmington, NM
David & Connie Christensen - Warrenville, IL
Travis & Teri Clark - Roosevelt, UT
Guy & Carolyn Conway - Albuquerque, NM
Torry & Julie Cortez - Farmington, NM
Don & Karen Cravens - Farmington, NM
Larry & Tricia Crist - Moab, UT
Roy & Laura Davidson - Hemet, CA
Brett & Lori Davis - Draper, UT
Gene Day & Phyllis Adams - Moab, UT
William & Christine Dean - Olathe, CO
George Demetropolis - Bluffdale, UT
Derek & Michelle Dunsmore - Roosevelt, UT
Tom & Ella Rae Edwards - Moab, UT
Melissa Fischer - Moab, UT
Peter & Faye Fogel - Glade Park, CO
Mark Gonske - Conifer, CO
Hal Grace - Sedalia, CO
Aaron & Catherine Graves - Bountiful, UT
Gary & Dena Graves - Coto De Caza, CA
James & Kimbirlee Graves - Farmington, UT

Kevin Hawkins - Murray, UT
Skip & Jan Herzog - West Jordan, UT
Larry Higginson - Murray, UT
Timothy & Sue Hodgkins - Napoleonville, LA
Bill Hughes - Grand Junction, CO
Robert & Marsha Humphreys - Moab, UT
Bart & Janeal Jacobs - Orem, UT
Jake & Joyce Jacobson - Erda, UT
Nancy Jenkins & George Dewees - Farmington, NM
K. Casey Kay - Grand Junction, CO
Michael & Joanne Kelso - Moab, UT
Bob & Shirley Keniston - Edgewood, NM
William Kenney - Flower Mound, TX
Curtis & Debra King - Moab, UT
Charles & Karen Leonard - Mesa, AZ
Curtis & Gennie Leonard - Scottsdale, AZ
Dan & Susan Lindblad - Omaha, NE
Larry & Sharon Long - Moab, UT
Scott Lyon - Moab, UT
John & Carol Martin - Moab, UT
Tom & Tracy McCready, III - Silverthorne, CO
Doug & Carma McElhaney - Moab, UT
Jeramey & Mary McElhaney - Moab, UT
David McIlrath - Littleton, CO
Gil Meacham - St. George, UT
Dan & Debbie Mick - Moab, UT
Bob & Annette Myers - La Sal, UT
Brian Nish - Orem, UT
Larry & Linda Olsen - Ogden, UT
Devon Parson - Moab, UT
Marlene Parson - Moab, UT
Roger Peck - Magna, UT
John & Nancy Picken - Moab, UT



Doug Ramsey - Hesperus, CO
Perry & Leila Reed - Montrose, CO
Glen & Erma Richardson - Moab, UT
PJ & Kristin Roubinet - Clearfield, UT
Dave Shannon - Durango, CO
Marlin & Julia Sharp - Lindon, UT
Dave Soukup - Indiana, PA
Jeff Stevens - Moab, UT
Susan Stevens - Moab, UT
Paul & Michelle Sutor - Salt Lake City, UT
Dave & Debbie Swafford - La Sal, UT
Neal & Tara Teeples - Rock Springs, WY
Dieter Thoeny - Liechtenstein
Ed & Penny Weber - Moses Lake, WA
Rich & Marilyn Weigand - Goodland, KS
Chris Westerkamp - Castle Rock, CO
Perry & Linda Willard - Ogden, UT
Rick & Eileen Wolcott - Castle Valley, UT
K.L. & Erin Young - Moab, UT

Trail Helpers

Debra Abrams - Moab, UT
Jeremy & Jessica Abrams - Price, UT
Shawn Abrams - Layton, UT
Tasheena Abrams - Price, UT
Mathew Adair - Moab, UT
Megan Adams - Salt Lake City, UT
Michael & Bennie Ames - Lewisville, TX
Herb Amick - Naples, FL
Ashley Archibald - Layton, UT
Christian Bargetze - Schaan, Liechtenstein

Nena Barlow - Camp Verde, AZ
Rolf Baumgartner - Switzerland
William & Char Boldt - Missoula, MT
Dempsey Bowling - Lehi, UT
Bruce & Kim Bryant - Riverton, UT
Marc & Marnie Bryson - Woods Cross, UT
Richard & Terry Burg - Covington, KY
Robert Butner - Draper, UT
Audrey Byrd - Henderson, NV
Don Campbell - Grand Junction, CO

Bob Carney - Tonto Basin, AZ
Ray & Shyanne Carter - Payson, UT
Jonny Cobia - Mapleton, UT
Mike & Carolyn Cobia - Mapleton, UT
Tracy Conway - Albuquerque, NM
RJ Covey - Rock Springs, WY
Scott Curtis - Syracuse, UT
Luke Darling - Sharon Center, OH
Tom & Dottie Darling - Ft Stockton, TX
Matt Davis - Draper, UT

Trail Helpers (Continues)

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

Harleyanne Demetropolis - Kearns, UT
David Dendel - Capistrano Beach, CA
Dan & Becky Dunaway - Casa Grande, AZ
Bob & Tana Dunsmore - Roosevelt, UT
Troy Dunsmore - Vernal, UT
Mike & Mel Ehlers - Fruita, CO
Dan & Ilona Ence - Saint George, UT
John & Peggy Encheff - Irvine, CA
Ross & Jan Engle - Provo, UT
Art Erickson - Alberta, Canada
Becca Erickson - Evanston, WY
Russ Erickson - Evanston, WY
Art Erwin - Golden, CO
Phil Fergus - Downey, ID
Steve Fiedler - Albuquerque, NM
Gary Fischer - Moab, UT
Michael Fisher - Liberty, MO
Kevin Fox - Farmington, NM
Kenneth Gaw - Albuquerque, NM
Dave Gifford - Las Vegas, NV
Matt & Lisa Goetsch - Montrose, CO
Dan Ann Haak - Burns, OR
Carole Hahn - Moab, UT
John Hall - Farmington, UT
Glen Hawkins - Alma, GA
Kevin Heckman - Bayfield, CO
Clark & Linda Hendrickson - Pahump, NV
Steve Hinken - Los Lunas, NM
Matt & Renee Hornback - Lindon, UT
Clete & Randi Hruska - Apache Junction, AZ
Michael & Beth Huitt - Sisters, OR
Bruce Hyslop - British Columbia, Canada
Jesse Jacobson - Tooele, UT
Kellie James - Alberta, Canada
Ray Jenkins - Mesa, AZ
Richard & Jennifer Jenkins - Farmington, NM
Kent & Kathy Jensen - Layton, UT
Casey Jensen - Layton, UT
Charles A & Sandy Johnson - Kilgore, TX
Charles E Johnson - Kilgore, TX
Winton Jondahl - Ridgefield, WA
Brett Jones - Telluride, CO
Davy & Susan Jones - Canon City, CO
Kevin & Gina Kimick - Taylorsville, UT
Jim Kochenderfer - Omaha, NE
Bob & Patsy Kraft - Moab, UT
Valentin Magdeleyns - Belgium
Inge Lanckman - Belgium
Dan Larsen - Salt Lake City, UT

David Laws - Provo, UT
Mike Lentz - Normandy Park, WA
Carl & Barb Limone - Paonia, CO
Brian & Jamie Llewellyn - Lufkin, TX
Thomas Love - Dolan Springs, AZ
David Lozupone - Gaithersburg, MD
Lenn Lundman - Moab, UT
Ronald & Pat Lyman - Farmington, NM
Don & Janice Mackay - Vancouver, WA
John & Terry Marsh - Moab, UT
Leroy & Jo Martinez - Farmington, NM
Ferris & Jeani McCollum - Montrose, CO
Tom (Floyd) Mccready, Jr - Arvada, CO
Dee McNenny - Moab, UT
Brad Mercer - Alberta, Canada
Dj Mereness - Phoenix, AZ
Richard Mick - Moab, UT
Rich & Janice Mickelson - Herriman, UT
James Milligan - Lake Mary, FL
Kenneth & Lourae Minor - Moab, UT
Rick Moore - El Cajon, CA
Bill Morgan - Sparks, NV
Carl & Vicky Nesbitt - West Valley City, UT
Joel Nickerson - Albuquerque, NM
Robert Nielson - Salt Lake City, UT
Stephen Nielson - Salt Lake City, UT
Warren & Coni Nielson - Payson, UT
Debi Nish - Orem, UT
Drew & Joanna Norman - Waddell, AZ
Allan & Janene Olsen - Provo, UT
Leon & Susan Olson - Spanish Fork, UT
Bob Owen - Rowlet, TX
John & Mary Pareta - Ontario, Canada
Tracy & Marclyn Payne - Englewood, CO
Joel Percival - Painesville, OH
Aaron & Jeannette Pontius - West Haven, UT
Jeremey Pool - Salt Lake City, UT
Thomas & Susie Powell - Springtown, TX
Martha & Don Reece - Arvada, CO
John & Suzy Richards - Carson City, NV
Ray Richardson & Lori Wersinger - Lakewood, CO
Joe Riley - Moab, UT
William Ritchie - Kirkland, WA
Ronald Ross - Pueblo West, CO
Paul & Jeannette Roubinet - Bountiful, UT
Jeremy & Heidi Rowan - Moab, UT
Terry & Jane Rust - Los Alamos, NM
Lance & Carmen Samuelson - Farmington, UT

Robert Schutt - Crested Butte, CO
Lacy & Layne Sheperd - Moab, UT
Richard & Melody Smith - Durango, CO
Mark & Monica Stolte - Denver, CO
Richard Stone - Park City, UT
Christina Sullivan - Glenwood Springs, CO
Eric & Sherri Swafford - La Sal, UT
Mike Tarvin - Glendale, AZ
Alan & Kathy Thayn - W. Jordan, UT
Carl & Becky Thomas - Farmington Hills, MI
George & Sandra Thornock - Orem, UT
Sid Thompson - Pocatello, ID
Ken Tichy - Canyon Lake, CA
Don & Christine Voss - Papillion, NE
R Lance Wade - Grand Junction, CO
James & Nancy Walden - Farmington, NM
Sean Walker - Milton Freewater, OR
Adrian Watson - Durango, CO
Bob Weber - Mohave Valley, AZ
DeWayne & Erika Wheeler - Arlington, TX
Michael Whitten - Edgewood, NM
Mike & Maureen Wilbur - Mesquite, NV
Don G & Martha Williams - Midvale, UT
Justin & Becky Williams - Saratoga Springs, UT
Paul A & Rebecca Williamson I - Danville, IN
Greg Winters - Moab, UT
James & Daisy Young - San Francisco, CA



What are Trail 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, not 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. Almost every jeeper who our Trail Monitors have encountered have been very understanding. It really has made our job easier. Thanks to all of you!

We’ll be there again this year and more than likely from now on. The Club has tried to leave days open for you to enjoy during Safari and the Monitors will

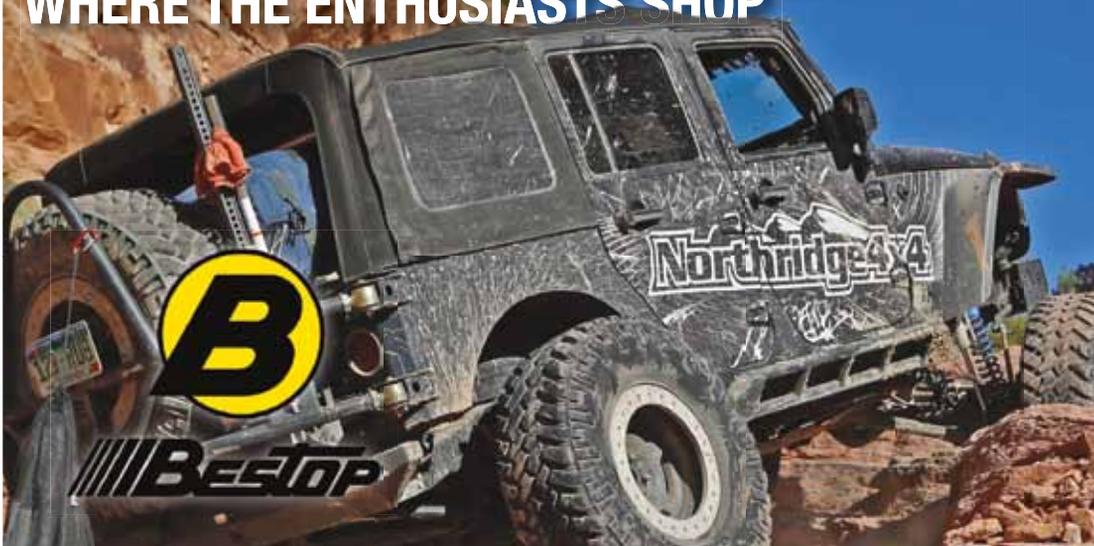


have a list of alternates you can use for the day. Please note the Exclusive Use and One Way trails section on page 176. Exclusive Use trails include spin-off trails, such as Where Eagles Dare, off the beginning of

Gold Bar or the end of Golden Spike. These trails will be closed on the days that we have scheduled the use of the trail until that trail has exited.



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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.

U.S. Department of the Interior
Bureau of Land Management

Keep a shovel & bucket handy

Check trailer chains.

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Canyon Country Land Use Guidelines continued

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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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.

We have received glowing reports about the trail package program

and are continuing the program in 2017. The “First Timers” package will be continued with a slight adjustment in the trail offered because of a rating change on one of the trails. The second package, “The Sophomore” will be continued with slight changes. In 2016, we added a “Junior Package,” to continue our educational slant to the program. We don’t envision a senior package, as we feel that after three years, you should be able to choose your own trails.

The same trail officials will be used all three days, so you will 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.

Each package is designed to provide variety of scenery. Each package is scheduled to become progressively more challenging each day to increase your comfort zone four wheeling. To complete the Red Rock 4 Wheelers packages, you will have spent 3 years at Safari and seen an amazing variety of scenery and moved from easy to moderate trails, under the guidance of our dedicated volunteer leaders and helpers.

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.

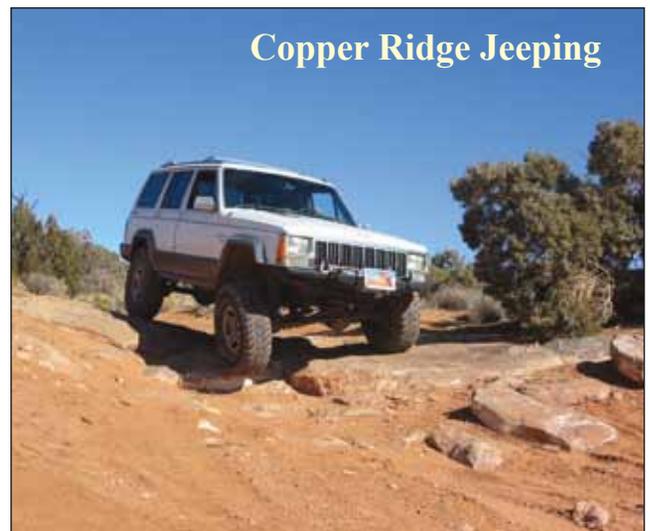
First Timer's Package



Roger Peck, Leader

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

9th) with the easiest trail, and each day after will feature a trail a bit more difficult than the prior day's offering. We will start the package with the Chicken Corners Trail, rated 2. **(For complete description of trail see page 76)** Day two April 10th will feature the Secret Spire Trail, another 2 rated trail that is slightly more challenging than Chicken Corners. Located on a totally different plateau northwest of Moab **(For complete description see page 86)** The third day will feature the Copper Ridge Trail, rated 4. Copper Ridge will take you to the northeast, close to the boundaries of Arches National Park. **(For complete description see page 92)** The package is priced the same as any three day selection



Copper Ridge Jeeping

of safari trails; the difference will be four wheeling with the same fellow jeeps and officials each day.

NOTE: Please make sure you have a CB radio in good working order to get the maximum benefit from this package.

The Secret Spire



Packages

Sophomore Package



Rick Wolcott, Leader

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!

This package will start with our Deadman's Point Trail (Rated 3) for its first day (Tuesday, April 11th). *(For complete description of the trail see*

page 82). Day two features the Seven Mile Rim Trail (Rated 4) (Wednesday, April 12th). *(For complete description of the trail see page*

108). 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.

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 (Rated 4) (Thursday, April 13th), a slick rock jeeper's



7 Mile Rim Jeeping

delight! *(For complete description of this trail see page 100)*. 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.

Junior Package



Jake & Joyce Jacobson, Leaders

Here is the final edition of our Red Rock 4 Wheelers college of 4 wheeling. You have progressed from a complete novice, to a confirmed wheeler. You are now ready to take your final exams before you move on to pick your own trails. During your first year you did trails rated at 2, 2 & 4. For your sophomore year, you were advanced to trails rated at 3, 4 & 4.

You are now about to move up to trails rated at 4, 5 & 5.

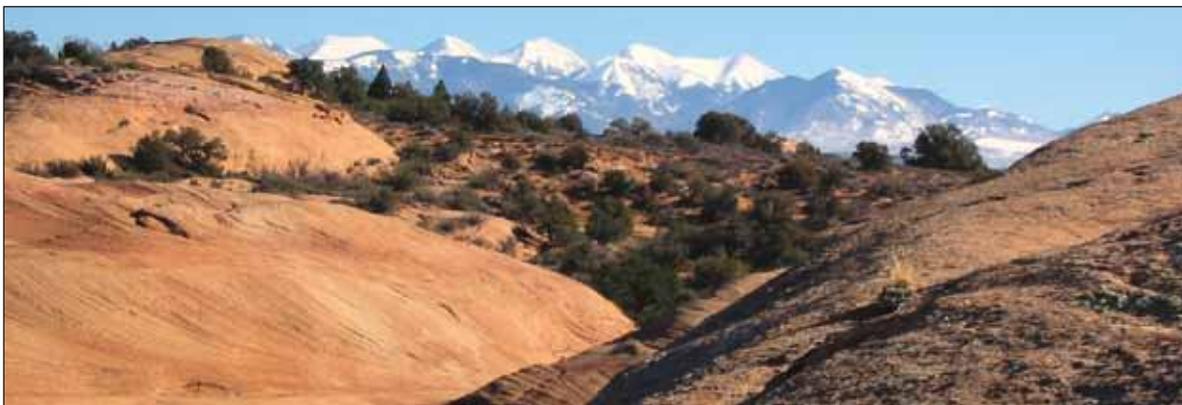
You will start your adventure on the 3D trail. This trail was part of the original first timers package, but wear and tear on the trail has moved its rating up to a 4. This trail is scheduled for Tuesday, April 11th. *(For complete description, see page 90)*.

Your next chapter of your adventure takes place on Wednesday, April 12th and will travel south of Moab to the Behind The Rocks trail. This trail has been part of the Safari almost from the beginning. The

regular Behind the Rocks Trail is rated as a 7, but you will be treated to what we call Tip Toe Behind the Rocks, which is rated as a 5. *(For complete description, see page 120)*.

For your final exam you are being treated to one of our newest trails, Jax Trax. This 5 rated trail was introduced to Safari in 2014 and has become very popular. *(For complete description see page 126)*.

An additional opportunity may happen on your trails. Many of our trails are sponsored by major aftermarket manufacturers, and they may be riding along with you during the day. They participate in the sponsor program to interact with the public, and they often giveaway some interesting goodies.





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2010 Dash Plaque
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2011 Dash Plaque
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2012 Dash Plaque
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2015 Dash Plaque
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2.5 RESERVOIR (DSC)

- 2.5" aluminum external reservoir
- 7/8" hard chrome plated steel shaft
- Owner serviceable and revalveable
- Optional Dual Speed Compression (DSC) adjuster

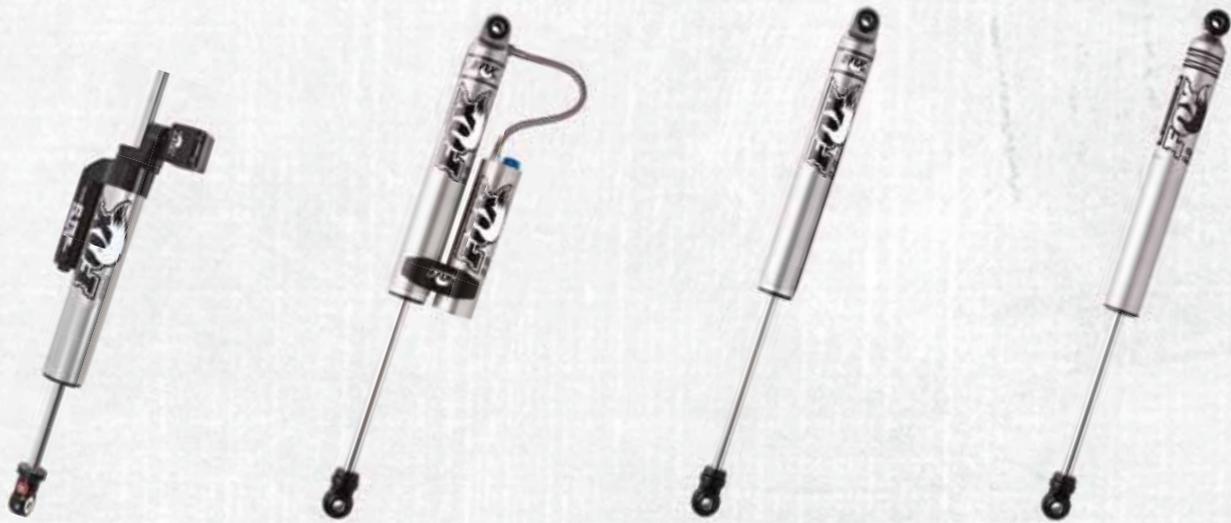
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- Quiet rubber bushings increase articulation
- Billet reservoir clamp included
- FOX Factory serviceable
- Optional Low Speed Compression (LSC) adjuster

2.0 IFP & 2.0 IFP STABILIZER

- Mono tube with (IFP) internal reservoir
- Aluminum body runs cool
- 5/8" hard chrome plated steel shaft
- Quiet rubber bushings increase articulation
- FOX Factory serviceable
- Optional Roost Shield

ADVENTURE SERIES

2.0 IFP & 2.0 IFP STABILIZER

- Mono tube with (IFP) internal reservoir
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- Quiet rubber bushings increase articulation

OWN THE TRAIL
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Bring your family and join us for the 2017 Labor Day Safari and Camp-out!

If you like to 4-wheel in Moab, a little cooler weather and smaller crowds, then this event offers the things you enjoy. The “Stay Together, Play Together” Labor Day Safari has a little bit of everything and some things the Easter Jeep Safari doesn’t offer because of its size. Trails are limited to 25 vehicles, making them smaller and **the entire event is limited to 150 vehicles**. The event is based at the Moab Rim Campground located at 1900 South Highway 191. This full service campground is at the top of the hill as you leave Moab to the South, and is just a short trip to downtown Moab. It has all of the amenities, including water, showers, picnic tables, trees, grass and no mosquitoes. The entire campground has been reserved for the event, but limited RV and tent spaces are available. But, if you aren’t a camping-type person you can enjoy the great selection of motels that Moab offers.

Your \$150 per vehicle fee includes:

► Exclusively paid for participants – IF you get your reservation in early enough, a reserved tent or RV space. 12 cabins are available at varying prices (camping, deluxe and cottage), however, these are not included in the \$150 entrance fee. Reservations for all accommodations are on a “Blue Light Special”, first come, first serve basis. To reserve an RV or tent space, choose the type/size site you require *before* you check out on the website when paying your entrance fee (call 1-435-ROCK (7625) if you have questions). To reserve a cabin, call 1-888-599-MOAB (6622). Sorry, once the campground is full you will need to make your camping reservations in one of the other fine campgrounds in the area at your own expense.

Accommodations will be available to you starting Friday afternoon, September 1st to Monday, September 4th at 11:00AM. Note: you will need to contact the campground at 1-888-599-MOAB (6622) for any days you plan to stay after Sunday night.

► A hot breakfast served on Saturday & Sunday mornings by the RR4W chefs, starting at 7:00AM. A delicious dinner served Saturday evening at 7:00PM, sponsored by Ed & Janice Helmick of AYJ Books for the 5th year. (Bring your chairs and own beverages.)

► A drawing after dinner on Saturday night at the campark.

► An Ice Cream Social Sunday night sponsored by iDeal Off-Road and Hard Rock 4X4, time to be announced.

► You’ll enjoy sharing stories with other jeepers, the family friendly atmosphere, and more than likely make some great new friends.

► Daily trail runs led by fun and knowledgeable Red Rock 4-Wheelers.

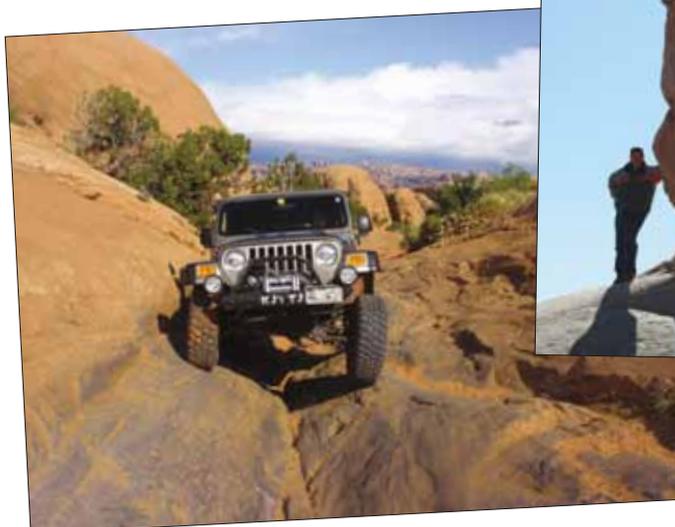
Registration for the event will open online in May of 2017. Be sure to let us know: a) how many kids and adults in your party and b) how many breakfasts (for 2 days) & dinner tickets you will need as noted on the website when registering. Call us as soon as you make your event registration reservations online to set up your campground reservations – remember they are limited!

Once in Moab:

► Check in at the campground or your motel.

► Pick up your registration packet, meal tickets, drawing tickets, etc. at Registration at the Moab Rim Campground during these times:

- Friday, Sept 1 3:00 – 7:30PM
- Saturday, Sept 2 6:30AM – trail departure at 9:00AM & 3:00 – 5:30PM
- Sunday, Sept 3 6:30AM – trail departure at 9:00AM.





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 challenging trail, but not necessarily vehicle damaging trail schedules.

Saturday, September 2

Chicken Corners (2) (CB22)
7-Mile Rim (4) (CB25)
Hell's Revenge (6) (CB12)
Steel Bender (6) (CB6)

Where Eagles Dare/Poison Spider (7) (CB11)

Sunday, September 3

Polar Mesa (3) (CB3)
Secret Spire (2) (CB27)
Fins & Things (4) (CB1)
Jax Trax (5) (CB36)
Hell's Escalator (8) (CB12)

Monday, September 4

Fins & Things (4) (CB1)
3-D (4) (CB23)
Porcupine Rim (5) (CB18)
Moab Rim (7) (CB2)

The "First Timers", two day package offers the same Officials on both Saturday & Sunday and you'll be running with the same participants both days. This is a very popular package for 4-wheelers new to Moab. (Please note, you can still register for another trail on Monday, if you register for the "First Timers" package).

First Timers Package

Saturday, September 2

La Sal Pass/Geyser Pass/
Sand Flats Road (3) (CB4)

Sunday, September 3

Copper Ridge Road (4) (CB13)

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 look at the scheduled trails for the event this year and phone at 435-259-ROCK and let us know what trails you are interested in. (You will be contacted after June 16th with your assignments and/or any questions we have). You must attend and sign in at the Officials Safety meeting on Saturday morning, September 2nd at 7:30 AM at host campark, Moab Rim Campark.

2017 Campout Supporters



A/J BOOKS



TERAFLEX

What Do Registration Fees Pay For?

A good part of the registration fees go to pay land use fees to the Bureau of Land Management (BLM) for use of public lands and the State of Utah for use of School Trust Lands. Our "Special Use Permit" with the BLM requires a \$5.00 fee for each person/day of use. After the event is over we provide the BLM with the total number of vehicles that registered, the average number of people per vehicle, and the total number of vehicles that ran a trail each day during the event. For 2016, the club paid \$57,454 to the BLM, Utah State Trust Lands, National Park Service, & other government agencies.



Another part of your fees go to postage and related mailing expenses. The cost of printing and mailing registration confirmations and answering inquiries is part of it. We also have a "hot list" of people who have attended one of our events in recent years and those who have expressed interest for future events.

We mail about 7,000 of these magazines every year. Not everyone attends every year, but many like to read and plan for another year. The magazine is designed and published by Canyonlands Advertising Inc. as a for-profit business operation.

The Club provides editorial material and photos and they do the hard part – soliciting advertising, planning the layouts and arranging printing & mailing.

The Red Rock 4-Wheelers, Inc., is intended to be a not-for-profit corporation (but we are not technically "non-profit" – we pay taxes).

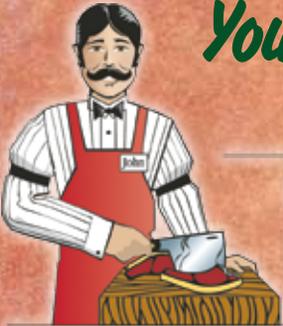
Basically, no profits are distributed. Any one event may show a surplus or a deficit. Surpluses may be used for regular club expenses and charitable donations. In 2016, \$15,000 was donated to the following organizations: Moab City Police Department, Grand County Sheriff's Department, Grand

County Search & Rescue, San Juan County Sheriff's Department 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 Tread Lightly also receive donations and matching funds.



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Schedule of 2017 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 26

SATURDAY, April 8

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 Hance Road next to Nation's Towing, S. Hwy 191. **CB-32**

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

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

Fins & Things (4) - 10:00 a.m. (Bob Keniston) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-29**

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-25**

Sevenmile Rim (4) - 10:00 a.m. (Richard Anderton) meet at entrance below Sunset Grill. **CB-31**

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

SUNDAY, April 9

3-D (4) - (Mark Gonske) meet along N. Hwy 191 across from Grand County Credit Union. **CB-23**

Backwards Bill (5) - (Gene Day) meet at Trail Hub (Corner of Hwy 128 & 191). **CB-16**

Chicken Corners (2) - (Roger Peck) meet on Kane Creek Blvd by churches (W. of Slickrock Cinemas). **CB-22**

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

Elephant Hill (4) - (Brett Davis) meet along Hance Road next to Nation's Towing, S. Hwy 191. **CB-4**

Flat Iron Mesa (6) 8:00 a.m. - (Larry Higginson) meet along Arroyo Road at S. Hwy 191. **CB-17.**

Flat Iron Mesa (6) 10:00 a.m. (Scott Lyon) meet along Arroyo Road at S. Hwy 191. **CB-18.**

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

Golden Spike (7) - 8:00 a.m. (Ken Bunge) 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) - (Tom Edwards) meet along Angel Rock Road S. Hwy 191, S. of Moab Dental Center. **CB-36**

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

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

Secret Spire (3) - (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 (6) - 8:00 a.m. (John Picken) meet at N. Hwy 191 at Moab Springs Ranch. **CB-30**

MONDAY, April 10

3-D (4) - (Devon Parson) meet along N. Hwy 191 across from Grand County Credit Union. **CB-23**

Behind the Rocks Tip Toe (5) - (Charles Leonard) meet along Arroyo Road at S. Hwy 191. **CB-25**

Cameo Cliffs (3) - (Mike Kelso) meet along Hance Road next to Nation's Towing, S. Hwy 191. **CB-32**

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

Day Canyon (4) - (Dave Soukup) meet at Lions Park upper parking lot. **CB-33**

Elephant Hill (4) - (Timothy Hodgkins) meet along Hance Road next to Nation's Towing, S. Hwy 191. **CB-4**

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-29**

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**

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

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

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

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

Rose Garden Hill (7) (Mark Gonske) meet at Trail Hub (Corner of Hwy 128 & 191). **CB-26**

Secret Spire (3) - (Roger Peck) meet along N. Hwy 191 across from Super 8 Motel. **CB-27**

Sevenmile Rim (4) - 8:00 a.m. (Rich Wiegand) meet at entrance below Sunset Grill. **CB-25**

Sevenmile Rim (4) - 10:00 a.m. (George Demetropolis) meet at entrance below Sunset Grill. **CB-31**

Schedule of 2017 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 26

TUESDAY, April 11

3-D (4) - (Jake Jacobsen) meet along N. Hwy 191 across from Grand County Credit Union. **CB-23**

Backwards Bill (5) - (Bill Hughes) meet at Trail Hub (Corner of Hwy 128 & 191). **CB-16**

Copper Ridge (4) - (Roger Peck) meet at N. Hwy 191, 0.3 mile north of Moab Springs Ranch. **CB-13**

Deadman Point (3) - (Rick Wolcott) meet along N. Hwy 191 across from Super 8 Motel. **CB-35**

Dome Plateau (4) - 8:00 a.m. - (Bob Humphreys) meet at Trail Hub (Corner of Hwy 128 & 191). **CB-14**

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

Fins & Things (4) - **Benefit Run for Cancer** (Melissa Fischer) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**

Gold Bar Rim (5) - (Ed Weber) meet along N. Hwy 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) - (Doug Ramsey) meet at Lions Park upper parking lot. **CB-28**

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

Jax Trax (5) - (Jay Archibald) meet along Angel Rock Road S. Hwy 191, S. of Moab Dental Center. **CB-36**

Kane Creek Canyon (6) - (Perry Reed) 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**

Steel Bender (6) - 8:00 a.m. (Gil Meacham) meet at Moab Spanish Trails Shell station. **CB-6**

Steel Bender (6) - 10:00 a.m. (David Adams) meet at Spanish Trail Shell station S. Hwy 191. **CB-26**

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

WEDNESDAY, April 12

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

Backwards Bill (5) - (David McIlrath) meet at Trail Hub (Corner of Hwy 128 & 191). **CB-16**

Behind the Rocks Tip Toe (5) - (Jake Jacobson) meet along Arroyo Road at S. Hwy 191. **CB-25**

Cliff Hanger (7) - (Hal Grace) meet at Swanny City Park, 400 N. St. and Park Ave (**Use South side**). **CB-8**

Copper Ridge (4) - (Bill Kenny) meet along N. Hwy 191, 0.3 miles north of Moab Springs Ranch. **CB-13**

Day Canyon (4) - (Roger Peck) meet at Lions Park upper parking lot. **CB-33**

Deadman Point (3) - (Marlene Parson) meet along N. Hwy 191 across from Super 8 Motel. **CB-35**

Fins & Things (4) - 8:00 a.m. (Tom McCready III) 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-29**

Flat Iron Mesa (6) - 8:00 a.m. (Curtis Leonard) meet along Arroyo Road at S. Hwy 191. **CB-17**.

Flat Iron Mesa (6) - 10:00 a.m. (Tom Edwards) meet along Arroyo Road at S. Hwy 191. **CB-18**.

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

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

Sevenmile Rim (4) - (Rick Wolcott) meet at entrance below Sunset Grill. **CB-25**

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

Steel Bender (6) - 10:00 a.m. (Bob Myers) meet at Moab Spanish Trails Shell station. **CB-26**

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



Schedule of 2017 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 26.

THURSDAY, April 13

- 3-D (4)** - (George Demetropolis) meet along N. Hwy 191 across from Grand County Credit Union. **CB-23**
- Behind the Rocks (7)** - (Derek Dunsmore) meet along Arroyo Road at S. Hwy 191. **CB-10**
- Cameo Cliffs (3)** - (Doug Ramsey) meet along Hance road off S. Hwy 191 S. of Nation's Towing. **CB-32**
- Cliff Hanger (7)** - (David Adams) meet at Swanny City Park, 400 N. St. and Park Ave (Use South side). **CB-8**
- Dome Plateau (4)** - 8:00 a.m. (Neal Teeple) meet at Trail Hub. (Corner of Hwy 128 & 191). **CB-14**
- Elephant Hill (4)** - 8:00 a.m. (Marlin Sharp) along Hance road at S. Hwy 191 S. of Nation's Towing. **CB-4**
- Fins & Things (4)** - (Rick Wolcott) meet at Gravel Pit Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Gold Bar Rim (5)** - (Matt Bray) 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 (4)** - (Larry Olsen) meet at N. Hwy 191, 0.3 mile north of Moab Springs Ranch. **CB-3**
- Jax Trax (5)** - (Jake Jacobson) meet along Angel Rock Road S. Hwy 191, So. of Moab Dental Center **CB-36**
- Kane Creek Canyon (6)** - (David McIlrath) meet on Kane Creek Blvd at Slickrock Cinema rear lot. **CB-4**
- Metal Masher (7)** - (Rod Andrew) meet just N. of Moab Rock Shop on N. Hwy 191. **CB-21**
- Poison Spider Mesa (6)** - (Don Cravens) meet at N. Hwy 191, Courthouse Wash parking area, 1/2 mile N. of Co River bridge. **CB-11**
- Pritchett Canyon (9)** - 8:00 a.m. (Melissa Fischer) meet at Swanny City Park 400 North 100 West, use bus lane at HMK school. **CB-20**
- Secret Spire (3)** - (Roger Peck) meet along N. Hwy 191 across from Super 8 Motel. **CB-27**

- Sevenmile Rim (4)** - 8:00 a.m. (Jay Archibald) meet at entrance below Sunset Grill. **CB-25**
- Sevenmile Rim (4)** - 10:00 a.m. (Bill Dean) meet at entrance below Sunset Grill. **CB-31**
- Strike Ravine (6)** - (Maurice Brown) meet along Terrace Drive at S. Hwy 191 S. of Spanish Trail RV. **CB-15**
- Top of the World (6)** - 8:00 a.m. (Curtis Leonard) N. Hwy 191 at Moab Springs Ranch. **CB-30**

FRIDAY, April 14

- Chicken Corners (2)** - (Norm Burrow) meet on Kane Creek Blvd. by churches (West of Slickrock Cinemas). **CB-22**
- Cliff Hanger (7)** - (Dave Christensen) meet at Swanny City Park, 400 N. St. and Park Ave. (use South side). **CB-8**
- Copper Ridge (4)** - (Jay Archibald) meet along N. Hwy 191, 0.3 miles N of Moab Springs Ranch. **CB-13**
- Deadmans Point (3)** - (Bob Myers) meet at Trail Hub (Corner of Hwy 128 & 191). **CB-35**
- Fins & Things (4)** - 8:00 a.m. (Aaron Graves) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Fins & Things (4)** - 10:00 a.m. (PJ Robinet) meet at Gravel Pit Lanes on Mill Creek Dr. near Murphy Ln. **CB-29**
- Hellroaring Rim (3)** - (Chris Westerkamp) meet at Lions Park upper parking lot. **CB-28**
- Hell's Revenge (6)** - (Ed Weber) meet at Susie's Branding Iron parking lot on S. Hwy 191. **CB-12**
- Jax Trax (5)** - (Gil Meacham) meet along Angel Rock Road, S. Hwy 191. South of Moab Dental Center. **CB-36**
- Kane Creek Canyon (6)** - (Paul Suitor) meet on Kane Creek Blvd at Slickrock Cinemas rear lot. **CB-4**
- Metal Masher (7)** - (Brian Nish) meet just N. of Moab Rock Shop on N. Hwy 191. **CB-21**
- Moab Rim (7)** - (Roy Davidson) meet at St Francis Episcopal Church, 250 Kane Creek Blvd. **CB-2**
- Pritchett Canyon (9)** - 8:00 a.m. (Jeff Stevens) meet at Swanny City Park 400 North 100 West, use bus lane at HMK school. **CB-20**
- Secret Spire (3)** - (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-25**
- Sevenmile Rim (4)** - 10:00 a.m. (John Martin) meet at entrance below Sunset Grill. **CB-31**
- Steel Bender (6)** - 8:00 a.m. (Peter Fogel) meet at Spanish Trail Shell station S. Hwy 191. **CB-6**
- Steel Bender (6)** - 10:00 a.m. (Larry Higginson) meet at Spanish Trail Shell station S. Hwy 191. **CB-26**
- Wipe-Out Hill (5)** - (John Picken) meet along N. Hwy 191 across from Grand County Credit Union. **CB-16**

SATURDAY, April 15

- Dome Plateau (4)** - 8:00 a.m. (Steve Bunge) meet at Trail Hub S. E corner Hwy 128 & Hwy 191. **CB-14**
- Hotel Rock (5)** - 8:00 a.m. (Skip Herzog) meet along Hance road S. Hwy 191 by Nation's Towing. **CB-31**
- Jax Trax (5)** - 8:00 a.m. (Bill Dean) meet along Angel Rock Road S. Hwy 191 S. of Moab Dental Clinic. **CB-36**
- Top of the World (6)** - 8:00 a.m. (Gene Day) meet at Lions Park upper parking lot. NE corner of Hwy 128 & Hwy 191. **CB-30**

THE REMAINING 26 TRAILS
ON SATURDAY
LINE UP DOWNTOWN
see "Trails at a Glance" pages 18-19
and Line-Up Map page 30

SUNDAY, April 16

- Fins & Things (4)** - (Mike Kelso) meet at Gravel Pit [bowling] Lanes on Mill Creek Dr. near Murphy Ln. **CB-1**
- Golden Spike (7)** - 8:00 a.m. (James Broadbent) 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**
- Sevenmile Rim (4)** - (Neal Teeple) meet at entrance below Sunset Grill. **CB-25**
- Strike Ravine (6)** - (Dave Swafford) meet along Terrace Drive at S. Hwy 191 S. of Spanish Trail RV. **CB-15**



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Moab Easter Jeep Safari - 53

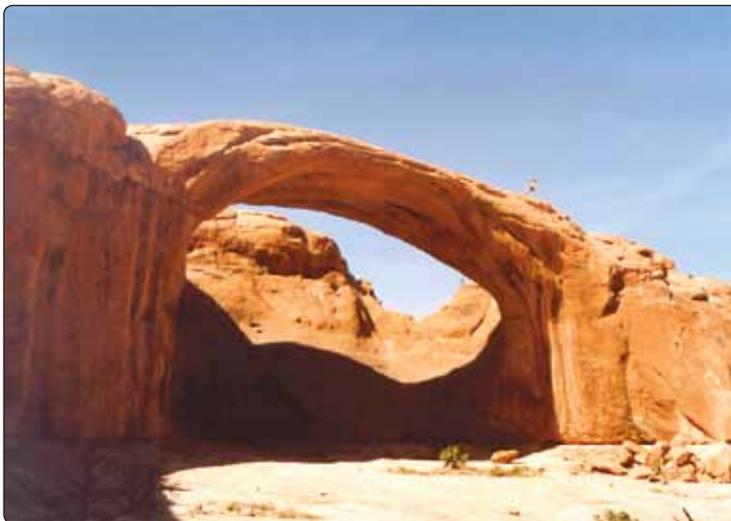
Combination Hiking Trails

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

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

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



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, high clearance **light duty 4WD required.**



3: Trail consisting of loose rocks, dirt, and sand with some slickrock surfaces, mud holes possible, no steps higher than 12". **4WD is required,** aggressive tires a plus.



4: Trail consisting of loose rock, dirt, and sand with some slickrock surfaces. Some erosion; washes, gulches and rock steps no higher than 18". Tall tires(33" plus) and limited slip would be a plus. **4WD is required.** Enhanced suspension travel and good ground clearance are helpful. Good driving skills a plus.



5: Trail surfaces are rutted, rocky and sandy with steps not exceeding 24", with considerable slickrock surfaces. Water not exceeding 12" with some mud possible. 4WD, tall tires (33" plus) and traction adding devices (**locker, limited slip**) **are required.** Above average driving skills are desirable. A winch would be a plus. Enhanced suspension travel and good ground clearance are a plus.



6: Trails are difficult with considerable erosion damage, loose rocks, dirt, and slickrock. Water in excess of 12" is possible with mud conditions. Steps not exceeding 36". 4WD, tall tires (33" plus) with **two traction adding devices (lockers, limited slips) are required.** A winch would be a plus. Enhanced suspension travel and good ground clearance are a plus. Excellent driving skills are recommended.



7: Trail consists of rock, sand and considerable slickrock with many steps exceeding 48". Steep inclines and declines are prevalent. **Enhanced off road equipment is required including locking devices (front & rear), 35" 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. **Same equipment required as #7.** A winch is desirable. Excellent driving skills are required. Vehicle mechanical or body damage is likely. Roll over possibilities exist.



9: Extreme and beyond. The average well equipped trail rig may have great difficulty in completing this trail. Steps exceeding 60". Steep inclines and declines with off camber sections are prevalent. **Enhanced off road equipment is required including locking devices (front & rear), tall tires (37" plus), maximum ground clearance, tow hooks, and a winch. Minimum wheelbase 100".** Excellent driving skills are required. Vehicle mechanical or body damage is likely. Roll over is very common. Spare parts and tools are recommended.



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.

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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 schedule of trails section of this publication.

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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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.
- Remember to check the spare.
- Visually inspect the tires to make sure there are no nails or other objects embedded that could poke a hole in the tire and cause an air leak. Check the sidewalls to make sure there are no gouges, cuts, bulges or other irregularities.
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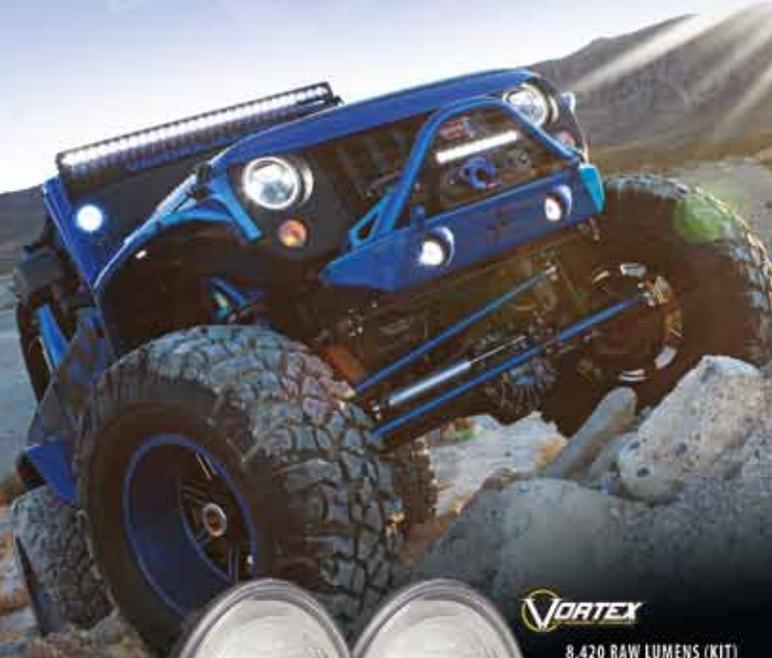
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More Trails

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



that either are historic or are intended to be enticing.

Grand County has more than 6,000 miles of roads — that's a little more than half a mile for every man, woman, and child living here. The county routinely maintains about 1,700 miles of those roads to be passable for two-wheel drive (barring bad weather or

recent wash-outs). The rest may be occasionally repaired by the county, but in most cases they are maintained by their users barely well enough for their intended use. And that leaves a tremendous variety of roads to wonderful places.

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

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

Not far from Grand County, and West of the Green River, the San Rafael desert is interesting and the San Rafael Swell is huge and fascinating. To the south, some Safari trails are in San Juan County, where 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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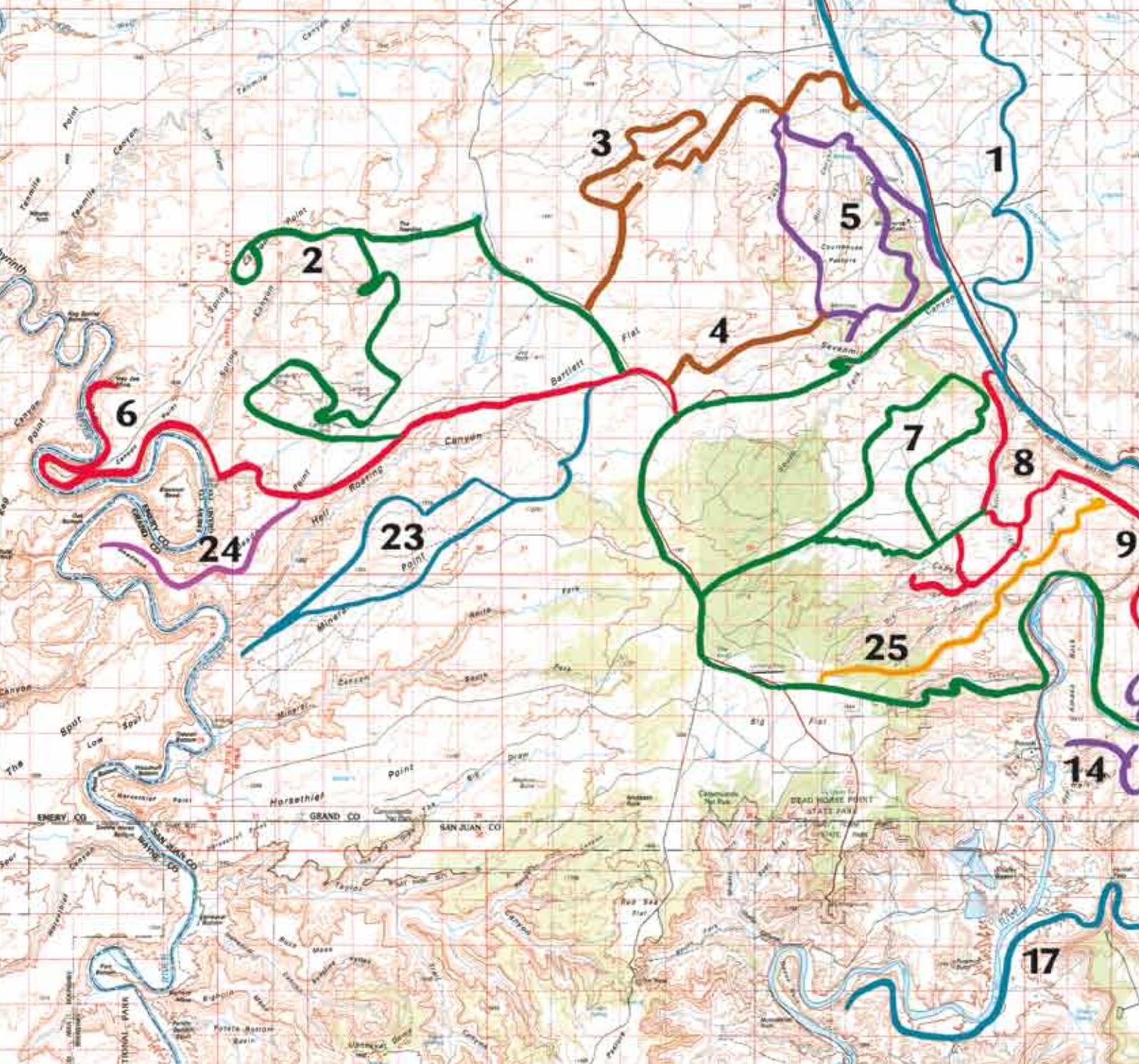
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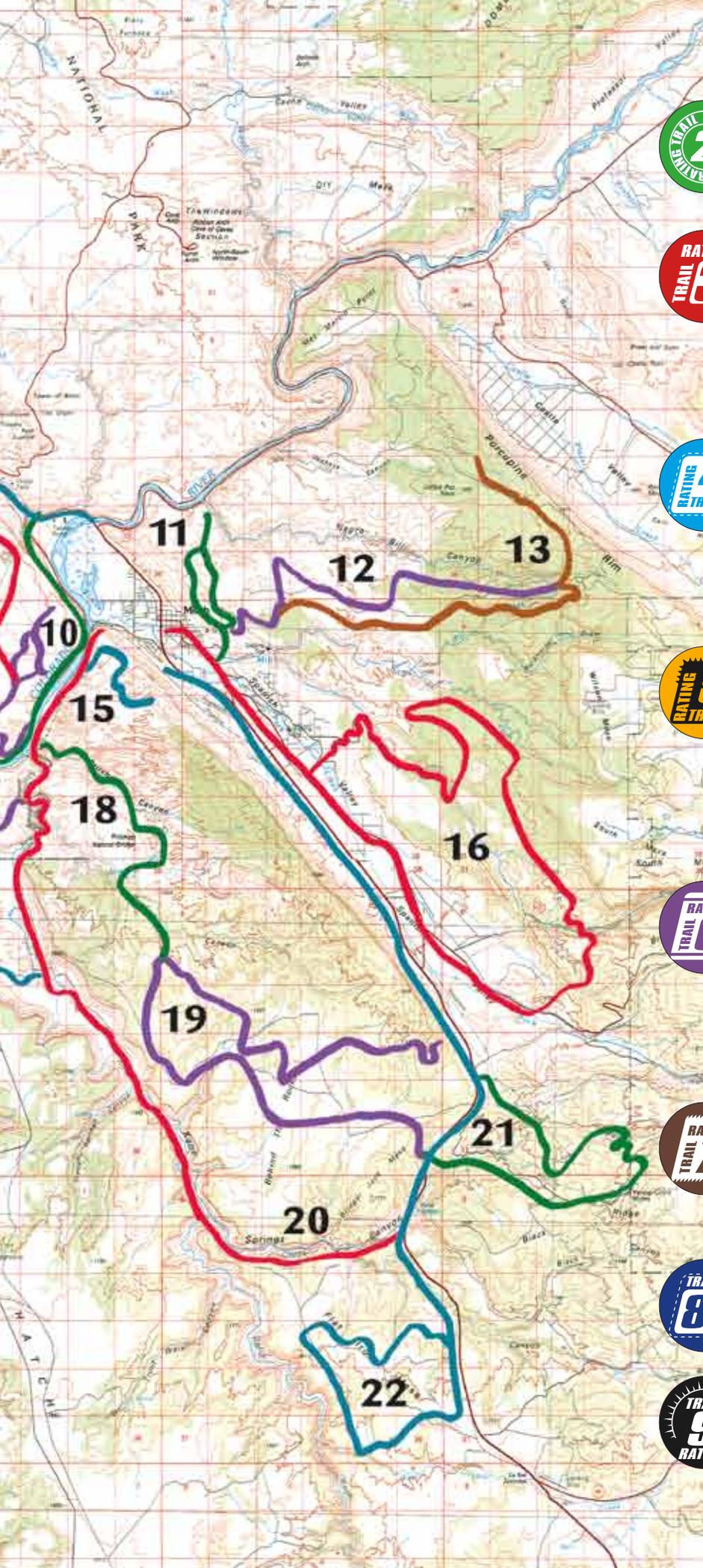


2017 Jeep Safari Trails

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)



Chicken Corners Trail76

Cameo Cliffs Trail78

Crystal Geyser Trail80

Deadman Point Trail.....82

Hellroaring Rim Trail84

Secret Spire Trail86



3-D Trail90

Copper Ridge Trail92

Day Canyon Point Trail94

Dome Plateau Trail96

Elephant Hill Trail98

Fins & Things Trail 100 & 102

Hey Joe Canyon Trail 106

Sevenmile Rim Trail 108

Tip Toe Through Hell Trail 104



Backwards Bill..... 118

Gold Bar Rim Trail 122

Hotel Rock Trail 124

Jax Trax Trail..... 126

Porcupine Rim Trail 128

Tip-Toe Behind the Rocks 120

Wipe-Out Hill Trail 130



Flat Iron Mesa Trail 132

Hell's Revenge Trail 134

Kane Creek Canyon Trail..... 136

Poison Spider Mesa Trail..... 138

Steel Bender Trail 140

Strike Ravine Trail 144

Top of the World Trail 146



Behind the Rocks Trail..... 150

Cliff Hanger Trail 152

Golden Spike Trail 154

Metal Masher Trail 158

Moab Rim Trail 160

Rose Garden Hill Trail 162

The Pickle..... 148

Where Eagles Dare..... 156



Escalator to Hell 166

Gold Bar Rim Trail w/Rusty Nail... 164



Pritchett Canyon Trail168-169

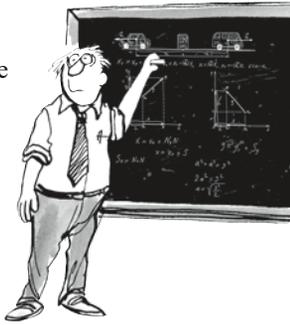


Want To Be A Trail Official?

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 20.



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

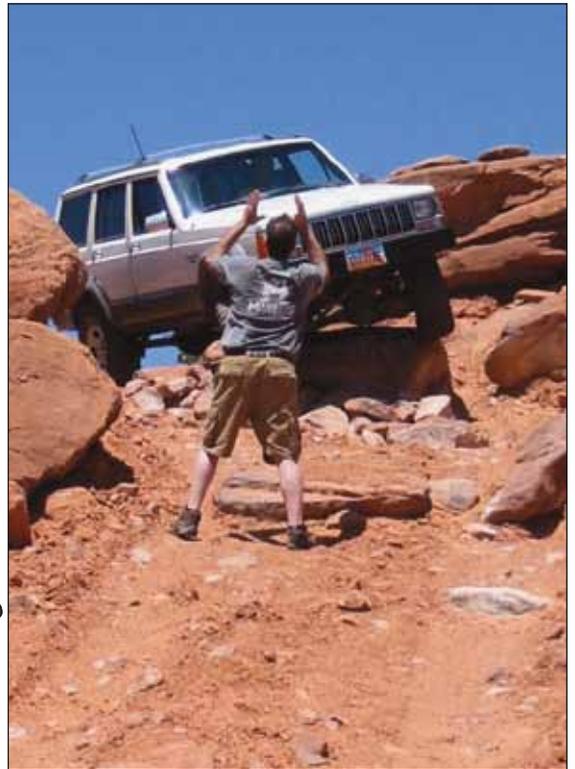
you, as an official, to share your experience with newcomers. Use the CB. Passing on local items of interest, scenic views, or notes on trail conditions helps keep the CB channel clear for use as well as making the trail more interesting for participants.

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

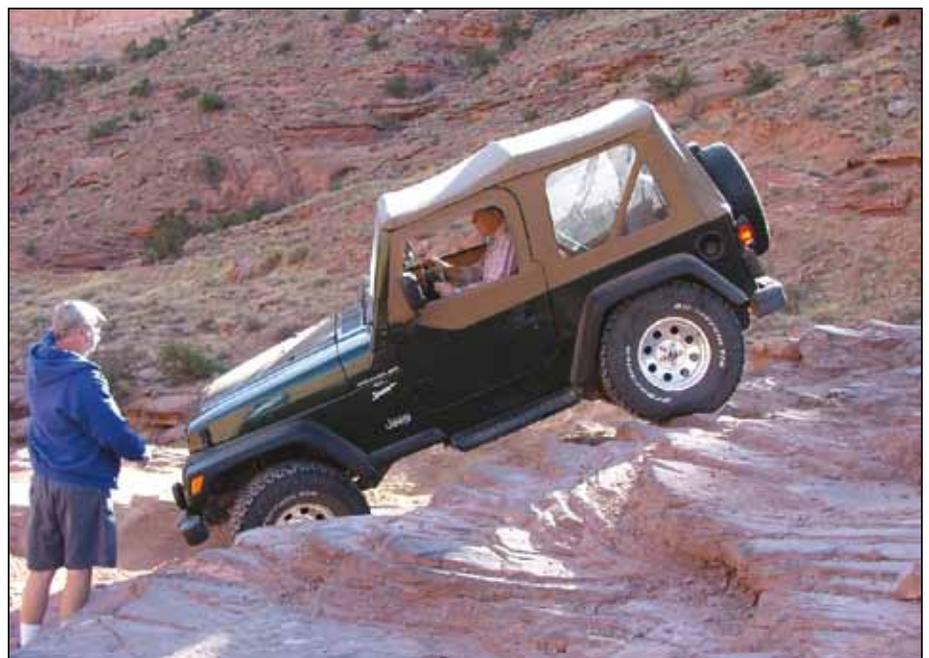
Being a trail official has many responsibilities with few privileges. Note that having an “official” flag on your vehicle does not entitle you to join a trail you have not registered for. Officials have already been given priority for trails on their free days; they will not be allowed to abuse these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



Moab Jeep Safari Expo

THURSDAY, APRIL 13
8:00 AM - 8:00 PM

FRIDAY, APRIL 14
8:00 AM - 6:30 PM



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Product Displays

The Easter Jeep Safari gathering of four-wheelers becomes a magnet for people who would like to sell something. Where the Red Rock 4-Wheelers use a large arena for registration, there is considerable room for displays by manufacturers 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 "the 4-wheel 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 13, and Friday, April 14**. These vendors have rented their space, and many have contributed products to a giveaway drawing on Friday evening, April 14. Every registered participant in the Jeep Safari receives a ticket to this giveaway (Your ticket will be in your registration packet).

In order to make the prize drawing move along quickly, we require that the

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

If you are interested in being a vendor at this unique show contact Carma at 435-259-1916 or rr4wvending@yahoo.com.



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Vehicle Requirements

Easter Jeep Safari 2017

The Red Rock 4 Wheelers wish to clarify the eligibility of differing vehicles for the 2017 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 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 features a UTV Rally scheduled for May 16-20, 2017. You can find them at RallyOnTheRocks.com.

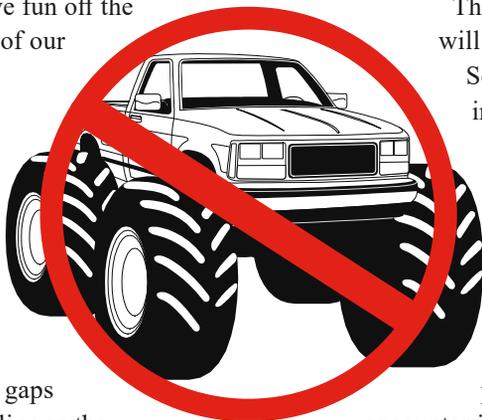
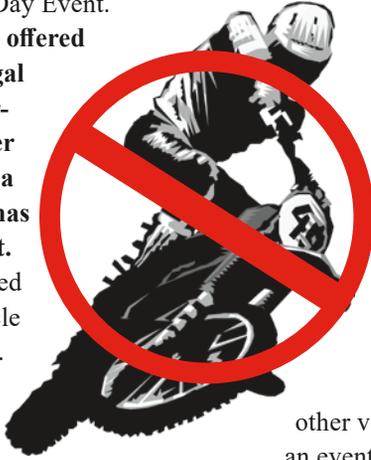
There are many other ATV and UTV events in Utah, visit www.atvutah.com or www.utvjam.com.

The San Juan ATV Safari will be held in Monticello, September 14-16, 2017; information is available at www.sanjuansafari.com. (See ad on page 65.) A great calendar of events can be found at www.pirate4x4.com.

Another problem we frequently encounter is questions about purpose-built rockcrawling rigs. All but a couple of the Jeep Safari trails are no challenge for these purpose-built rigs, so 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. Windshields, lift height, and fender coverage of the tires are a few of the items of concern, but by no means all.

The passenger car and light truck manual can be viewed or downloaded from <http://highwaypatrol.utah.gov/wp-content/uploads/sites/21/2016/11/2016-Passenger-Car-Light-Truck-Manual-10-26-2016.pdf>

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.

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Boy Scout BBQ

The local Boy Scouts of America troops from Moab WILL put on a BBQ dinner on **Thursday evening** of the Easter Jeep Safari. This dinner is held in the Spanish Trail Arena on Thursday, April 13th, evening during the Expo. This annual Expo features over 180 vendors from all over the US displaying the latest in 4x4 parts and accessories. Plan your Thursday evening to attend the Expo and eat with the Boy Scouts. This is the sole money raiser for the local Boy Scout Troops. When unable to attend the BBQ Dinner, it is nice to make a donation to the Scouting movement.

All proceeds go the local Scout Troops, and pay for all the Scouts summer camp at Blue Mountain Scout Camp. The boys are also awarded prizes for the number of tickets that they sell.

The meal includes a BBQ Sandwich, baked potato with sour cream and butter, salad, and a cold soda. The Scouts set up two cafeteria style lines to serve quickly and efficiently. The meat is prepared in the kitchen of a local rafting company,

and delivered to the Spanish Trail Arena prior to the dinner. Scout parents will wrap in tinfoil and bake approximately 2,000 potatoes for the dinner. Scout leadership divides the duties between the local troops. Some troops will clean the pots and pans, finishing close to midnight. Others will man the food lines and serve close to 2,000 participants.

All of the Expo participants at the show will be served by the Scouts in their booths. The Scouts will always be in uniform while selling tickets and serving on the food line. The local Moab Scouts invite all to attend and appreciate the support given by the Red Rock 4-Wheelers and those who participate in the annual Easter Jeep Safari.



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How To Reach Us Quickly

With the rise in electronic communication, we receive e-mails at our website rr4w.com. We may not get to them as quickly as you might expect, especially if you are one of the younger generation.

The Red Rock 4-Wheelers is a busy organization, but not a place of business in the usual sense. We have a post office box to receive our mail. Someone usually picks up the mail every day.

How many clubs do you know of that have listings in the phone book? We do, but the phone is in someone's home. One of our members has an actual telephone with wires, but the number is often "call forwarded" to another home, chosen because that member is likely to be available with answers to your questions. When you call, that family may be out warming up the trails for you, may be working, may be eating, or may be attending to "personal matters" — just like at your house. Keep trying.

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

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Moab's Jeepers Have a Long History

I remember reading of Red Rock 4-Wheelers exploits concerning trail maintenance that dated back into the early 1980s. Pictures of Ber Knight and Dan Mick in Washington DC to accept an award from the BLM for the hours of work the RR4W Club had put in during the monthly trail rides were widely distributed. Then there was the legendary Ber Knight dynamite episode (and subsequent BLM citation), also from the 1980s.

It seems like the expansion of the length of Jeep Safari and of the number of trails offered has more recently required work trips that use more involved tools

and equipment to accomplish the required repairs. In 2007 late fall rains and winter snows combined to eliminate about 75 yards of the Kane Creek Canyon trail. The wash out was about six feet deep and eight feet wide. An urgent call by then Red Rock Club's president (Bob Bandle) to the San Juan County Road Department netted a piece of equipment and an operator to perform the repairs. The problem was discovered in late January, and the trail was successfully run at Jeep Safari! Around the same year Pritchett Canyon was causing an increasing number of problems. A large rock shelf near the entry point, once descended,

essentially force vehicles to complete this very difficult trail. Grand County Road Department provided equipment and an operator to alleviate the impediment so that those who were in over their head, or broken, could escape the canyon. The trail has since then been "adopted" by the Moab Friends for Wheeling club, and countless hours have been donated over the years to keep this trail open.

Safari 2007 saw problems develop on several trails, and therefore 2008 featured work trips performed on Porcupine Rim and Moab Rim. The Red Rock 4 Wheelers rented a jackhammer and hauled portable generators to accomplish



Cameo 2015



Rose Garden 2015



Kane Creek 2007



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the repairs on these trails. 2009 saw RR4W and Moab Friends working together on Cliffhanger. 2010 saw the Red Rock 4 Wheelers successfully reopen a segment of Fins & Things that had been closed in a mapping error two years prior. That same year at Jeep Safari a large rock broke loose on the Flat Iron Mesa trail at Easter Egg Hill. The rock was threatening to fall on passing vehicles. A small group of Red Rockers was rounded up and repairs were well underway when a group of jeepers that were running the trail arrived. This infusion of labor made quick work of completing the repairs, and the trail was run every day that it was

scheduled for Jeep Safari.

2011 saw the Red Rock 4 Wheelers performing work on the Poison Spider Mesa trail using a Grand County Road Department air compressor and jack hammer. RR4W and Moab Friends cooperated on Hey Joe Canyon Trail repairs before Jeep Safari that same year. Another trip in the fall of this year had the Red Rockers trying to ease another trouble spot on Cliffhanger.

Fall of 2015 has seen numerous work trips as well. The record setting rains of spring and summer have created lots of problems. A contingent of Red Rock 4 Wheelers was rounded up just prior

to the Labor Day Campout to address some washouts in the Cameo Cliffs area. Copper Ridge was worked on by a small group of Red Rockers a few weeks later. Members of both local clubs combined for a work trip on Steelbender (also attended by the BLM) and another on Rose Garden Hill. A few other work trips are waiting until early 2017 to see how the winter treats the area.

Obviously the area clubs care deeply about the area and the trails they use and love.

by Bill Hughes



Hey Joe Route 2011



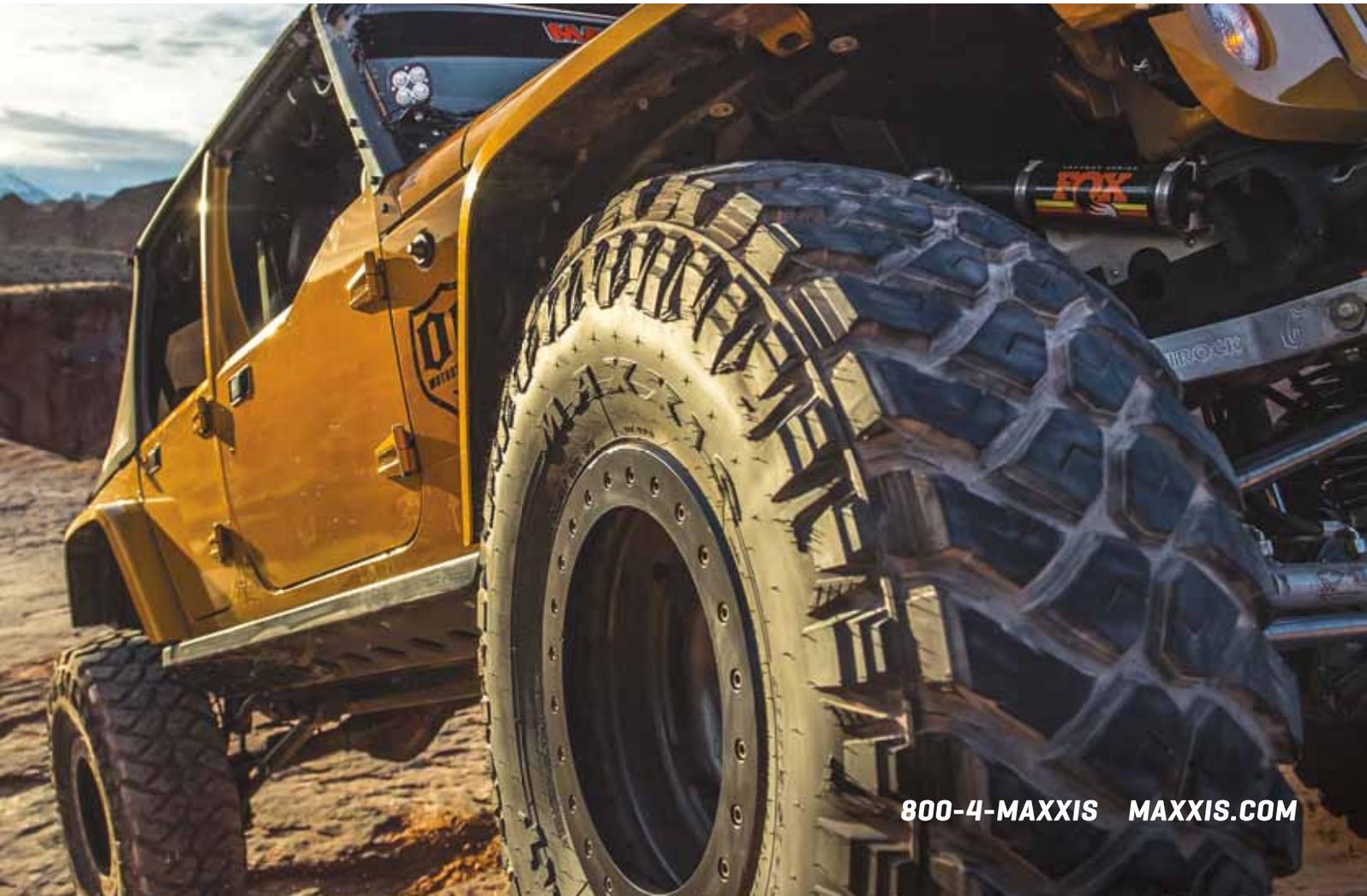
Moab Rim 2008



Cliffhanger 2009



Cameo 2015



Chicken Corners Trail



Guy Brown, Leader

This trail name dates from olden days when it was a pack trail and only the least “chicken” passed Chicken

Corners. Today travel is easier, the actual Chicken Corners is a hiking trail, 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) via Hurrah Pass, and rejoins the Colorado River, a few hundred feet above it this time. The end of the vehicle trail is directly across the river from Dead Horse Point. Approximate mileages: 51 miles total, 42 miles off pavement.

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 limestone arch at one point along 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 appearance of sandstone bedrock.

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

Associate Leaders: Bruce Bryant, Marc Bryson, Mike & Caroline Cobia, Clete Hruska, Ray Jenkins, Ron Lyman, Martha Reece.

To be used:
 Sunday 4/9 (Roger Peck)
 Friday 4/14 (Norm Burrow)
 and Big Saturday

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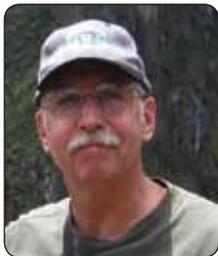
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Bill Hughes, Leader



The Cameo South area is some 25 miles south of Moab in an area that has only recently been visited by Jeep Safari. Jack Bickers, a club member in the early years, explored this area extensively in the 1990s, and this trail is comprised of a combination of several of the many old mineral exploration routes Jack discovered. The emphasis for this trail was to provide some mild four wheeling challenges while maximizing the stunning views this area offers. Those looking for milder jeeping should enjoy the abundant scenery of this trip. Approximate mileages: 83 overall, 28 off pavement.

Road Surface: There are two track dirt sections, some sand, sections of slickrock, a few small ledges, and some bumpy rocky sections.

Highlights: A couple of shelves may require a second attempt by some, the twisty section through Juniper and Pinion trees requires precise maneuvering to avoid the branches, and a short section along a canyon edge may bother those that dislike heights.

Associate Leaders: Kevin Fox, Clete Hruska, Bruce Hyslop, Kellie James, John Marsh, John Martin, Rick Moore, Terry Rust, Marlin Sharp, Sid Thompson.

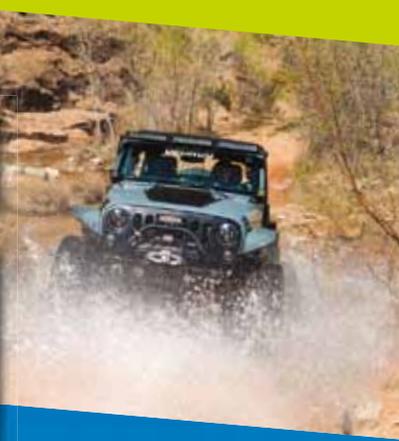
To be used:
Saturday 4/8 (Rich Weigand)
Monday 4/10 (Mike Kelso)
Thursday 4/13 (Doug Ramsey)
and Big Saturday



Scenery: Bordered on the north by Utah 46, the south by Sandstone Draw, on the west by US 191, there is scenery aplenty along this trip. Some notable places are Cameo Mesa, the Dragon Rock, Yak Rock, the Four Fins overlook, and the Wilson Arch overlook. The La Sal Mountains and the Abajo Mountains provide distant backdrops to the desert scenery.



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Guy Conway, Leader

This trail begins near Moab and finishes close to Green River which can be convenient for those departing in that direction from Safari. The trail locale is south of Green River Township and east of the Green 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 stark slopes of the Morrison Formation. Most of the trail is quite easy, but a few gullies could trap vehicles with poor clearance. Approximate mileages: 112 (52 miles of this is Green River back to Moab), 40 off pavement.

Scenery: The always beautiful Entrada Sandstone layers are especially colorful in the Rainbow Rocks area. The Morrison slopes are fully as colorful but the softer 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 road near Rainbow Rocks yield to dry-weather-only clay and shale residues later in the trail. There are some rocky wash bottoms 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 sizeable 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 carbon dioxide to yield the occasional, but spectacular, geyser action (about twice a day).

Associate Leaders: Tracy Conway, Steve Fiedler, Aaron Pontius.

To be used:
Saturday 4/15 (Guy Conway)



Eco 4Wheeling

“Eco” has become a “buzz” prefix. It is related to ecology, the science of relating living things to their surroundings. If it has to do with the environment, it must be good! So, why not “eco4wheeling.” Most of us four-wheel for the sake of reaching places that are delightful to visit. Some difficulty along the way adds exhilaration to the experience. Most people don’t need lectures to understand the importance of preserving the places we go to see. Indiscriminate vehicle tracks are the worst violations; they represent theft of beauty for selfish or malicious reasons, and they take a long time to heal. Trash is bad, but we can deal with that, and we do.

On the other hand, some of us are in the sport mostly for the challenge. We need to remember that access to the challenging roads will be available only if we don’t wreck the place. If there is no problem, there is no need to make rules to solve the problem. We are seeing many examples of problems, however, and rules are springing up to correct them. The simplest way for managers to alleviate over-use and abuse



of the lands is to limit or close access. We can argue that such a method keeps out the good guys, too, but this easy way has the vigorous support of others who think the only “good guys” are themselves.

Land-use planning (and criticism of land-use planning) is very active these days. The older RMP for the Moab District was developed in the early ‘80’s and officially signed in 1985. The plan did not anticipate the increase in the number of users, especially in the form of mountain bicycles and ATV’s. The unexpected users are not only traveling on the land, but many of them are new campers, which is worse in terms of new tracks, damaged vegetation, and deposition of human waste

and trash. Special measures have already been taken locally to correct the most immediate problems — the Colorado Riverway and Sand Flats. Recently, other emergency actions have been employed to regulate camping in heavily used areas and in restricting motorized travel to existing roads and trails in many areas. The newest RMP implementation of November 1, 2008 is very specific about land management. Roads that are designated as open and those that are closed.

The most important way we can help keep the restrictions to a minimum is to keep our tracks on the roads. A special problem is lunch stops; it is possible to visit with one’s buddies without parking side-by-side. During Jeep Safari, your trail leaders will be reminding you to stay on the trail & limit tracks. Be especially careful with your camping etiquette. The BLM has a small brochure that suggests proper procedures available at the Moab Information Center (MIC).

Wrench. Ride. Repeat.

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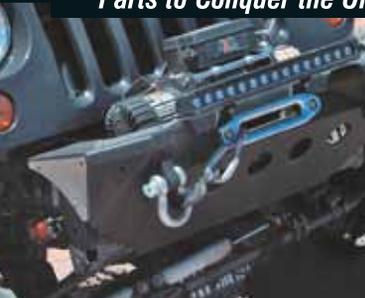
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Deadman Point Trail



Robert Myers, Leader

The Deadman Point Trail visits the interesting scenery near the bowknot bend section of the Green River. Hellroaring Canyon is to the south and Spring Canyon to the north. There are occasional challenges for stock vehicles, but this trip was planned to be scenic, relaxing family four-wheeling for those more interested in the scenery than 4x4 challenges. Approximate mileages: 90 total, 32 off highway.

Scenery: Two or three overlooks of the Green River will be visited. Glimpses of lower Hellroaring Canyon are a treat, and in the distance the large rock formation named Cleopatra's Chair in the Maze District of Canyonlands National Park can be viewed. If conditions are right one can enjoy the sight of birds floating on the thermals at some of the overlooks.

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



Highlights: One or two ledges may require a carefully chosen line to avoid scraping a skid plate or rear bumper on vehicles with a long overhang, but this trail is mainly about the views. The distant vistas are spectacular, and peering down to the Green River at the overlooks is a treat as well.

Associate Leaders: Debi Abrams, Tasheena Abrams, Tom Darling, Kenneth Gaw, Bill Morgan, Terry Rust, R Lance Wade

To be used:
Tuesday 4/11 (Rick Wolcott)
Wednesday 4/12 (Marlene & Devon Parson)
Friday 4/14 (Robert Myers)



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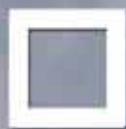
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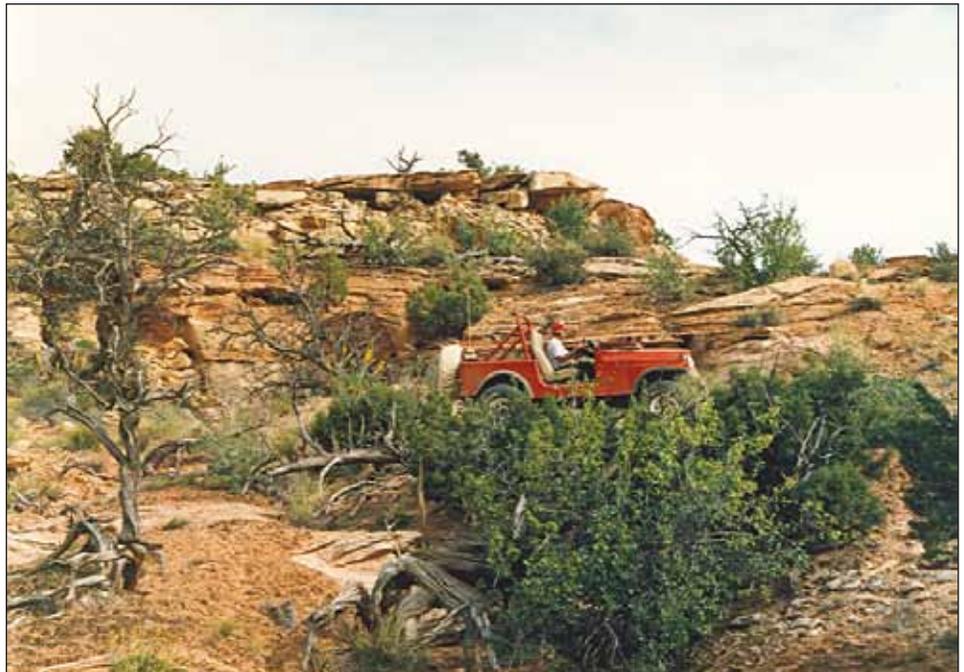




Rich & Marilyn Weigand, Leaders

This trail tours Mineral Point, part of the mesa country between the long deep gashes of Mineral and Hellroaring Canyons. These two canyons drain into the Labyrinth Canyon section of the Green River. The headwaters of these two canyons (as well as many others in the area) are shallow, normally dry drainages that suddenly plunge over rimrock into deep canyons. This is a pleasant, scenic family trail but we can't assure that a stock vehicle will get through without a "thunk" of metal on rock. Approximate mileages: 80 total, 37 off highway.

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



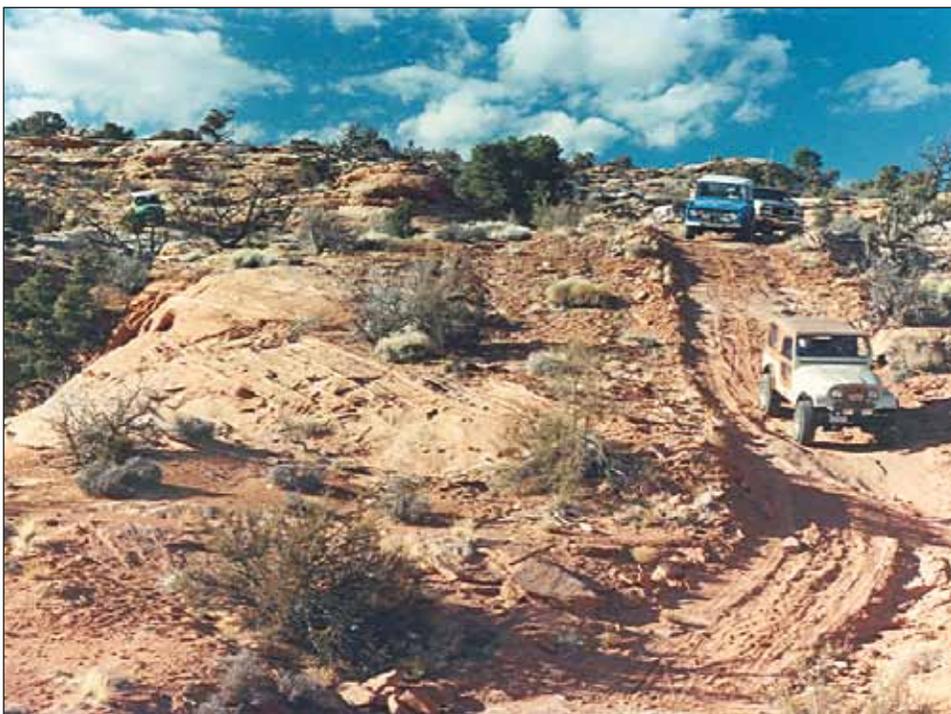
Road Surface: Most of this trail, like many other local trails, was scratched into the rock formation known as Kayenta Sandstone. This formation provides a variety of shale and sandstone that erodes into rocky ledges, broken rock, and sandy dirt.

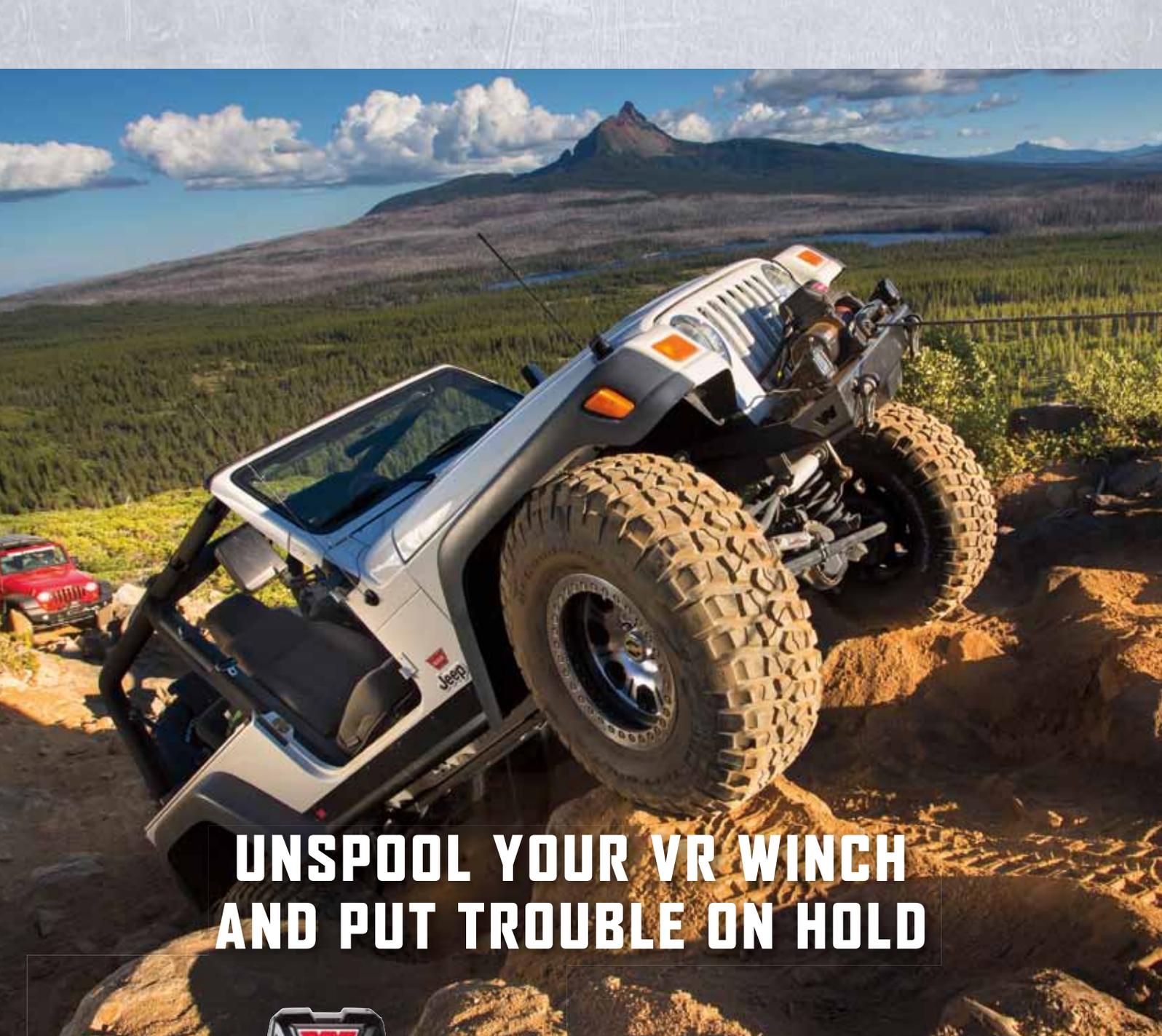


Highlights: A couple of ledgy, sandy, and switch backed hills into a small canyon provide challenging descents. The climb out is interesting as well. There are some rocky ledges that could grab any low hanging parts.

Associate Leaders: Mathew Adair, Matt Bray, Bob Carney, Aaron Graves, Kevin Heckman, Allan Olsen, Chris Westerkamp.

To be used:
 Tuesday 4/11 (Doug Ramsey)
 Friday 4/14 (Chris Westerkamp)
 and Big Saturday





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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 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. Approximate mileages: 73 total, 32 off pavement.



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 Needle Rock and Rainbow Rocks stand high above the trail.

Road Surface: After twenty miles of pavement, the roads are largely sandy dirt. The trail itself features sand, slickrock, and some sandy wash bottom.

Highlights: Near upper Spring Canyon wash bottom 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 it. The floor is a limestone layer rich in chert, and this layer extends another couple of hundred feet to an abrupt drop into lower 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 easily missed.

Associate Leaders:

Marc Bryson, Bob Carney, Mike & Caroline Cobia, Carol Hahn, Enge Lanckman, Valentin Magdeleyns, Floyd McCready II, David McIlrath, Robert Schutt, Alan Thayne, Chris Westerkamp.



To be used:

Sunday, 4/9 (Curtis King)
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Thursday, 4/13 (Roger Peck)
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Working together works!

Common Thread/Operation Cooperation

by Sara Melnicoff

Moab Solutions is a very small, unique non-profit organization that has been doing ecological restoration work, recycling advocacy—and helping indigent people—in the Moab area since 2004. While Potato Salad Hill is not a Jeep Safari route, it is well used by many enthusiasts.

Volunteers arrive at Potato Salad Hill (PSH) at first light during the nine days of Easter Jeep Safari. As the sun lights up the rocks, volunteers check for littered trash and recycling, rake out any off-trail tracks, and make sure that the rocks outlining the road are in place. They have been doing this since 2004.

Jeff Knoll, an avid rock climber, hiker and all around good guy, saw a photo in the Times-Independent showing some of the trash and recycling collected by volunteers at PSH. Jeff contacted Sara Melnicoff, of Moab Solutions, and an amazing collaboration was born.



John and Ryan looking for litter on Potato Salad Hill

Jeff got the off-road community involved in a big way, as a variety of improvements to the area were made each year by various land managers. Jeff called out for volunteers to help with cleanups and the off-road community responded beautifully.

This year, visitors to PSH, which is busiest during Easter weekend, will find a recycle station, a dumpster, and porta-potties, as well as staff from Moab Solutions working at the hill on Friday and Saturday, walking through the crowds offering to collect people's trash and recycling, a beautiful native plants display and a product giveaway. Past giveaways have included reusable and durable tote bags and pocket ashtrays.

A bonus display at PSH this year will be a Land Rover made entirely from recycled wood and some of the almost 500 recyclable containers that the Solihull Society, (<https://solihullsociety.org/>), a Land Rover Group, helped Moab Solutions collect during a road cleanup while they were here for their rally in September of 2016.

The Off-Road Business Association, (ORBA) stepped in a couple of years ago and has made grants to Moab Solutions so they can pay staff to man the recycle station, pay for the giveaways, and most importantly, pay for a shuttle that is free to users, carrying them from town up to PSH, and running continuously during the busiest times.

The Grand County Sheriff's Office works closely with Moab Solutions as they work to protect the land in this fragile desert environment. The results have been astounding as the native plants are recovering and self-seeding now. The fencing, raking, and cleanups have been very helpful in this recovery, but perhaps one of the least visible and most wonderfully positive result of Common Thread has been the great partnership between the off-road community and environmental groups. The common thread has been found!



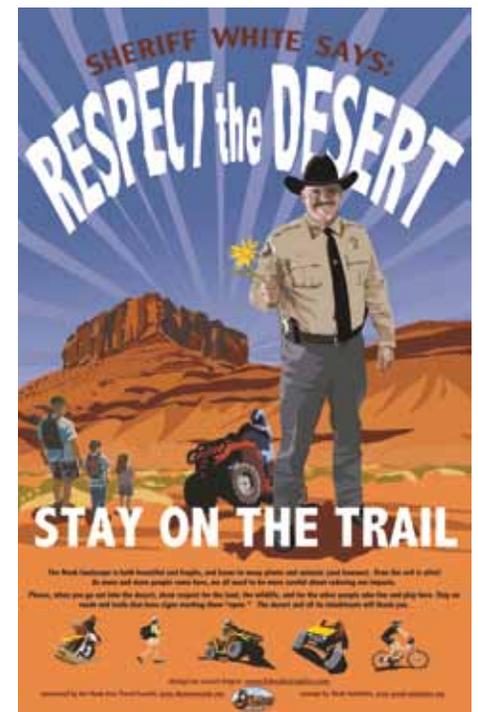
Jim Jenista of the Solihull Society with the recycled Land Rover.



If you want to volunteer for a cleanup or learn more about Common Thread, please contact Moab Solutions at moab_solutions@hotmail.com or visit their website at www.moab-solutions.org.



Abby Scott gives away a pocket ashtray to a visitor at Potato Salad Hill in 2016





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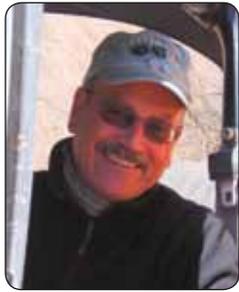
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Dieter Thoeny, Leader

The 3-D Trail tours the vicinity of colorful Hidden Canyon and Bink Spring, northwest of Moab. It visits the canyon bottom and canyon rim, and finally, a high 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 4-wheeling. Approximate mileages: 59 total, 28 off highway.

Scenery: This canyon country is unlike the Moab valley with its sheer Windgate Sandstone rimmed cliffs; instead 3-D visits canyons that are a few hundred feet deep in the smooth, red and white layers of the 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 wash bottom, and some rock/dirt mixtures with a few ledges.

Highlights: Not far from the beginning is "Airport View Hill" where a few stock vehicles with highway tire pressure may have to try more than once.

This Trail is part of Junior Package Day 1



Hidden Canyon bottom is very sandy but is usually not difficult. 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 this is "Mean Hill", which climbs about 200 feet in two steep sections. The first section begins with a shelf followed by a loose red dirt hill. The final climb looks worse than it is because it is on a "hogback" with a drop off on both sides.

Associate Leaders: Christian Bargetze, Rolf Baumgartner, Dempsey Bowling, Richard Burg, Roy Davidson, Harley Demetropolis, Jesse Jacobson, Ray Jenkins, Enge Lanckman, Valentin Magdeleyns, Carl Nesbitt, Drew Norman, Allan Olsen, Thomas Powell.

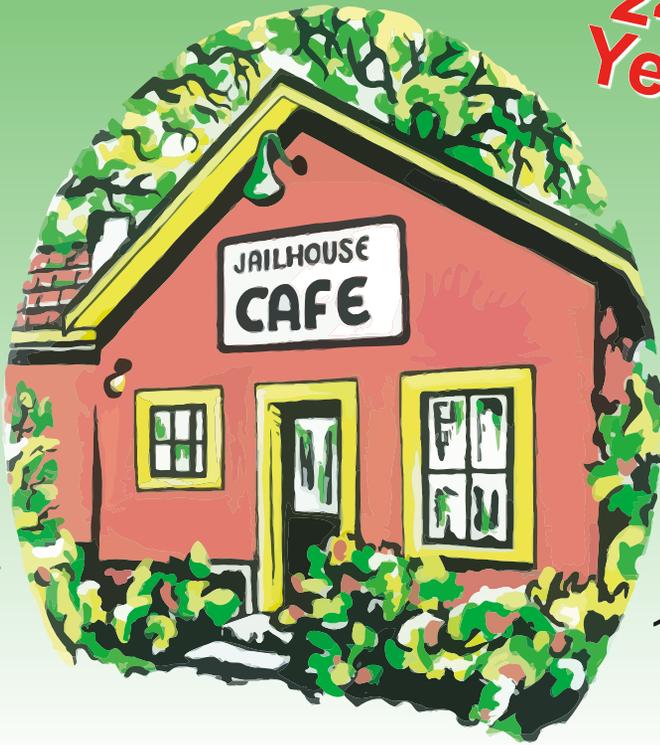
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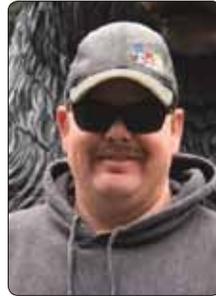
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Copper Ridge Trail

Curtis Leonard, 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. Some of the roads are on the softer Morrison Formation, which can become impassably slippery when wet. There are eroded portions that can challenge some nearly stock vehicles. Approximate mileages: 64 total, 35 off highway.

Scenery: The trail visits an unexpected and beautiful pour off into lower Sevenmile Canyon. 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 visible in the distance from various sections of the trail.

This Trail is
Day 3 of the
First Timers Package.



Road Surface: Most of the trail is dirt and rocky dirt, but there are a couple of long stretches of slickrock as well as some broad sandy wash bottom.

Highlights:

The trail goes near colorful hills that have yielded dinosaur bones. Following the main section of slickrock are two steep climbs on eroded dirt and rock. Depending upon the time, toward the end of the trip some nicely exposed dinosaur tracks may be visited on foot.

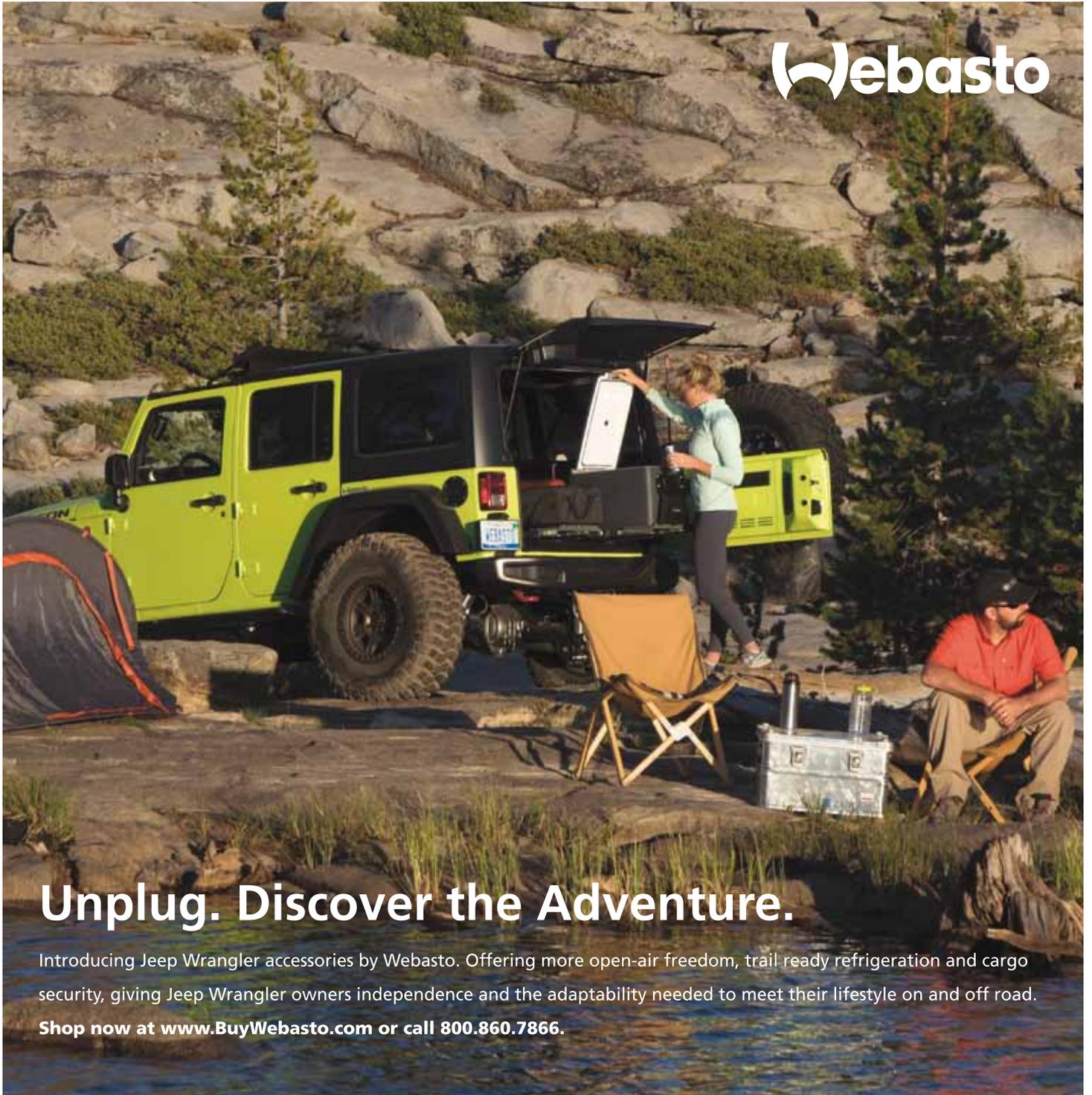
Associate Leaders:

Ashley Archibald, Marc Bryson, Mike & Caroline Cobia, Davy Jones, Charles Leonard, Leon Olson, Thomas Powell, Alan Thayne.

To be used:

Tuesday 4/11 (Roger Peck)
Wednesday 4/12 (William Kenney)
Friday 4/14 (Jay Archibald)
and Big Saturday





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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 five miles to an overlook of the Colorado River at a 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 Deadhorse Point Road. This trip is designed to be pleasant, family style 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 also. Approximate mileages: 70 overall, 10 off highway.

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 on this trip. The La Sal Peaks are constantly in view on the descent, distant views of most of the Golden Spike Trail, parts of the Poison Spider Mesa Trail, the Monitor and Merrimac Buttes, Gooney Bird Rock, Jeep Arch, the Moab Rim Trail, and the far end of the Cliffhanger Trail can all be seen.

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

Highlights: The obstacles are small ledges that are encountered as different rock layers are crossed. Only one has earned a name-“Broken Bill Hill”-where a broken axle resulted in a wheel/tire/brake drum assembly abruptly departing from a Cherokee. Some notable rock formations have been named the Puppet Show and the Lodges.



There are even several arches that can be viewed with short hikes, but usually there is not enough time to accommodate them.



Associate Leaders:

Bob Carney, Scott Curtis, Robert Nielson, Steve Nielson, Tracy Payne, Lance Samuelson, George Thornock, James Walden.

To be used:

Sunday, 4/9 (Dan Lindblad)
Monday, 4/10 (Dave Soukup)
Wednesday, 4/12 (Roger Peck)
and Big Saturday



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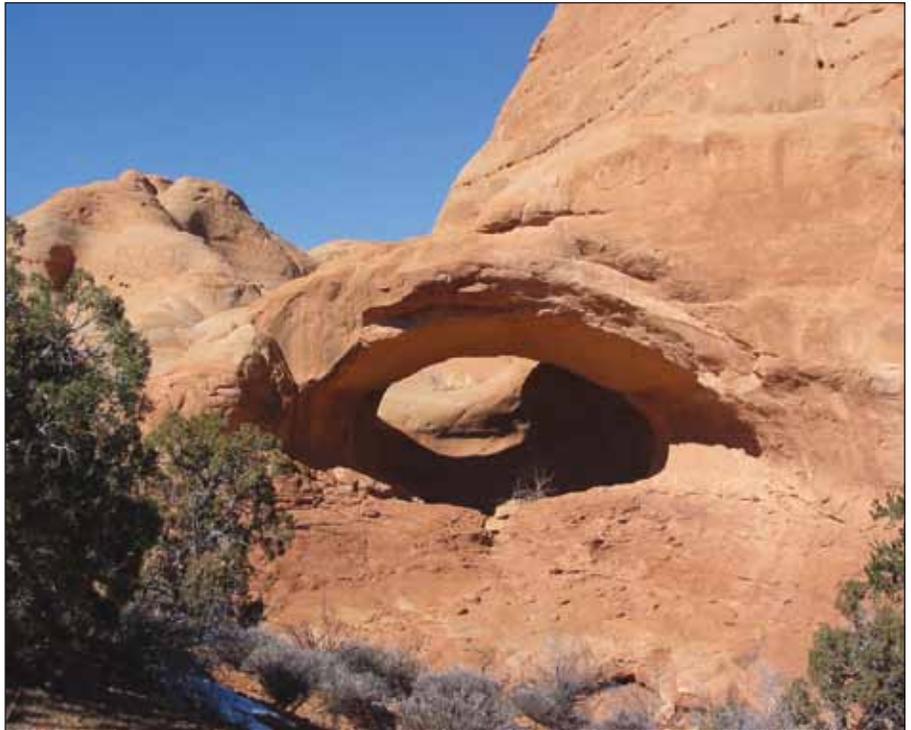
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Steve & Beverly Bunge, Leaders

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 28 miles of highway to enter from the Dewey Bridge area on Utah 128. The southern highlands are forested with pinion and juniper and are cut by canyons. The nearby Poison Strip and Yellowcat areas are the locales of many old vanadium and uranium mines. Approximate Mileages: 98 total, 30 off highway.

Scenery: The trip goes up the Colorado River to leave the highway just past the Dewey Bridge. It follows below the line of colorful Entrada Sandstone



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 also be visited.

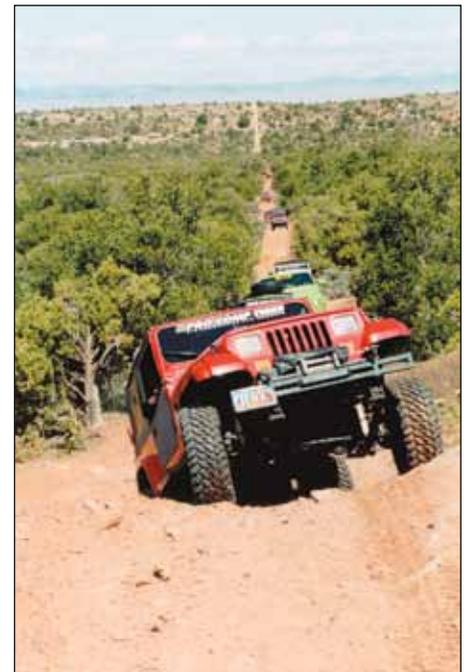
Associate Leaders: RJ Covey, David Dendle, Charles E Johnson, Lenn Lundman, David Luzapone, John Martin, Dick Stone, Neal Teeples.

To be used:
 Tuesday 4/11 (Robert & Marsha Humphreys)
 Thursday 4/13 (Neal Teeples) and Big Saturday



Road Surface: Most of the trail is dirt. The eastern part is sandy, rocky, and bumpy. One hill has loose rock and rock ledges. There are about 28 miles of paved access road at each end of the trip.

Highlights: The Colorado River Canyon is an exceptional site from along the river and from the cliffs 1,700 feet above it. "Again-and-Again Hill" is one rocky, ledgy climb after another.





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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 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 the most recent permit restrictions, the trail is limited in

All choices will include the famous Elephant Hill. From there one choice will be to walk the Joint Trail, a fascinating narrow and deep crack in a rock layer. The other option will walk to an overlook of the deeply entrenched confluence of the Colorado and Green rivers. A fast traveling group that has no evening plans in Moab could possibly do both. Participants have to trust our leaders to make the right choice for their group.

Rules say pets are not allowed on the 4x4 trails even in vehicles, and the NPS 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! Fourth, our final restriction is no long wheelbases (over 116”).

Approximate mileages: 178 total, 22 off highway.

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 Formation, which produces the spectacular colors of the canyons, spires, and balanced rocks that give the Needles District its name.

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

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.

Highlights: Elephant Hill itself features 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 over the Silver Stairs.

To be used:
 Sunday 4/9 (Brett Davis)
 Monday 4/10 (Timothy Hodgkins)
 Tuesday 4/11 (Linda Adams)
 Thursday 4/13 (Marlin Sharp)



size. The popularity of the trip, combined with this last round of restrictions, has led the Club to offer the trip more times during the week, but with an overall group size of ten. The leader of each trip will pick among the options available. The variables that effect each leader’s choice are: group travel rate, group size, Safari activities in Moab that participants desire to attend, weather, road conditions, etc.

trip involves about 75 miles of highway driving each way. Next, your vehicle needs to carry enough fuel for 180 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 (visit NPS.gov to determine current fee).



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Doug and Carma McElhaney, Leaders

“Fins” are the Navajo Formation 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 Sand Flats Road, and the territory



it covers is the rolling country east of the Hell’s Revenge Trail and between Negro Bill Canyon and the North Fork of Mill Canyon. There are a few sudden and steep climbs/descents on and off the slickrock that can be difficult for vehicles with long overhangs. Any tire will do on the slickrock, but the added clearance provided 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



SPLIT STARTING TIMES

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 is on slickrock or very sandy dirt. Some of the climbs are aggravated by a loose sand approach.

Highlights: The trip is similar to a roller coaster ride that goes on all day. “Frenchie’s Fin” and “Kenny’s Climb” are about as steep as we can do.

Associate Leaders: Michael Ames, Guy Brown, Matt Davis, Art Erikson, Becca Erikson, Art Erwin, Kenneth Gaw, James Graves, John Hall, Glen Hawkins, Steve Hinken, Mike Lentz, Carl & Barb Limone, Dan Lindblad, Floyd McCready II, James Milligan, Bill Morgan, Robert Nielson, Steve Nielson, Warren Nielson, Paul Roubinet, Dave Soukup, Neal Teeple, Michael Whitten, Mike Wilbur, Don Williams, Justin Williams, Greg Winters, James Young.

To be used:
 Saturday
 4/8 8:00am (Brett Davis)
 4/8 10:00am (Bob Keniston)
 Monday
 4/10 8:00am (Don Cravens)
 4/10 10:00am (James J Graves)



Tuesday
 4/11 Benefit Run (See page 102)
 Wednesday
 4/12 8:00am (Tom McCready III)
 4/12 10:00am (Butch Brannan)
 Thursday
 4/13 9:00am (Rick Wolcott)
 Friday
 4/14 8:00am (Aaron Graves)
 4/14 10:00am (PJ Roubinet)
 Big Saturday
 Sunday
 4/16 9:00am (Mike Kelso)



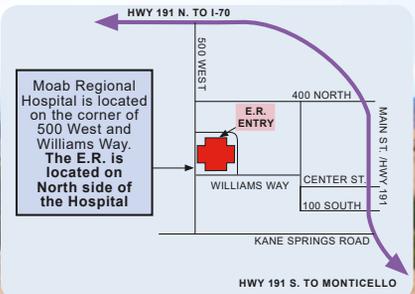


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Melissa Fischer, Leader

Historically the Benefit Run has been a Ladies Only Run but, in the past few years the men have been invited too. You and your honey can take turns driving the family four wheel drive. Men were persecuted in the past by having been made to wear a skirt or dress if they were caught driving; this has made for some really good entertainment on the trail. So, if you feel strongly about it boys, break out those heels, but you are invited to drive now. The Charity ride benefits the Susan G Komen for the Cure Breast Cancer Foundation.



See the regular Fins & Things trail on page 100 for a complete trail description. The extra elements for this unique day are: a voluntary donation of \$10.00 per vehicle and a special BBQ hot dog lunch provided by the club for everyone and served on the rocks. Additional donations would of course be welcome. The Red Rock 4-Wheelers will match every dollar donated 1 for 1. In 2015 Dirt Girl Off Road sponsored the trail. The Red Rock 4- Wheelers agreed to match Dirt Girl's Sponsorship as part of the charity match. The following for this trail has grown each year. In 2014 & 2015 it sold out early and left the trailhead full on the day it was run.

Together with your help we were able to send the Susan G Komen Foundation \$3,212 in 2016. Hopefully, we all made a difference!

NOTE: For those who are unaware, the Susan G Komen for the Cure Foundation was formed in 1982 to 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 much smaller percentage. This disease affects the whole family. Visit www.komen.org for more information. Make a difference combating this disease and have a good time doing it.

Associate Leaders: Becca Ericson, Susan Stevens, Tasheena Abrams.



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Torry & Julie Cortez, Leaders



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



Associate Leaders: Richard Jenkins, Leroy & Jo Martinez, Nancy Jenkins & George DeWees.

To be used:
Wednesday 4/12 (T&J Cortez)

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 31st, 2017** will be entitled to a refund, less a \$15 cancellation fee. For later cancellations, fees are forfeited.

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

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Larry Olsen, Leader



Hey Joe Canyon, a site of some mining ruins, is a short tributary of Labyrinth Canyon of the Green River. To get to the canyon, one must travel about 20 miles of pavement and 10 miles of good dirt road to the rim of Spring Canyon. Then the trip starts a spectacular ledge road that winds down a 600 foot cliff to the canyon bottom. The trail then follows the canyon bottom about 2 miles to the Green River. It then turns upstream about 9 miles along the river to reach Hey Joe Canyon. The trail along the river is subject to rock falls from above and collapses from below. This causes the club to expect maintenance trips in the early spring to repair fallen sections and prune Tamarisk growth along

the Green. Moderate to heavy brush contact should be expected. Approximate mileages: 85 total, 45 off highway.

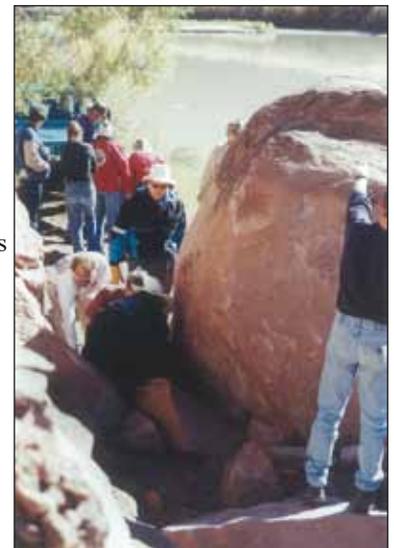
Scenery: The access roads include the paved one in Sevenmile Canyon, and good dirt roads in the open plateau country near Spring Canyon. Spring Canyon is a jewel. The trail intersects with the Green River at Bowknot Bend, a large loop of the river where the river doubles back and threatens to short cut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

Road Surface: The road into Spring Canyon once carried ore trucks and heavy equipment but it still remains subject to erosion from storms. Although it is a part of Grand County's maintained road system, recent storms and maintenance priorities usually determine the challenges this trip presents. The trail in Spring Canyon and Labyrinth Canyon are good dirt except where erosion has narrowed them or left rock falls that require hand labor to make them passable.

Highlights: There are no fixed obstacles on this route; the hard places move around as erosion continues. Some of the older rock falls have been crossed so much they are getting easy, but who knows what this year will bring. Wet weather would require substitution of this trip with one of equal rating; the trail is scary when dry and terrifying when wet.

Associate Leaders:
Art Erickson, Leon Olsen.

To be used:
Thursday 4/13 only
(Larry Olsen)



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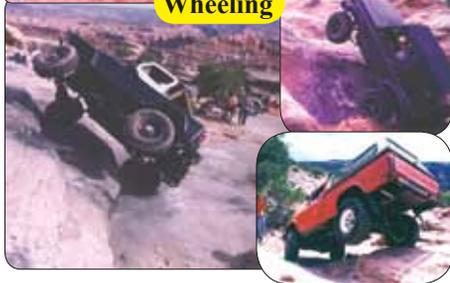


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highwaypatrol.utah.gov/safetyinspection/safety-inspection-quick-downloads/. Then select passenger car and light truck manual under "downloads". We are including a summary of the section of the manual pertaining to suspension alterations here, since that is where most people have trouble with the law. Forewarned is forearmed. Some local "buggy" type conversions go to elaborate lengths to remain legal yet trail ready.

Lifted or Lowered Vehicles

A. Lifted Vehicles:

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

B. Lowered Vehicles

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

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



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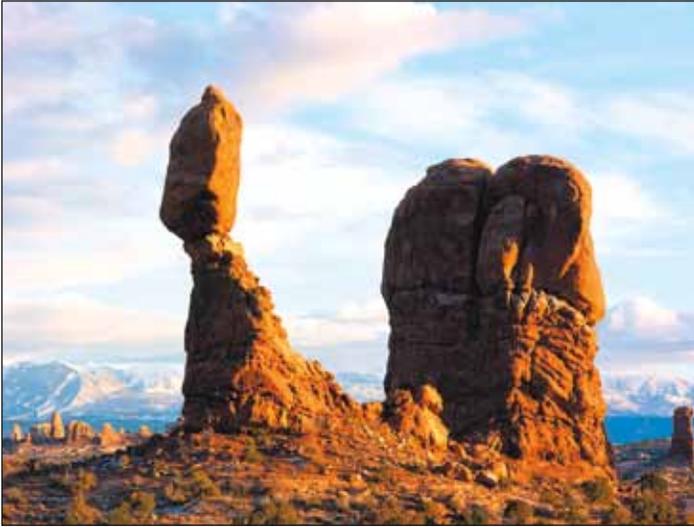
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photos: National Park Service



Balanced Rock, Arches National Park

So you're here in Moab at Easter for a week plus of Jeep Safari. May I make a suggestion? Lighten up a bit. Maybe you are one of the rare ones, but most people find sustaining a constant 5 or above trail every day for the duration of the Safari is pretty taxing. It takes its toll on the vehicle as well as the occupants. Frazzled nerves go hand-in-hand with fractured u-joints. Why, even the driver's sharp edge can be ground down to the point where stupid mistakes are made. Just look at the leader and gunner lists and see how many of them are on the trail every day. OK, so how do you handle this situation and still make use of that hard-earned vacation time? Simple, select



Overlooking Canyonlands National Park

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 soothe 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.

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 from the Salt Valley Road and goes up to the Marching Men formation and Tower Arch then comes back to the

main park road near Balanced Rock. The brochure you get at the fee station shows the route. Just don't skip the Windows Section before you start the 4WD trip or you will have wasted a chance to see some spectacular arches and scenery.

How about the Island in the Sky part of Canyonlands National Park? Well, use the pavement to get to the Park and check out the various scenic overlooks (Grandview Point should not be missed), and then select the Shafer Trail to descend to the White Rim Trail, make a left onto the White Rim Trail to head toward the potash plant, Utah 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



Mesa Arch, Canyonlands National Park

Moab Jeep Safari Expo

THURSDAY, APRIL 13
8:00 AM - 8:00 PM

FRIDAY, APRIL 14
8:00 AM - 6:30 PM



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Product Displays

The Easter Jeep Safari gathering of four-wheelers becomes a magnet for people who would like to sell something. Where the Red Rock 4-Wheelers use a large arena for registration, there is considerable room for displays by manufacturers 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 "the 4-wheel 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 13, and Friday, April 14**. These vendors have rented their space, and many have contributed products to a giveaway drawing on Friday evening, April 14. Every registered participant in the Jeep Safari receives a ticket to this giveaway (Your ticket will be in your registration packet).

In order to make the prize drawing move along quickly, we require that the

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

If you are interested in being a vendor at this unique show contact Carma at 435-259-1916 or rr4wvending@yahoo.com.



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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 2016 Easter Jeep Safari, we paid the BLM and the State of Utah land-use fees that totaled about \$75,454. The good news is that nowadays most of the BLM fees come back to the local agencies for use in land management.

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Trail Restrictions -Why?

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

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

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

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

So we are telling you now, before you break something, get hurt, or before you



make 20 new enemies on a trip. Look at the restrictions as trail obstacles to be surmounted. Each new item installed on your vehicle is another obstacle to be overcome so that in the end you and others will have an enjoyable trail experience.

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Backwards Bill Trail



Gene Day, Leader



This trail combines the second half of the Wipe-Out Hill Trail and the first half of the Sevenmile Rim Trail for a more challenging trip that retains much of the scenic highlights of both. Participants need to be aware that all vehicles must ascend Wipe-Out Hill, there is no bypass. Approximate mileage: 50 total, 17 off highway.

Scenery: The colorful Entrada Sandstone of Big Mesa, atop the white Navajo Sandstone layer provides the initial scenery. Once Wipe-Out Hill is ascended, the Merrimac Butte, and then the Monitor Butte, are each visited. A short sandy section precedes the ascent of Sevenmile Rim. Once up on the rim views down into Sevenmile Canyon, and then views east toward Arches National Park provide the remaining scenery.

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

Highlights: The descent of Rattlesnake Hill and the ascent of Wipe-Out Hill, as well as a sidehill section along Merrimac Butte provide the majority of the four wheeling excitement. Uranium Arch is interesting to visit and the bumpy descent from Sevenmile Rim will keep drivers awake at the end of the trail.



Wednesday April 12

Associate Leaders: Mathew Adair, Skip Herzog, Jim Kochenderfer, Bob Weber, Michael Whitten, Paul A Williamson I.

To be used:
Sunday 4/9 (Gene Day)
Tuesday 4/11 (Bill Hughes)
Wednesday 4/12 (David McIlrath)



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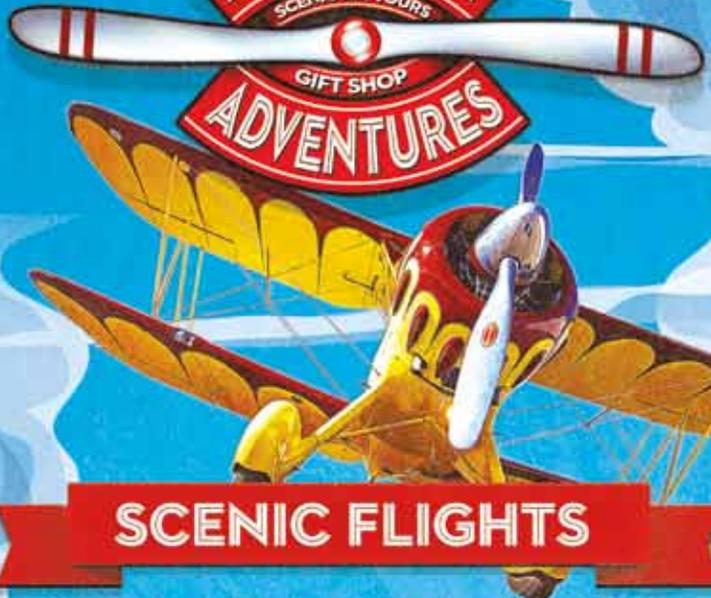
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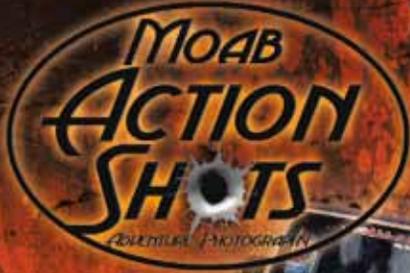
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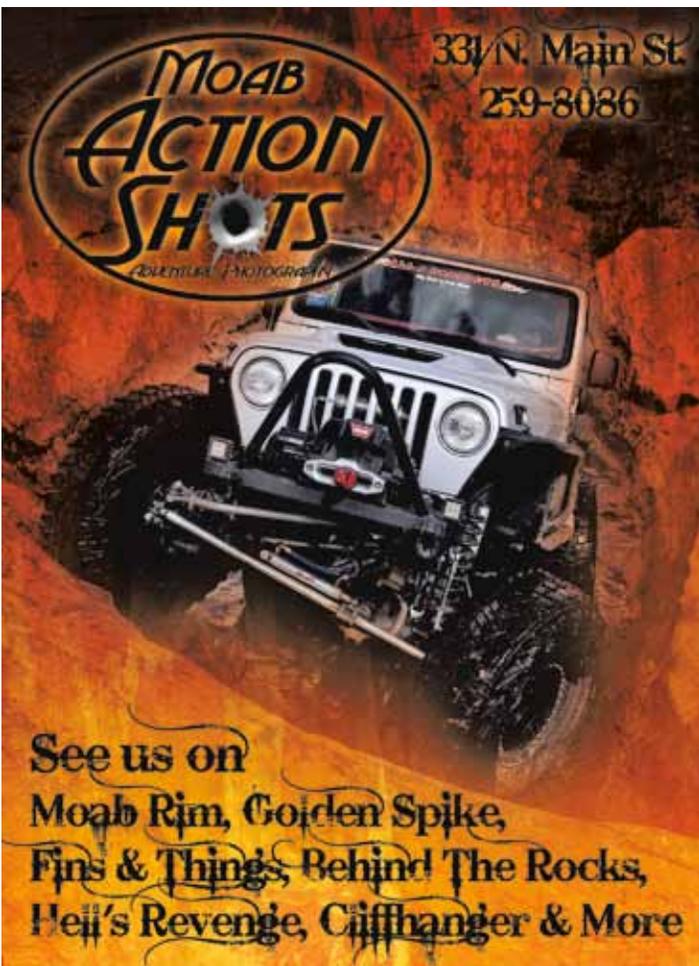


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Jake Jacobson, Leader

This Trail is Day 2 of the Junior Package

This trail tours the “Behind the Rocks” country, just like the regular Behind the Rocks Trail, but only passes near the nasty hills at High Dive Canyon and White Knuckle Hill for the amazement of those who keep their driving to the lower rated trails. The Tip Toe routes intersect the difficult version of Behind the Rocks, and even shares a few miles of easy trail portions, but the portions that are exclusive to this trail are especially scenic. The difficulty rating was bumped a while back do to continued erosion of some rocky descents where we usually have to stack a few rocks every trip. Approximate mileages: 53 total, 33 off highway.

Scenery: The rock layers slope downward behind the cliffs of the Moab Rim, 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 are all seen. There is a spectacular pour off of Hunter Canyon with a small natural bridge above a pool and hanging gardens that are fed by perennial dripping springs.

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

Highlights: There are a few minor drainage crossings that have exposed rock ledges requiring a bit of technique to climb with equipment that is close to stock. The downhill route into



Hunter Canyon may require some rock repositioning to carry those with less lift and tire diameter. Even so, the sound of metal skid plates on rock will be common.

Associate Leaders: Roy Davidson, Larry Higginson, Michael Huitt, Jesse Jacobson, Rick Moore, Carl Nesbitt.

To be used:
Monday 4/10 (Charles Leonard)
Wednesday 4/12 (Jake Jacobson)
and Big Saturday



Moab's Weather

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

We cannot expect to get through nine days with perfect four-wheeling weather. Modest rain, and even some snow flurries, have dampened spirits but haven't stopped the Safari. A real rain — say, a half inch or more — can mess us up, as welcome as it might be to reduce the persistent drought. Mud is an exciting challenge for some people (especially in bogs, where slipping can lead to a fall). Around here, mud just threatens us with an unplanned night on the trail — to avoid falling off the trail. We usually deal with it by

staying home for a day while it dries. During the Jeep Safari, mud and flood have (rarely) required a change of plans for some trails, but we have usually been able to offer substitute trails from our officially permitted repertoire.

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

When you do hear of weather conditions elsewhere in the state, it may or may not be related to ours. Usually, we have less precipitation and warmer temperatures than the Salt Lake area, but we may be cooler than St. George by a similar amount. If you have access to local TV, our cable system now has the Weather Channel (14) with local forecasts. A Red Rock 4-Wheeler would be glad to look out the window for you; you can call (435)259-ROCK (435-

259-7625) for a very guarded observation. The family answering that phone these days will try to be available between the hours of 8:30 a.m. to 10:00 p.m. Mountain Time, but be aware that they may be out sampling the rocks, especially during Safari week.

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



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Nancy Jenkins, Leader

Gold Bar Rim is a cliff rim that stands about 1200 feet above US 191 in Moab Canyon. Because the rocks behind the cliff slope downward to the southwest, the rim has a 360 degree vista. Gold Bar Canyon drains away from the rim into the Colorado River. The trail climbs to the rim in stages, first angling up to Little Canyon, then working its way across Gold Bar Canyon to follow the slope of the Wingate Sandstone up to the rim. Approximate mileages: 47 total, 25 off highway.

Scenery: The Gold Bar Rim vistas take in almost all of the local country, including Moab and the Spanish Valley, 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 the rim, a little bit of



blow sand in Bull Canyon and Little Canyon bottom, and some rocky wash bottom in Bull Canyon.

Highlights: The scenic view from the rim has already been mentioned. The most difficult four wheeling is in crossing Gold Bar Canyon and then ascending to the rim. Some prefer to walk the last 100 feet to the rim rather than risk the sheet metal damage that has befallen others on the last rocky step up. The obstacle that drives the trail rating is a big rock ledge on the return across Gold Bar Canyon. Dubbed “The Waterfall”, many vehicles have required assistance to get up it on the way back.

Associate Leaders: Ray Carter, Travis Clark, Torry & Julie Cortez, Bart Jacobs, Thomas Love, Joel Percival, Brian Llwellyn, John Richards, Carl Thomas, R Lance Wade, James Walden, Adrian Watson.

To be used:
 Sunday 4/9 (Gary Graves)
 Tuesday 4/11 (Ed Weber)
 Thursday 4/13 (Matt Bray)
 Big Saturday (Nancy Jenkins)



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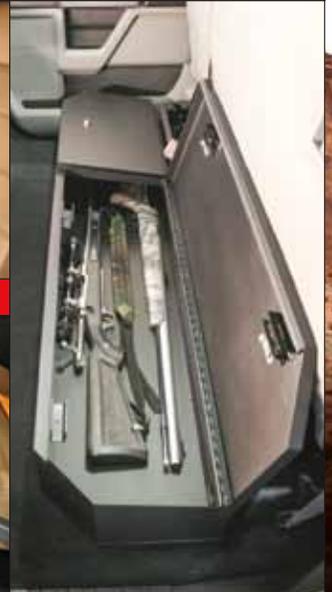
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Skip & Jan Herzog, Leader



This trail starts and finishes southwest of Blanding, Utah in the vicinity of Comb Ridge on the southern side 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, a narrow rock section with a rock wall on one side and a drop off on the other, dirt and rock trail surfaces, some sandy wash bottom, and a nice overlook of Arch Canyon. Approximate mileages: 200 miles, 18 off highway.

Special considerations: Because the trailhead is about 90 miles south of Moab your vehicle must be capable of maintaining a 55 mph road speed over that distance. A fuel stop will be made just outside Blanding at Shirttail Junction at the intersection of US 191 and UT 95.

Scenery: Scenery starts immediately upon departing Moab. It varies from desert views to mountain scenery as one approaches Monticello. It gradually

returns to desert scenery at Blanding. Comb Ridge is very visible from UT 95 as the trailhead nears. Hotel Rock is a very intact old Anasazi lookout.

Highlights: Hotel Rock is the highlight of the trip, but there are so many other exciting things to the day. The entire road trip is an experience, and the 4 wheeling is guaranteed to keep everyone's interest as well.

Associate Leaders: Audrey Byrd, Ron Lyman.

To be used: Saturday 4/15 8:00am (Skip Herzog)



stop shopping" for visitor information with a location as central as you can get, Center and Main Streets. They have maps, books, and brochures that cover both public and commercial recreational opportunities. The Travel Council 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 online at www.moabhappenings.com. When in Moab, pick up a current copy of *Moab Happenings* at over 100 locations around town.



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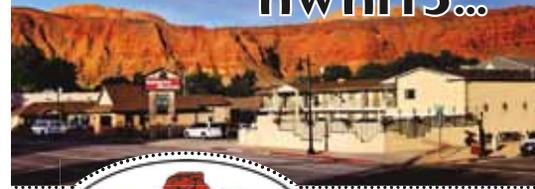


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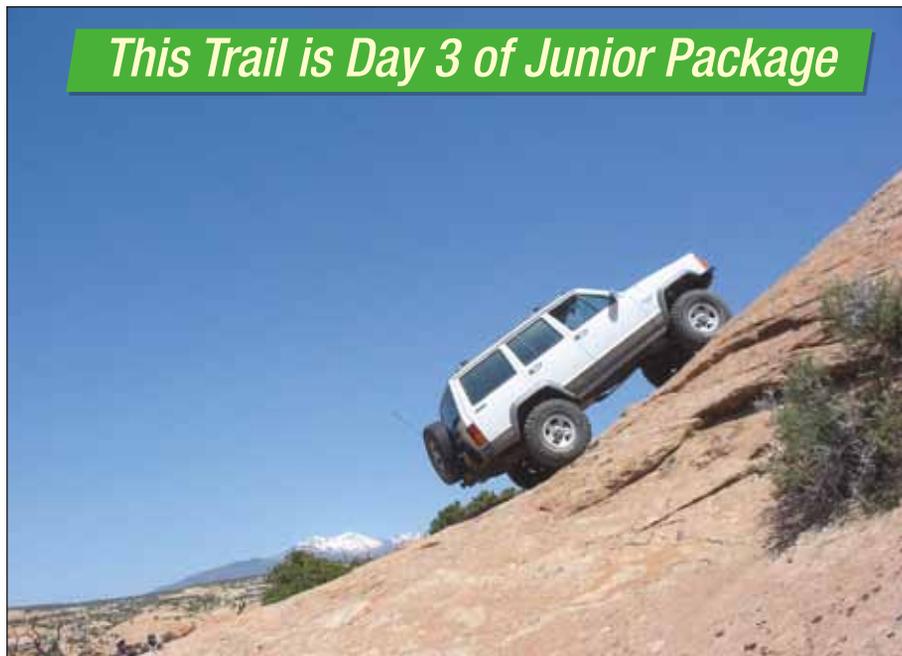




Bill & Christine Dean, Leaders

The Cameo South area is some 25 miles south of Moab in an area that is relatively new to Jeep Safari. One of the early day club members, Jack Bickers, explored the old mineral exploration trails in the area during the 1990s. Jax Trax is a tribute to Jack, created by combining trail segments to provide some four wheeling challenges and provide views of the abundant scenery of the area. Those looking for extreme jeeping will be disappointed, and novices are also advised they may want to choose an easier trip as well. Approximate mileages: 82 overall, 22 off pavement.

Scenery: Bordered on the north by Wilson Arch, the South by Steen Road, on the east by Lisbon Valley and the west by US191, there is abundant scenery



on this trip. Cameo Mesa, Agate Point, Mikie's Knob, and Casa Colorado Rock are some notable features, while the LaSal Mountains tower over the area and the Abajo Mountains are very visible in the distance.

Road Surface: There are some sandy wash bottoms, some two track dirt sections, a lot a climbs and descents on slickrock, and a shelfy hill or two.

Highlights: The rating number gives the hint there won't be many obstacles worthy of names, but Jack did leave us with the "Top Notch" and "El Diablo" monikers. The latter, while not technically difficult for most vehicles, can be intimidating to the driver. Don't worry, there is an easier bypass. Many obstacles 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: Butch Brannan, Roy Davidson, John Encheff, Matt Goetch, Clete Hruska, Jesse Jacobson, Davy Jones, Curtis King, Jim Kochenderfer, Thomas Love, Carl Nesbitt, George Thornock,

To be used:
 Sunday 4/9 (Tom Edwards)
 Tuesday 4/11 (Jay Archibald)
 Thursday 4/13 (Jake Jacobson)
 Friday 4/14 (Gil Meacham)
 and Big Saturday

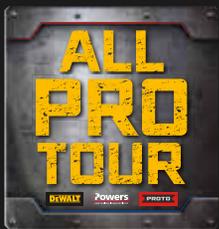


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Paul Suitor, Leader

The trail begins at the spring fed water tank on the Sand Flats Road about 9 ½ miles from Moab. It quickly drops down to a ledge above Negro Bill Canyon. It follows the narrow terraces above the upper slopes of the canyon. It then drops into a small drainage and begins the rocky ascent to the top of the rim and some of the best scenic vistas we have to offer. Lunch usually is planned for “Picture Rock”, a slab of rock that juts out over Castle Valley. The trip then retraces the route back to Sand Flats Road. Be advised that the majority of this trail is continuously bumpy. Approximate mileages: 32 miles 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 feet, 1500 feet below is Castle Valley with its prominent buttes:



Castle Rock, Priest and Nuns, Parriot Mesa, and Round Mountain. The La Sal Mountains to the southeast make a great backdrop for pictures.

Road Surface: Although there is some slickrock, most encounters are with bedrock poking up in knobs and ledges that may spill you soda pop on the carpet. Because of the elevation the trail may have some snow or residual mud at Easter.

Highlights: There are some off camber ledges near the head of Negro Bill Canyon that can test your vehicle’s articulation. As the rim is approached the rocks protruding from the roadbed get larger and more frequent. Between the first and second overlooks are some large rock ledges that could hold up traffic going each direction, particularly on the return trip. “Picture Rock” can cause the driver some anxious moments getting into position, but the picture can be spectacular.

Associate Leaders: Mathew Adair, Luke Darling, Dan Lindblad, John Pareta.

To be used:
Monday 4/10 (Tom Edwards)
and Big Saturday



Are You Being Followed?

Please Be Sure of It!

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.





**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, and the south cliff base of Big Mesa. Variety is its strong point, with a wide range of scenery and trail surfaces, and a few challenging hills. Approximate mileage: 43 overall, 19 off pavement.

Scenery: The landscape varies from drab hills near the airport to the tall cliffs seen from Moab. In between are colorful canyons having colorfully banded Entrada Sandstone walls. Determination Towers, Monitor and Merrimac Buttes, and Big Mesa are some of the large rock features visited. For those who enjoy geology at least seven major rock formations that were deposited over a period of 100 million years (beginning about 200 million years ago) are traversed.

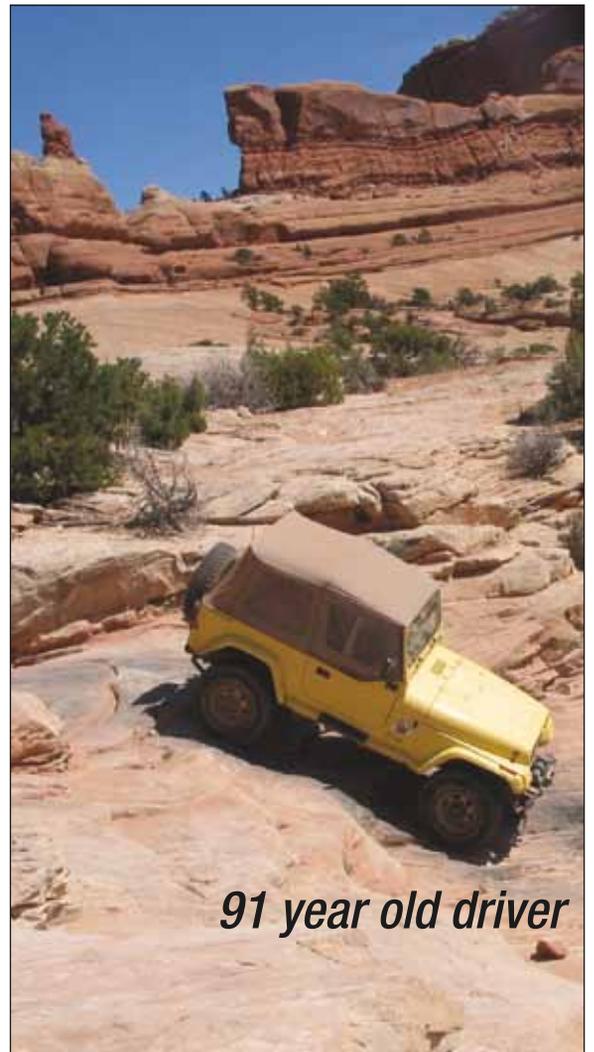
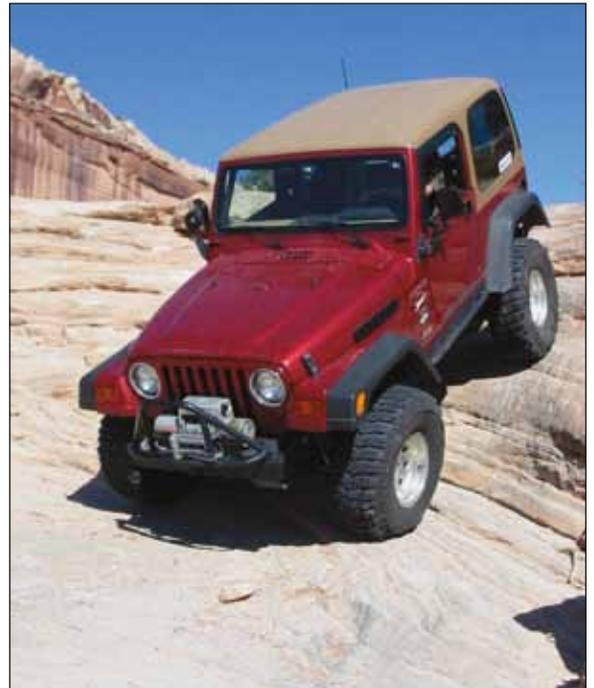
Road Surface: Early in the trip is a sandy hill that sometimes is a challenge. A little later Tusher Wash is usually wet, and features a narrow, rock filled obstacle course that will have the wider, longer

vehicles struggling to avoid sheet metal damage. There are a couple areas of slickrock, some rock ledges, and a few miles of sandy two track.

Highlights: There is a short hill just before Wipe-Out Hill that is begging for a name these days. Wipe-Out Hill is short but steep. Rattlesnake Hill has its bumps spaced right to give most vehicles a challenge in ascending it. The scenery from most locations along this trail is a highlight as well.

Associate Leaders: Rod Andrew, Jim Kochenderfer, Ray Richardson, Perry Reed, Dick Stone.

To be used: Friday 4/14 (John Picken) and Big Saturday



Be Careful Out There ?



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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**SPLIT
STARTING
TIMES**



Don & Karen Cravens, Leaders



Flat Iron Mesa is south of Moab, bound by Kane Springs Canyon on the north, Hatch Wash Canyon on the west, West Coyote Canyon on the south, and US191 on the east. A main road sports a BLM sign, but our trail leaves the highway earlier and it quickly gets 4WD status on numerous old trails that reach fine canyon overlooks and interesting 4 wheeling. There are multiple obstacles that provide the rating number; some have bypasses, some don't. If the Easter Egg Rock section is elected, once the excitement of squeezing past the rock has subsided, there is a harrowingly narrow section on a cliff edge that must be negotiated. Approximate mileages: 55 total, 17 off road.

Highlights: This trail offers such a wide variety of scenery and four wheeling challenges that is difficult to pinpoint individual spots. Of course the "Tilt A Whirl" and "Easter Egg Rock" obviously earned names for the four wheeling excitement, but there are many more unnamed spots sprinkled all along the trail that always keep it interesting.

To be used:
 Sunday
 4/9 8:00am (Larry Higginson)
 4/9 10:00am (Scott Lyon)
 Wednesday
 4/12 8:00am (Curtis Leonard)
 4/12 10:00am (Tom Edwards)
 and Big Saturday



Photo by Audrey Byrd

Associate Leaders: William Boldt, Bruce Bryant, Glen Hawkins, Timothy Hodgkins, Bob Kraft, Don Mackay, Ferris McCollum, Leon Olson, Tracy Payne, KL Young.



Scenery: There are views of the towering La Sal Mountains, local cliffs, and different canyons throughout the trail. The cliffs and canyon walls near Kane Springs and Muleshoe Canyons 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 sandy dirt two track that is occasionally dusty and is always inlaid with bedrock. There are sections of slickrock, a gravel hill, and numerous rocky ledges.



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STAY ON THE TRAIL

The Moab landscape is both beautiful and fragile, and home to many plants and animals (and humans). Even the soil is alive!
As more and more people come here, we all need to be more careful about reducing our impacts.

Please, when you go out into the desert, show respect for the land, the wildlife, and for the other people who live and play here. Stay on roads and trails that have signs marking them "open." The desert and all its inhabitants will thank you.



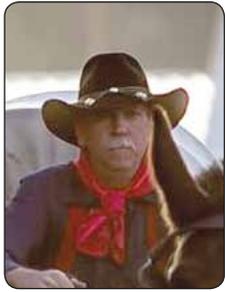
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Hell's Revenge Trail



Mark Gonske, Leader

Our premier slickrock trail lies northeast of town between Sand Flats Road and the Colorado River. There are long stretches of slickrock where the 4WD trail has been marked. 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 aren't for the faint of heart. The steep slopes 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 bike 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 cliffs that overlook the 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.

Highlights: The first ascent offers an immediate challenge to first, get onto it, and then to overcome nervousness about the drops on both sides. 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. Names like "Tip-Over Challenge" and "Rubble Trouble" offer an insight into challenges offered in the later portions of the trail.

Associate Leaders: Herb Amick, Richard Anderton, Christian Bargetze, Rolf Baumgartner, William Boldt, Marc Bryson, Richard Burg, Ross Engle, Gary



Fischer, Melissa Fischer, Dan Haak, Dan Herzog, Matt Hornback, Bob Keniston, Jim Kochenderfer, David Laws, Mike Lentz, Joe Nickerson, Tracy Payne, Marlin Sharp, Mike Tarvin, Carl Thomas, Don Voss, James Young.

To be used:
Saturday 4/8 (Bart Jacobs)
Monday 4/10 (Jeramey McElhaney)
Tuesday 4/11 (Doug McElhaney)
Thursday 4/13 (Dieter Thoeny)
Friday 4/14 (Ed Weber)
and Big Saturday
Sunday 4/16 (Larry Christ)



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Dave Swafford, Leader

This trail follows Kane Creek along the bottom of its canyon between its mouth at the Colorado River and its crossing of US 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 impassible. 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.



The upper part of the trail has a rocky creek bottom and some rocky steps on the narrow shelf road above the creek.

Associate Leaders: Ray Carter, Christian Bargetze, Mike Ehlers, Art Erwin, Michael Fisher, James Graves, John Hall, Winton Jondahl, Brett Jones, DJ Mereness, Bob Owen, Eric Swafford, Mike Tarvin, Sean Walker.

To be used:
 Tuesday 4/11 (Perry Reed)
 Thursday 4/13 (David McIlrath)
 Friday 4/14 (Paul Suitor)
 and Big Saturday



Scenery: The lower portion of the canyon is narrow, torturous, and one of our most beautiful. Farther upstream, it becomes wider, straighter, and deeper (1000 feet), but it changes in 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 and 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 is thick growing into the trail.



Highlights: The scenery along the entire trip is spectacular. The major obstacle is the eroded, rocky portion along a narrow shelf section above the creek. Just past this is a tough rock ledge at Muleshoe Canyon that is a difficult climb on wet tires. Annual erosion has us constantly reevaluating the trail rating prior to each event.



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Jeramey McElhaney, Leader



Poison Spider Mesa forms one of the cliff features that are a part of the Moab landscape northwest of town. The mesa is bordered on the east by the Moab valley and on the south by the Colorado River. Access is by scenic byway UT279. The trail ascends to the rim via the sloping rock layers. The first few miles of trail must be retraced, but a lot of the travel time will be spent on a loop that reaches the rim. It has become one of our most popular trails because it has great scenery and the jeeping is challenging enough to be fun without 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 the Behind the Rocks area toward the La Sal Mountains is as fine as they come. The rim view overlooks Moab 1,000

feet below and includes a 300 degree panorama. The usual lunch stop is a short hike to so called "Little Arch" that has a nice view of the Moab Rim Trail. Jeep Arch is seen clearly from the rim.

Road Surface: Much of the loop portion is on Navajo Sandstone slickrock, with one section of .4 miles of bare rock. There are numerous rock ledges, sandy wash bottom, and two blow-sand hills.

Highlights: After some initial switchbacks that travel is making tougher, and a sandy flat stretch, a sandy canyon leads to the "The Waterfall".



Ascent is over several rock ledges in the next quarter mile that give the trail its rating. There is an optional V notch section that makes for great pictures, either triumphant or tragic. The scenery all day is worth the trip by itself.

Associate Leaders: Brett Davis, Russ Erickson, Art Erwin, Michael Fisher, Dan Haak, John Hall, Glen Hawkins, Larry Higginson, Ray Jenkins, Brian & Debi Nish, Leroy & Jo Martinez, Ronald Ross, Mike Tarvin.

To be used:
Sunday 4/9 (David Christensen)
Tuesday 4/11 (Larry Long)
Thursday 4/13 (Don Cravens)
and Big Saturday



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Casey Kay, Leader

**SPLIT
STARTING
TIMES**



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 Friday April 14

This trail's difficulty rating keeps moving around as the conflicting forces of trail 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 the base of South Mesa on the skirts of the La Sals. It is yet another variation of our canyonlands landscape. Approximate mileages: 30 total, 15 off highway.

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 Rock-Slide Engineering
 USA
 Tuesday April 11

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 the canyonlands vistas to the west from a 6,000 foot elevation.

Road Surface: Initially the creek bottom trail crosses stream washed rocks and the stream itself in a few places. The higher country has dirt and some sand, generously mixed with rocks and ledges. There is some slickrock on the descent to the southern creek ford.

Highlights: The initial section offers a gentle, sandy trip through creek crossings until encountering an extended hill of shelves with multiple approaches.

Beyond this hill lie hills with many shelves. Next up is a loop offering "The Wall" and a fun slickrock fin. After a long bumpy but scenic section, a cattleguard is crossed to approach a rocky descent. Much volunteer labor has been expended

As the sand erodes and the rock shelf protrudes this ascent is becoming more difficult.

Associate Leaders: Matt Adair, Dempsey Bowling, Dan Ence, Ross Engle, Phil Fergus, Kevin Fox, Dave Gifford, Clark Hendrickson, Kellie James, Winton Jondahl, Don Makay, John Pareta, Perry Reed, Ray Richardson, Joe Riley, Christina Sullivan, Adrian Watson, Brian Llewellyn, Dewayne Wheeler, Paul A Williamson I.

TRAIL SPONSOR
A-ZO USA
 Wednesday April 12

to make this section safer to travel, yet it continues to defy those efforts. Extreme caution must be used here for a safe descent. Once past here, more scenic vistas and rocky shelves await, finally descending a slickrock section that ends with a crossing of South Mill Creek.

To be used:
 Sunday 4/9 9:00 (Perry Willard)
 Tuesday
 4/11 8:00am (Gil Meacham)
 4/11 10:00am (David Adams)
 Wednesday
 4/12 8:00am (Dave Shannon)
 4/12 10:00am (Bob Myers)
 Friday
 4/14 8:00am (Peter Fogel)
 4/14 10:00am (Larry Higginson)
 and Big Saturday



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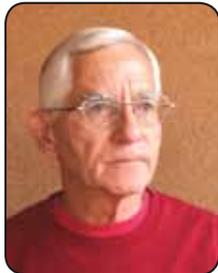
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Glen Richardson, Leader

This trail enters an area that remains beautiful despite the marks of “range improvements”, power lines, and uranium mining. Today, grazing continues, the power lines hum, but the mines are in ruins. Four wheeling gets better as the mine roads deteriorate. The trail is about 12 miles south of Moab and between US 191 and the La Sal Mountains. Much of it is in and about Pole Canyon and the 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 rocky hills and bouldery wash bottoms make high ground clearance throughout the underside of the vehicle an important consideration. There are sneaky rocks that make it easy for vehicles to use their sheet metal panels as “paint brushes”. Approximate mileage: 32 total, 11 off road.

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, ledges, and the most difficult hills have large, loose rocks.

Highlights: Two hills have loose dirt and rocks that cause poor traction. The rocks and ledges in the canyon bottoms 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: Christian Bargetze, Ken Bunge, Don Campbell, Ross Engle, Peter Fogel, Clark Hendrickson, Kellie James, Scott Lyon, Don Makay, DJ Mereness, Drew Norman, Paul A Williamson.



To be used:
 Saturday 4/8 (Butch Brannan)
 Tuesday 4/11 (Glen Richardson)
 Thursday 4/13 (Maurice Brown)
 Sunday 4/16 (Dave Swafford)



Gate Etiquette Open or Close ?



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

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

Gates allow other land users to pass through, but we are unlikely to know whether they should be closed or open.

The usual closed condition keeps the cattle within the boundaries of the permits, and gates left open improperly may cause ranchers not only to lose stock but also to be disciplined by the management agencies for trespassing beyond their permits.

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

The rule of leaving gates the way you find them is pretty well known. Your choice may be difficult, however, when it appears that the last "tourist" may not have followed the rule.

A "please close gate" sign is a pretty good clue for appropriate action, as is a carelessly dropped gate. A rancher is not likely to drop a gate in a heap, especially if the posts are in the road where they can be run over and broken. A gate that was pulled wide open and laid along the fence was surely put that way because someone really wanted it open.

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



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Gene Day, 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. Approximate mileages: 74 miles total, and about 10 miles off-highway.

Pictures of your vehicle on the Top of the World overlook may not be part of your trail during Safari due to well being concerns for children and others on the trail.

Scenery: The Entrada Sandstone is beautiful wherever it is exposed, and we travel the base of a long stretch of its cliffs near the Colorado and Dolores 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, and 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. Shelves of varying sizes are encountered along the 4X4 section of the trip, both ascending to the overlook and then descending from it.

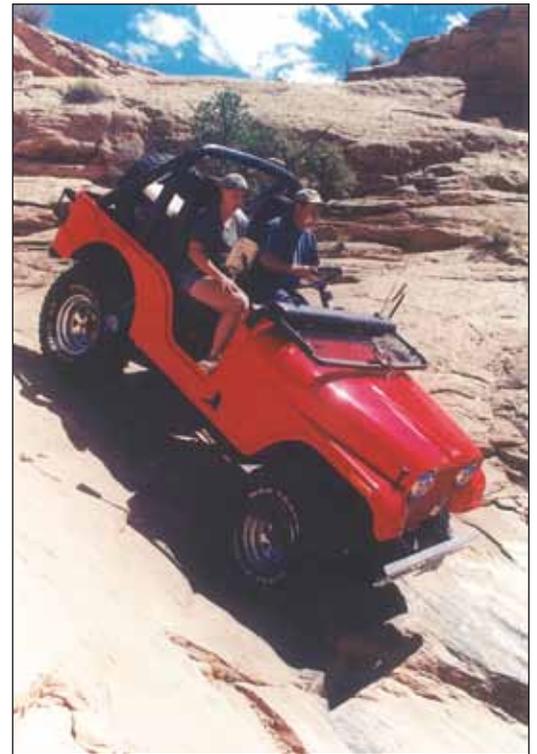
Highlights: The Top of the World viewpoint is worth the trip even without the other good scenery. The trail turns off Utah 128 at the site of the old Dewey Bridge (unfortunately burned up a few years ago). It uses a graded county road to climb a fair portion of the altitude gain



necessary to get to the viewpoint, but when it finally departs from this road, the four wheeling fun begins in earnest. But this is not meant to discount the part of the trail that is on the county road, as the colors in the sandstone rocks are spectacular. The four wheeling section features many sections of loose rock interspersed with several mean shelf type climbs that will test both vehicles and the driver’s resolve to reach the viewpoint overlooking Onion Creek. Once there the view is 360 degrees. Often times the winds here can be impressive as well with a flood of air rising up from the valley below.

Associate Leaders: David Dendle, John Hall, Michael Huitt, Dan Larsen, Charles Leonard, Scott Lyon, Ken Minor, Bob Owen, Dick Stone, Rick Wolcott.

To be used:
 Sunday 4/9 8:00am (John Picken)
 Thursday 4/13 8:00am (Curtis Leonard)
 Saturday 4/15 8:00am (Gene Day)



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.

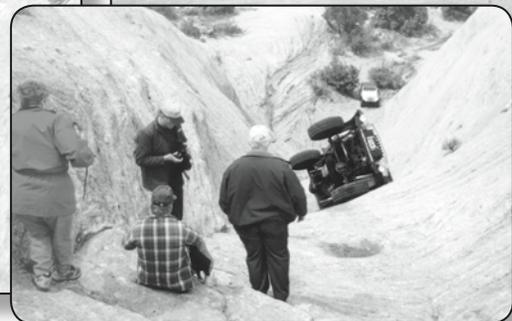
The downhill trip has its own hazards. It is difficult to see the ledge or hole that can shift a tilt gauge from a gentle angle to a tipover condition in a flash. It couldn't hurt to walk ahead and take a little peek; your eyes may roll a little, but it beats rolling the Jeep. Another downhill problem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

Be Careful Out There!





KL Young, Leader

This trail tours the vicinity of colorful Hidden Canyon northwest of Moab before climbing out of it to explore an exposed section of the Entrada Sandstone formation called the Moab Tongue. It then utilizes a section of the 3 D Trail that features the major obstacles of that trail, and ends with a thrilling descent of a rocky hill that features a sharp ledge in the middle that is sure to test a few skidplates. Approximate mileages: 59 total, 26 off highway.

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 Entrada Sandstone. The slickrock area is made up of the white layer that sometimes 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 Abajo Mountains to the south and the Henry Mountains toward the southwest.

Road Surface: There are some county road sections, some two track dirt sections, some sandy and possibly wet



wash bottoms, a really bumpy slickrock section, and a very rocky hill with a tall ledge.

Highlights: The “Dill Pickle” will signal the start of the 4 wheeling, the “Pickle Slicer” may try to inflict body damage, then the “Jalapeno Pickle” will combine a climbing challenge with a sneaky thrust at the right front fender. The seemingly endless little mounds of the “Mashed Potatoes” section offers up the “Gravy Boat” for those who want to play, then “the Wall” and “Mean Hill” on the

3 D Trail are encountered. Finally, “I Drill Hill” will attempt to prove that sometimes you can get stuck going down a steep hill.

Associate Leaders: Jeremy Abrams, Shawn Abrams, Herb Amick, Ross Erickson, Rich Mickleson, James Young.

To be used:
Saturday 4/8 (Devon Parson)
Wednesday 4/12 (KL Young)



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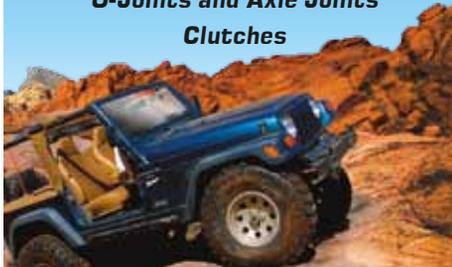


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Dave Christensen, Leader

The land named “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. This trail follows the most difficult routes in this region, though it gets its reputation and rating from “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. Approximate mileages: 55 total, 35 off highway.

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 Hunter Canyon, are cut into older layers. Balcony Arch, Picture Frame Arch, and a distant view of Pritchett Arch may be seen.



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

Highlights: There is a warm up hill soon after departing the highway and numerous minor canyon crossings before reaching High-Dive Canyon, so named because it is a short walk to a “high-

diver” pour off into a beautiful pool. The climb out is via “Upchuck Hill”. A few miles farther is “White Knuckle Hill”. All along the trail the views of nearby rock formations and the towering La Sal Mountains are exceptional.

Associate Leaders: Maurice Brown, Bob Dunsmore, Troy Dunsmore, Phil Fergus, Ferris McCollum.

To be used:
Thursday 4/13 (Derick & Michelle Dunsmore)
and Big Saturday



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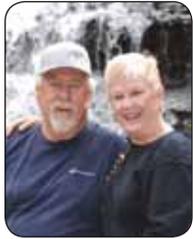


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Cliff Hanger Trail



Larry & Sharon Long, Leaders

This trail is the only vehicle route onto the Amasa Back, a high isolated area surrounded by Kane Springs Canyon, Hurrah Pass, and a big loop of the Colorado River. If Kane Creek is full, the crossing can become impassable. The views are spectacular all the way up the side of Kane Springs Canyon. Farther along the trail is high above the canyon of the Colorado River. At various places along the trail there are petroglyphs and other evidence of early visitation. Approximate mileages: 20 total, 12 off pavement.

Scenery: This trail goes to an overlook of the Colorado River that is spectacular. Since it retraces the route on the way back, much of the scenery is on the way back, because the struggle to climb up from Kane Creek demands so much attention early in the day. The cliff edge look into Jackson Hole is inspiring, and the afternoon view of the La Sal Mountains and the Behind the Rocks area is one of our best.

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 rock layers, and even some fairly level slickrock.



Highlights: The trail grabs your attention immediately as it descends a cascade of rock ledges from the Kane Creek Road to the creek bottom. The creek crossing can range from dry sand through quicksand to deep water depending upon recent weather. A difficult ledge waits immediately after the creek crossing. From here on up the trail seems to consist of an endless series of steep, irregular ledges that require good ground clearance and maneuverability. The actual Cliffhanger obstacle is a big ledge on a narrow shelf trail overlooking Jackson Hole. The correct line at this obstacle seems to change constantly, and also varies for different wheelbases.

Associate Leaders: Nena Barlow, William Boldt, Marc Bryson, Robert Butner, Travis Clark, Luke Darling, Ross Erickson, Dave Gifford, Mark Gonske, Kevin Heckman, Bruce Hyslop, Bill Kenney, Kevin Kimick, Dee McNenny,



Brad Mercer, Doug Ramsey, Glen Richardson, Joe Riley, Richard Smith.

To be used:
Saturday 4/8 (Susan Stevens)
Monday 4/10 (Dave Shannon)
Wednesday 4/12 (Hal Grace)
Thursday 4/13 (David Adams)
Friday 4/14 (David Christensen)
and Big Saturday





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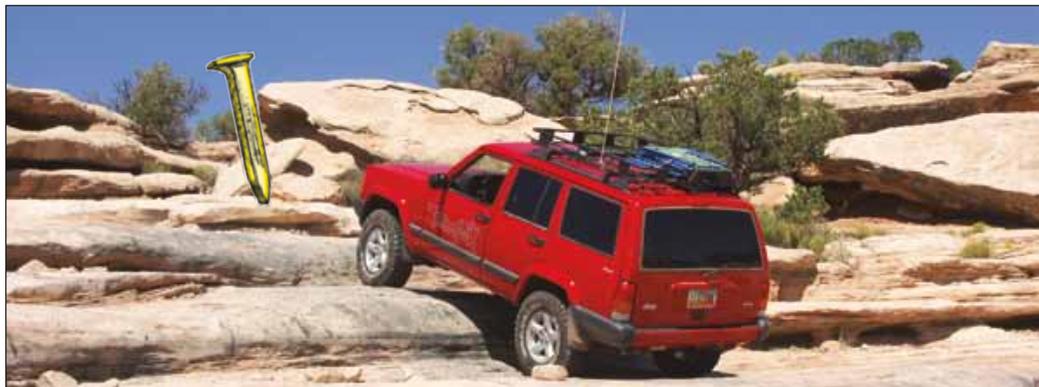
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Golden Spike Trail



Dan Mick, Leader



This connection between the Poison Spider Mesa Trail and the Gold Bar Rim Trail was first developed during the 1989 Jeep Safari. Folks seem so fond of damaging their equipment we have made it available most days anymore. Much of the route is near the rim above the 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. Approximate mileage: 7 miles off highway (see Poison Spider Mesa Trail and Gold Bar Rim Trail to figure total mileage).

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-taking peeks over the cliff rim toward Arches National Park.

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.

Highlights: After passing the obstacles on the Poison Spider Mesa Trail, there is some pretty easy slickrock driving on fins. The first obstacle is the steep uphill of the “Launching Pad”. After this



they keep on coming: “Skyline Drive”, “Zuki Hill”, “Golden Crack”, “Golden Steps”, “The Wall”, “Double Whammy” and the “Body Snatcher”. Bring the best of equipment, the tow truck can’t make it.

Associate Leaders: Linda Adams, Butch Brannan, Steve Bunge, Don Campbell, Dan Dunaway, Dave Gifford, Winton Jondahl, Larry Long, Scott Lyon, Richard Mick, Dave Shannon, Lacy Sheperd, Richard Smith, Ken Tichey.

To be used:
 Sunday 4/9 (Ken Bunge)
 Tuesday 4/11 (James Broadbent)
 Thursday 4/13 (Travis Clark)
 Big Saturday (Where Eagles Dare)
 Sunday 4/16 (James Broadbent)



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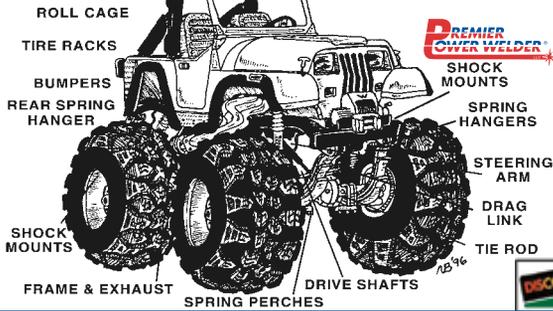


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Bill Dean, Leader

We recently added some shorter trail segments to add additional excitement and challenge to some of our existing trails. This addition is offered to the Poison Spider Mesa Trail one day, and the Golden Spike Trail on Big Saturday. This segment combines all the obstacles of the Poison Spider Mesa Trail, then adds about a third of the Golden Spike Trail (on Poison Spider only days), just to access this segment. Where Eagles Dare features extremely steep climbs and descents of slickrock domes (think of Hell's Revenge on steroids). Note the additional rating above the Poison Spider Mesa Trail that reflects the additional equipment required for this trip. Furthermore, due to the steep slopes encountered we seriously emphasize your vehicle be in top mechanical condition as the climbing ability and brakes will be severely tested.

Scenery: A lot of the scenery is similar to Poison Spider Mesa, but the lunch spot arch and overlook of Moab are not visited. The steep, high sandstone domes provide great distant views of the La Sal 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 segment is the smoothest part of the trip (see Poison Spider/Golden Spike descriptions) as it consists of smooth Navajo Sandstone slickrock, just tackled at extremely steep angles.



Highlights: This trail segment consists of nothing more than an immense slickrock roller coaster ride as the trip wanders up and down the edges of a huge bowl to a viewpoint of the railroad and Corona Arch, and then continues back to the Golden Spike Trail.

Associate Leaders:
Maurice Brown, Hal Grace, Gil Meacham, Skip & Jan Herzog

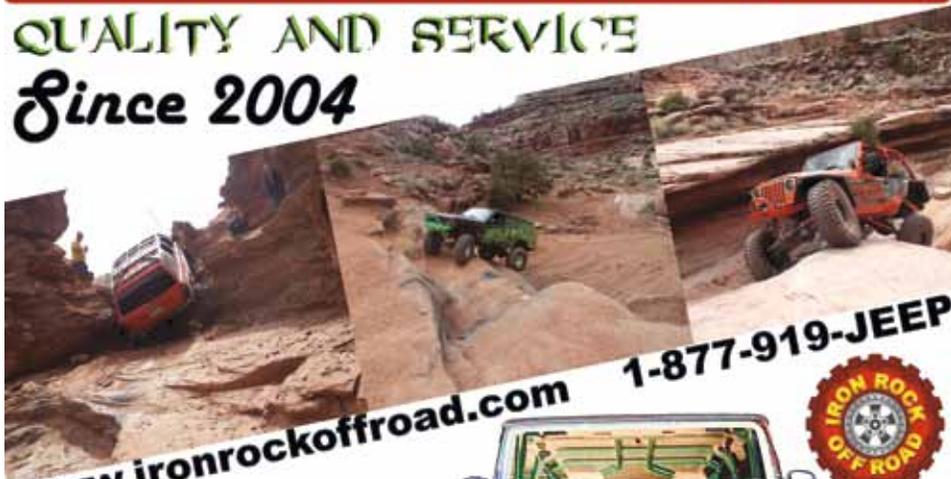
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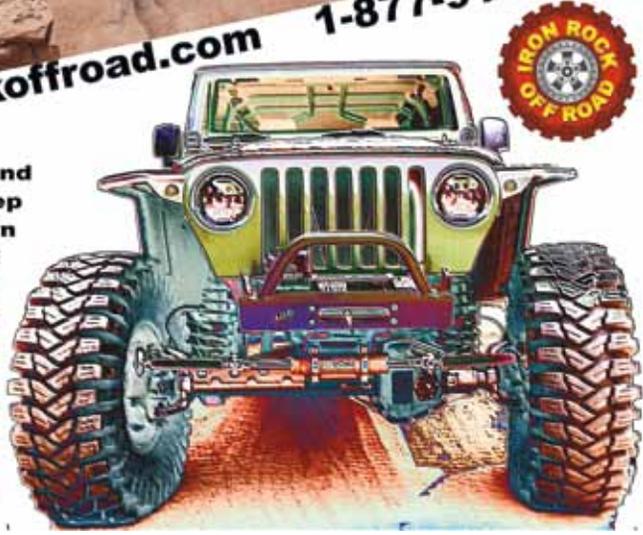
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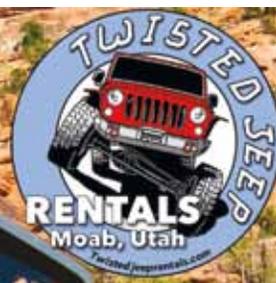


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Devon & Marlene Parson, Leaders

A major goal of this trip is Arth's Rim, which overlooks US 191 1300 feet below. The route at 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 gentler slope of the tilting rock strata. Much of the trail is routine 4 wheeling, but the approach to the rim through Mirror Gulch is difficult and threatens sheet metal. Later in the trip, Widowmaker Hill has become so extreme your leader will take a roundabout bypass to the top. Approximate mileages: 66 total, 46 off pavement.

Scenery: The road portion on the slope below Arth's Rim climbs to increasingly fine views of Arches National Park, the Moab Valley, and the La Sal Mountains. That is just a warm up for the view from the perch at the top. Little Canyon has beautiful vertical walls, and a few arches may be spotted by alert riders. The Gooney Bird Rock is interesting to see; the route goes right under it.

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

Highlights: The slickrock slopes leading the way to Arth's Rim have one step that may warm up some tires. Near the rim the trail passes "Rock Chucker", once the way to go but now used as a playground. "Mirror Gulch" signals the start of the final .3 mile to the rim. There are a series of ledges, shelves, and a switchback in this short distance to challenge both driver and vehicle. The view from the rim is a highlight all by itself.



Associate Leaders: Jeremy Abrams, Shawn Abrams, Tashenna Abrams, Richard Anderton, Bruce Bryant, Ken Bunge, Brett Davis, Mike Ehlers, Brett Jones, Ferris McCollum, Rich Mickelson, Bob Owen, James Walden.

To be used:
Monday 4/10 (KL Young)
Wednesday 4/12 (Perry Reed)
Thursday 4/13 (Rod Andrew)
Friday 4/14 (Brian & Debe Nish)
and Big Saturday



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Moab Rim Trail



Kevin Hawkins, Leader

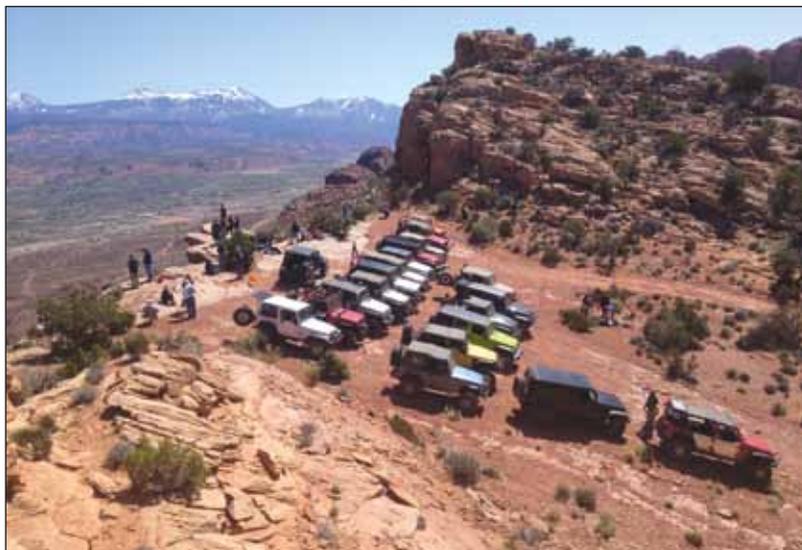
The Moab Rim is the cliff rim seen just to the southwest of town. Its only 4WD access begins just downriver from town and the first mile has about the highest density of obstacles of any of our trails. Many vehicles have “bit the rocks” on the succession of rock ledges and tight turns that lead to the rim. Once on top the trail is sand and rock. After closing a short loop the trail returns on the same rocky mile it started with. Approximate mileages: 14 total, 9 off highway.

Scenery: The first mile of the trail follows the tilted rock layers and has increasingly higher 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.



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.

Highlights: Among the many steps in the first mile are the “Devil’s Crack” and the “Z Turn” The first requires a tricky turn onto a ledge to avoid dropping a wheel into the crack beyond. The latter has two turns over irregular rocks and

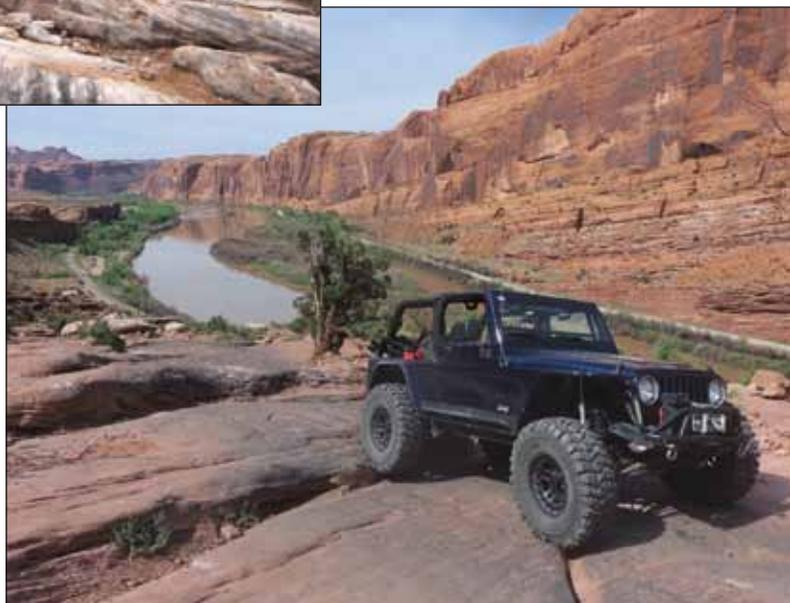


ledges, many of which are off camber. On top, a slickrock dome has an optional climb with about an 85 percent grade.

Associate Leaders: Robert Butner, Gary Graves, Dan Haak, Michael Huitt, Bart Jacobs, Charles A Johnson, Charles E Johnson, William Kenney, Kevin Kimick, Brian Llewellyn, John Pareta, Jeremy Rowan, Bob Weber.



To be used:
Monday 4/10 (Bob Myers)
Tuesday 4/11 (David Christensen)
Wednesday 4/12 (Larry Long)
Friday 4/14 (Roy Davidson)
and Big Saturday



Tread Lightly! & Partners Complete Third Moab Restoration Project

In an effort to proactively protect access for the four-wheel drive community, Tread Lightly! along with Discount Tire, Quadratic and Falken Tire partnered with the Bureau of Land Management (BLM) Moab Field Office to conduct a Restoration for Recreation™ project on the world class Hell's Revenge

agencies across the nation are putting in place. It's important to recognize that almost all outdoor enthusiasts need motorized vehicle access to enjoy 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-renowned recreational opportunities, the message adapted as

"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 we made the 2016 Jeep Safari an event remembered for industry leaders investing in the sport of four-wheeling and conservation of Utah's natural resources."



trail. This project was also supported by the Red Rock 4-Wheelers, Moab Friends For Wheelin' and Ride with Respect, the most prominent clubs in the Moab area.

A team of 25 volunteers completed the project on Tuesday, March 22, during Jeep Safari 2016, making the 3rd consecutive year a Restoration for Recreation project has been performed during this extremely popular event. The project involved the reconstruction of fencing along the escalator obstacle on Hell's Revenge trail, an 8-mile loop with views of the La Sal Mountain range and Colorado River.

"Discount Tire has been a proud supporter all three Moab Restoration for Recreation projects," said Mark MacGuinness, Vice President of Discount Tire Direct. "It's great knowing our work here could help keep these amazing trails healthy and open for years to come."

Throughout the event Tread Lightly! staff highlighted the RIDE ON Designated Routes message which the organization created to help the public understand appropriate and legal use of motorized vehicles and this new management policy



RIDE ON Designated Routes in Utah and its campaign materials were customized to have both a Southern and Northern Utah look. (See ad on page 173.)



About Tread Lightly!

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. 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.

Rose Garden Trail



Peter Fogel, Leader



This trail evolved from a longer trip that went up Cottonwood Canyon to visit sites on Sevenmile and Waring Mesas. Weather and travel took its toll, so now the trip has become a stand alone full day trip just to reach and conquer the hill itself.

How best to describe the hill to an experienced 4 wheeler? Well, how often do you encounter a hill so mean you can easily get stuck going downhill? If you are familiar with that concept, then focus on the reality of first having to ascend this mean, long hill, and then, after lunch, descend the same hill. Lines change, and it becomes a new ball game going back down. Lots of stuff in the Moab area involves slickrock shelves that have solid bases that let vehicles climb crazy steep angles. Very seldom is an ascent so strewn with very seriously sized rocks on loose soil that dictate the approaches to really tall, exposed shelves. Still fewer trails feature so long an ascent. Lately nature has been adding some serious ruts caused by water drainage from several wet winters and springs.

The driver has to continue to pick a good line up this nearly .3 mile hill. This usually results in a serpentine path as the vehicle ascends the hill, depending upon the vehicle's size, equipment, and capabilities. The choices get narrowed to a very narrow path during the upper third of the hill. The nastiness of the hill severely restrict the ability of a buddy to assist via a tug. It's not uncommon to have 4 vehicles stuck on this hill at the same time. Bring all your toys (high lift jacks, snatch straps, winches, pulley blocks) and a few friends to help use them when you choose to run this trail.

Approximate mileages: 67 total, 26 off highway.

Scenery:

The road up Onion Creek offers scenery that seems straight out of a Disney theme park. The passenger usually is the beneficiary of this however, as the driver is usually busy watching for oncoming traffic on the twisty road. The Top of the World overlook is directly above at one point. Fisher Valley offers a panoramic view of the La Sal Mountains, Fisher Mesa, North and South Beaver Mesas, Polar Mesa, Sevenmile Mesa, and Waring Mesa. The trail itself offers beautiful scenery in Cottonwood Canyon, first as it winds along the bottom, and then from above at the top of Rose Garden Hill.



Highlights: The constant scenery changes make this trip a delight, and then there is the fun at the hill itself.

Associate Leaders: Peter Fogel, Bill Kenney, Jim Kochenderfer, Gil Meacham, John Picken, Don Voss.

To be used:
Monday 4/10 (Mark Gonske)
and Big Saturday

Road Surface: The Onion Creek county road can be graded smooth dirt or 4WD bumpy depending upon recent storms and flooding. The trail itself offers some dusty dirt sections, then some slickrock with small shelves adding some bumpiness. Drainages off the mesa above add constant changes at their crossings. Rose Garden Hill has already been described.





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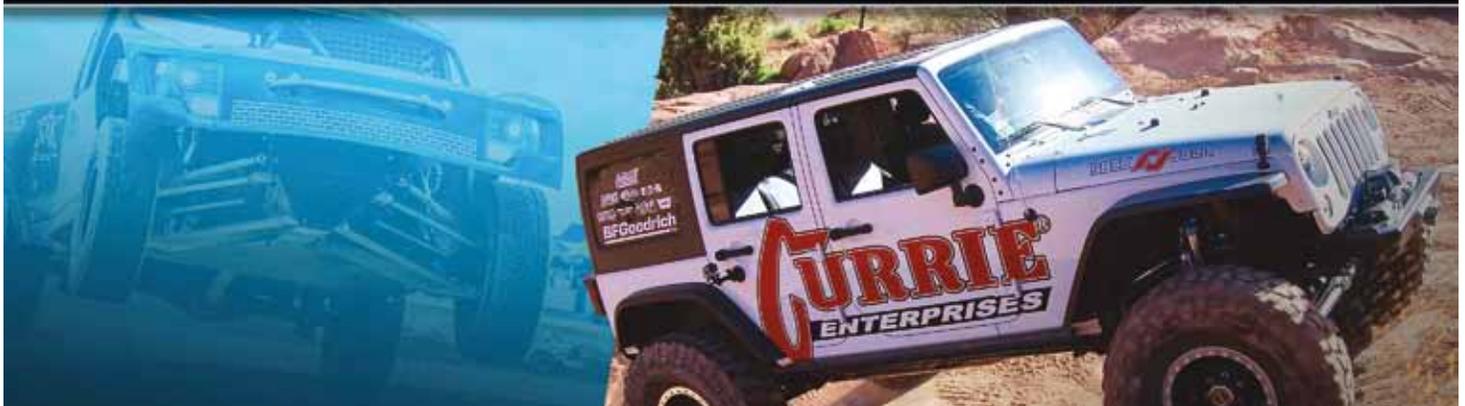
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Melissa Fischer, Leader

The Rusty Nail Trail is a short (1 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 adrenaline pumping and the 4wd equipment thoroughly tested. Approximate mileages: 49 total, 27 off highway.



get up onto the slanty slab. The second part consists of a climb up numerous large rocks, again featuring undercuts, with sizeable holes between them. 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 section 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 climb over it, all the while trying to avoid making

contact between the vehicle’s top and the wall. Once through Rusty Nail, the final Golden Spike obstacles await, as well as “The Waterfall” on the Gold Bar Rim Trail.

Associate Leaders: Larry Crist, Gary Fischer, Dee McNenny, Jeff Stevens.

To be used:
Monday 4/10 (Melissa Fischer)

Scenery: There are some vast panoramic views of the Colorado River and the canyons and mesas that surround it. Jeep Arch can be seen, the top of the Gold Bar Rim provides views into Moab valley and Arches National Park. The Gooney Bird rock is passed twice.

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

Highlights: There are numerous ledges and tippy sections, but only two have earned names yet. “Riff Raff” is the first, encountered about halfway into the trail. It is a two section obstacle, the first being a large slab of rock that has an undercut that must be overcome to



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Escalator To Hell



David Adams, Leader

This version of Hell's Revenge is offered for the Yahoo Jeepster who has conquered all the regular obstacles of the trail and yearns for more. The higher trail rating for this one reflects the greater challenges offered by "Hell's Gate" and "The Escalator".

Highlights: This trip is designed with the Yahoo Jeepster in mind. To us, that means the difficult side of all the optional climbs will be taken and the Hell's Gate

obstacle will be offered as well as the Escalator obstacle. Hell's Gate consists of a steep climb up a chute that narrows as it nears 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. Just before Tip-Over Challenge the Escalator obstacle is encountered. 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 sides, at others featuring a front tire pawing at the air. Once up the Escalator, Tip-Over Challenge and Rubble Trouble still await.



Associate Leaders: Jonny Cobia, Kevin Kimick, Jeremy Pool, Ed Weber.

To be used:
Sunday 4/9 (David Adams)

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Pritchett Canyon Trail

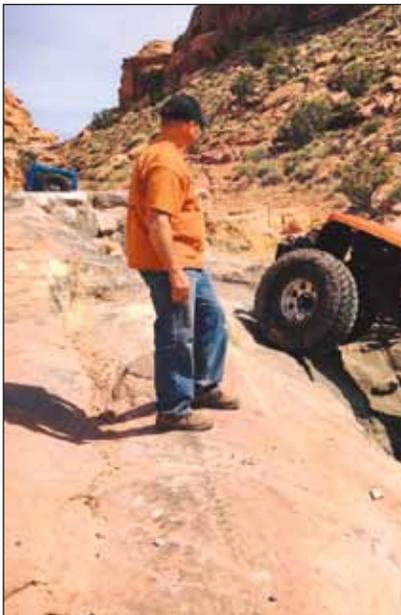


KL Young, Leader

Pritchett Canyon is becoming more difficult every year, and is now to the point where the average well equipped rig may have great difficulty in completing the trail. 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. Rollovers and broken parts are very common, and there are no easy bypasses. We have found the majority of rigs will require a winch or strap on at least a couple of 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. Depending upon how long it has taken to get to this point, your leader will then choose among several routes to head back to the highway.

Approximate mileage: 37 total, 21 off highway.



Scenery: While in the canyon the views are of 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.

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.

Highlights: Obstacle 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. Obstacle 2) After passing a small mud hole caused by a seasonal spring, the trail drops into the canyon



bottom. "The Brickyard" is the name of the climb back out. Several options are available, none are easy. Obstacle 3) "Chewy Hill" is the next challenge. Once a graded dugway, it has eroded to become a major obstacle. It is slippery and very off camber, with numerous medium to large ledges that must be driven up. Obstacle 4) Approaching Rocker Knocker is a sizeable slickrock area. There is an optional obstacle to the right called "The Waterfall" that can be tricky if it is wet. Obstacle 5) This is "Rocker Knocker". This double ledge requires the perfect line, and a successful climb will usually push a rig to the brink of rolling over. It is next to impossible if wet. Broken parts and tipovers are common here. Obstacle 6) Next up is an unnamed hill that resembles a 30 foot wide staircase. This series of large ledges claims numerous axle shafts and drivelines, and tipovers are possible. A bypass to the left can be easier, but a large rock that must be driven over can easily create some body damage. Obstacle 7) "Axle Hill" waits 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 rollovers. The second part is steep, as well as ledgy and off camber. Obstacle 8) The famous "Rock Pile" is next. It is an 8 foot ledge that once had rocks stacked 2/3 of the way up. The rocks are all gone now, and the ledge regularly triumphs over some of the best rigs. A bypass we began calling "Son of Rock Pile"



requires constant rock stacking, and even then may require a winch line. Obstacle 9) The last obstacle is "Yellow Hill" where the road reaches for the 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 top is reached, the leader has a few choices. The easiest is a moderate to easy, but very long, road back to US 191.

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



Associate Leaders: Larry Crist, Melissa & Garry Fischer, Dee McNenny, Rich Mickelson, John Picken, Glen Richardson, William Ritchie, Mark Stolte.

To be used:
Sunday 4/9 (Jeff Stevens)
Thursday 4/13 (Melissa Fischer)
Friday 4/14 (Jeff Stevens)
and Big Saturday

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In Memoriam

Steve Barnett

If a friend or co-worker ever needed help, they could always count on Patty Barnett. And behind the scenes, Steve Barnett was

always there for his wife.

The 68-year-old La Sal man, who died in a traffic accident on U.S. Highway 191 south of Moab, is being remembered as a devoted husband who stood by his wife in all she did.

"He and his wife just volunteered for everything," former Moab City Council member and Red Rock 4-Wheelers special events coordinator Doug McElhane said.

Family Support Center Director Sherilyn Sowell, who worked with Patty Barnett for about a year, said the couple had a uniquely close relationship with each other.

According to the Utah Highway Patrol, the couple were traveling southbound in their 2006 Dodge Durango near milepost 113 at about 8:35 p.m. on Tuesday, Feb. 2, when Steve Barnett passed a slower-moving semi-truck in a double-lane passing zone.

The Utah Highway Patrol reported that their car drifted over into the northbound travel lane, striking another semi-truck head on. Steve Barnett was killed upon impact, while his wife was subsequently flown to Grand Junction, Colorado, for treatment of non-life threatening injuries.

Investigators believe that darkness limited visibility that night, and Roberts said the driver of the semi-truck did not see the Dodge Durango before it moved into the opposite travel lane.

In addition to his wife, Steve Barnett is survived by three grown children, who live in Arizona.

La Sal resident Butch Brannan grew up with Steve Barnett in Phoenix, where the two friends went to grade school together.

Years before they both moved to La Sal, they would join others on Jeep expeditions in the Moab area.

Along with others from the Phoenix club, Brannan moved to southeastern Utah in 1993, and Steve Barnett bought property in the area about three years later, he said.

Before Barnett retired, he worked as a welder and drove school buses, among other professions.

"He was a very nice gentleman," said Grand County Prevent Child Abuse Director Debbie Thurman, who got to know his wife when she volunteered for the Back to School Carnival.

The couple also led the Easter Jeep Safari First Timer's Package, where participants spend three days in a row touring scenic trails with the same groups of people.

The Barnetts served together on the club's trail committee, and behind the scenes, they helped the Red Rock 4-Wheelers line everything up ahead of Easter Jeep Safari events.

"We would just go out and have fun, or work on the trails," McElhane said.

For McElhane, Steve Barnett's quirky and dry sense of humor was one of his defining traits.

"He wanted to see her get here safely, and he was always concerned about her," she said. "I thought that was sweet."

Sowell remembers one example in particular: It was Child Abuse Prevention Month around the state, and the Family Support Center planted blue pinwheels and ribbons around town to raise awareness of the issue.

With Steve Barnett's help, they planted over 150 pinwheels just around the Family Support Center alone.

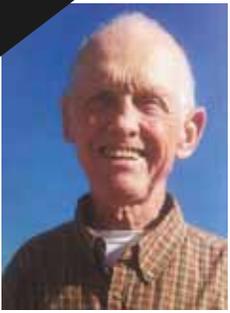


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In Memoriam

Glenn Baxter

Our beloved husband and father, Glenn Lee Baxter, 80, died on Sept. 28, 2016 due to complications associated with vascular dementia.

Glenn was born in Santa Maria, California, on Oct. 13, 1935. His young life was spent in California, his teens in Arizona, and he graduated from Texas A&M University in 1957 as an electrical engineer. He met and married Maurine (Jo) Davey while at college. They had three daughters: Peggy Van Cleve, Grand Junction, Colorado; Bonnie Lindgren, Kuna, Idaho; and Jennifer Mueller, Roy, Utah.

Glenn took his family all over the country (daughters were born in Texas, California, and New York), using his electrical and technical skills to work in the aerospace industry, finally arriving in Green River, Utah, in 1964. Because Glenn and Jo liked the small community and wanted to raise their family there, they chose to stay after the missile program ended. They

realized that building a business would provide the means for the family to stay in the community they so enjoyed; the Chow Hound drive-in was born (1973).

Glenn had many interests, both personal and civic, and willingly used his talents and resources to help many community members. In the '70s, Glenn became actively involved in the CCRMA, the organization responsible for the annual River Marathon and Friendship Cruise. He served on the Canal Company and Medical Center boards; he often did maintenance on the medical center building's electrical systems. He was an avid snow and water skier, a sometime dirt bike explorer, and began a hobby of flying airplanes. This hobby transformed his life, as he purchased shares in Redtail Aviation and began flying as a FAA-certified commercial pilot and A&P mechanic. Over the course of several years, he became sole owner of Redtail. The bulk of the company sales was transporting multi-day river rafting passengers between the wilderness and civilization using short dirt runways in often windy conditions.

Family life was joyful, with camping and boating at Lake Powell. His love of the outdoors transformed to guiding trails with

the Red Rock 4-Wheelers, using his honed memory for directions. He was humbled to receive the Red Rock 4-Wheeler of the Year award in 2013; he thought it was silly to be so honored for something he enjoyed so much. Glenn's other big interest was assisting his friend, Roger Lessman of Lessman Racing, as they sought to exceed the land speed record at Bonneville Salt Flats. Many days were spent working toward reaching 400 mph in a natural gas-powered streamliner.

" He will be fondly remembered for his goofy jokes, his talent for revising the words to commonly known tunes, and his alliteration with someone's name (like Sally the Salubrious or Diane the Delightful).

Glenn is survived by his wife, Jo; and his daughters, Peggy (Jerry) Van Cleve, Bonnie (Rob) Lindgren, and Jennifer (Louis) Mueller. His grandchildren have numerous great memories: John and Ben Crist and Liz (Justin) Svalina; Eric (Nisha), Raymond, and Nate (Christina) Lindgren; Paul (Crystal) Lindelien, Stephanie (Kenan) Powell, Michelle (Kalen) Sullivan, and Aaron (Shawnee) Mueller. Glenn has numerous great-grandchildren who have enjoyed listening to him read to them and play with them.

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In Memoriam

Eric James Brewer

Eric James Brewer, 43, of Moab, passed away suddenly and peacefully on Saturday, Oct. 15, 2016. Eric was born, Feb. 5, 1973, in Durango, Colorado, the son of Ron and Linda Brewer. The Brewer family moved to Moab in 1979, where they stayed and raised their family. Eric graduated from Grand County High School in 1992 and later attended Universal Technical Institute in Arizona to pursue a career he enjoyed in auto/truck mechanics and was currently employed as an equipment operator at the Grand County Road Department.

He was honored to be a member of the Red Rock 4-Wheelers group and proudly called them his family. He served in various leadership capacities with the Red Rock 4-Wheelers, always eager to help when needed, but his favorite role was that of the Scholarship Selection Committee. Eric was a Green Bay Packers fan and his hobbies included movies, reading, model cars and working on broken cars at the 300 South shop with Pops and Kevin, but his true love was the time he spent with his family and friends.

Eric married Kama (Carroll) in 1999 and they had two daughters, McKinsey, 16 and Ryanna, 12. He adored his girls and supported them by attending their softball, soccer, 4-H, school and other activities.

He is survived by his daughters, McKinsey and Ryanna; parents, Ron and Linda Brewer; sister, Karisa (Anthony) Alvey and family (Cale, Morgan and Maddie); and his lifelong friend, Kevin Dull and his family.

He was preceded in death by grandparents, Jerry and Mary Poteet and Harvey and Irene Brewer; and uncle, Mike Poteet.

A celebration of life service was held Saturday, Oct. 22, at 11 a.m. at the Moab Baptist Church. Family members have requested that in lieu of flowers donations can be made to a scholarship fund for Eric's girls, at Eastern Utah Community Credit Union.

Condolences may be sent to the family at www.SpanishValleyMortuary.com



Eric Brewer

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List of Stipulations for

STIPULATIONS

In order to continue the Easter Jeep Safari, we the RR4W and you the public users 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.

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.
 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.

Permitted Motorized Use

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.

Continues on page 176



List of Stipulations for Permitted Motorized Use

(continued)

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 1/2 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 & 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.

Why we recommend seat belts...

photos by Action Shots



...a picture is worth a thousand words!

What is Cyanobacteria?

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



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

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

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

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

The sheaths have other functions as

well. When moistened, they swell up to ten times their dry size. This ability to intercept and store water benefits both the crustal organisms as well as vascular plants, especially in arid regions with sporadic rainfall.

Sheaths, and the organisms they surround, also contribute organic matter and help make essential nutrients available to vascular plants. Negatively-charged clay particles, often found clinging to the sheaths, bring positively-charged nutrients, preventing them from being leached out of the upper soil horizons or becoming bound in a form unavailable to plants. Like soil stability, this function is not dependent on the presence of living filaments, but only the presence of sheath material.

ENVIRONMENTAL IMPACTS

Unfortunately, many human activities are incompatible with the presence and well-being of cryptobiotic soils. The fibers that confer such tensile strength to these crusts are no match for the compressional stress placed on them by footprints or machinery, especially when the crusts are dry and brittle.

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

Tracks in continuous strips, such as those produced by vehicles or bicycles, are especially damaging, creating areas that are highly vulnerable to wind and water erosion. Rainfall carries away loose material, often creating channels along these tracks,



especially when they occur on slopes.

Wind not only blows pieces of the pulverized crust away, thereby preventing reattachment to disturbed areas, but also disturbs the underlying loose soil, often covering nearby crusts. Since crustal organisms need light to photosynthesize, burial can mean death. When large sandy

Don't Bust the Crust!

areas are impacted during dry periods, previously stable areas can become a series of shifting sand dunes in just a few years.

Impacted areas may never fully recover.



Under the best circumstances, a thin veneer of cryptobiotic soil may return in five to seven years. Damage done to the sheath material, and the accompanying loss of soil nutrients, is repaired slowly during up to 50 years of cyanobacterial growth. Lichens and mosses may take even longer to recover.

WHAT YOU CAN DO

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

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

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

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

Index of Advertisers

7-Eleven.....	149	Iron Rock Off Road	157	Rick's Glass	105
Aarchway Inn.....	16	It's Sew Moab	109	Rigid Industries	32-33
ACT Campground.....	120	Jack-It	115	Ripp Superchargers	64
Advance Adapters	95	Jailhouse Cafe	91	Rockhard 4x4	83
Adventure Park Moab	119	JBA Offroad	117	Rock Slide Engineering	25
ARB 4x4 Accessories.....	153	JKS Manufacturing	77	Ruffstuff Specialties	97
Arches Real Estate Group	105	JR's Desert Inn	105	Rustic Inn	9
Arches Trading Post/Moab T-Shirt Co.....	139	KCYN/KCPX Radio	95	San Juan ATV Safari	159
Archview RV Resort & Campground	65	Ken Garff Customs	111	San Juan County Travel	65
Artec Industries	155	King Shocks	2	Skyjacker Suspension	37
Baker's Transmission	149	LaQuinta Inn	109	Solid Axle Industries (Spyntec).....	167
Bangkok House/Bangkok House Too.....	111	Larry H. Miller Chrysler Jeep	39	Southeast Utah Real Estate Happenings..	123
Barlow Adventures	54	Lube-It Express	131	sPOD	127
BDS Suspension	165	Mac's Custom Tie Downs	172	Superwinch	62, 63
BEDRUG	79	Magellan GPS	71	Summit Racing Equipment.....	81
Best Western Plus Canyonlands Inn	92	Maverick	129	Superchips	151
Bestop	17	Maxxis Tires	74, 75	T Shirt Shop	3, 5, 7
Big Horn Lodge	9	Mesa Verde Country (Cortez)	121	Teraflex	87
BF Goodrich Tires	31	Mickey Thompson	8	Tire Factory/Point S	103
Bureau of Land Management Fire Agency.	39	Mile High Jeep Club	115	TNT Customs	149
Blu Pig BBQ/Blu Bar	109	Miracle Truss Buildings	139	Trail Jeeps	57, 135
BOLT Lock	137	Moab 4x4 Outpost	167	Tread Lightly	173
Bowen Motel	125	Moab Action Shots	135	Tuff Country	159
Bully Dog	49	Moab Advertiser	114	Tuffy Security Products	123
Canyonlands Auto Parts (NAPA).....	163	Moab Auto Group	10	Twisted Jeep	109
Canyonlands Copy Center.....	118	Moab Auto Parts (Clark's Carquest).....	43	Vacasa Vacation Rentals.....	123
Canyonlands RV Resort & Campground.....	57	Moab Chamber of Commerce	6	Village Market	48
Castle Creek Winery	73	Moab Chevron	106	Vision X Lighting	64
City Market	27	Moab Gear Trader	110	Walker Drug	4
Club Rio	43	Moab Giants Dinosaur Park	53	Walker Evans Racing	125
Comfort Suites	49	Moab KOA	163	Warn Winch	85
Currie Enterprises	58	Moab Mailing Center	97	Webasto	93
Dana Incorporated	22, 23	Moab Regional Hospital	101	Yukon Gear & Axle.....	61
Desert Rat Off Road	53	Moab Solutions.....	88, 133	ZAX Restaurant	157
DeWalt Tools	127	Moab Spanish Trails Shell	104	Zone Offroad	165
Discount Tire	179	Moab Valley RV Resort & Campground.....	57		
Drake Off-Road	151	MORryde International	60		
Dynatrac	11	Mountain Off Road Enterprises (M.O.R.E.)	107		
EmWest Motorsports	141	Museum of Moab	102		
EVO Manufacturing	145	NEAPCO Components	163		
Expeditions One	29	Nitro Gear & Axle	157		
Fab Fours	13	Nitto Tire	21		
Factor 55	38	Northridge 4x4.....	36, 72, 95, 105, 142-143,166		
Fiesta Mexicana Restaurant	139	Painless Performance	107		
Fox Racing Shox	44, 45	Pinnacle Helicopters	97		
Fun Treks Guide Books	43	Pizza Hut	155		
Gale Banks Engineering	99	Poison Spyder Customs	28		
Garvin Wilderness Products	137	Powertank	167		
Gearheads	137	PSC Motorsports	117		
GenRight Off Road	141	Pull Pal/ Premier Power Welder	155		
Go To Moab DIY Garage.....	125	Q Industries (Air Armour)	89		
Grand Mesa Jeep Club	115	Rancho Suspension	55		
Grand Tire Pros	Back Cover	RCV Performance	167		
Hampton Inn	101	Red Cliffs Lodge	9		
Hi-Lift Jack	91	Red Rock Management Group	105		
Hogan Trading Co.	111	RR4W Merchandise	42, 59, 170, 171		
Holiday Inn Express	73	Red Stone Inn	9		
Icon Vehicle Dynamics	135	Redtail Air Adventures.....	119		

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