

THE WHEEL DUST

SPRING 2017

VOLUME 46—ISSUE 1



ASA4WDC QUARTERLY NEWSLETTER



ASA4WDC WEBSITE
<http://www.asa4wdc.org/>



JEEP TRACKS

Becky Antle, ASA4WDC President, 2014—2016

A FEW OF MANY BILLS BEING TRACKED BY OUR LOBBYIST NICK SIMONETTA

H2046 Motorcycle riders; Helmets; Fees – this bill would require all operators and passengers of motorcycles, all-terrain vehicles and other motor driven cycles to wear protective helmets at all times, instead of only operators and passengers who are under 18.

H2095 State Lands; Perpetual Rights-of-Way - The State Land Department is required to grant a perpetual right-of-way, after conducting an appraisal, at public auction to the highest and best bidder if the grant is for the purpose of providing legal access to private property to which access across state land is the historic access or is necessary because state or federal land surrounds the private property.

HCR2011 Motor Vehicle Fuel Taxes - The 2018 general election ballot is to carry the question of whether to amend state statute to raise the motor vehicle fuel tax to 28 cents per gallon, from 18 cents per gallon, and to require 10 cents per gallon of the tax to be spent only for the construction or maintenance of transportation infrastructure.

S1082 Motorcycle Safety Fund - The requirement for the Department of Transportation to deposit \$1 of each motorcycle registration fee in the Motorcycle Safety Fund is extended five years to June 30, 2021, from June 30, 2016. Eliminates the Motorcycle Safety Advisory Council, which terminates on June 30, 2016.

SCM1010 Urging BLM; Travel Management Plans - The Legislature urges the U.S. Bureau of Land Management (BLM) to coordinate and consult with all affected stakeholders in affected areas in the development of Travel Management Plans affecting Arizona. The Secretary of State is directed to transmit copies of this memorial to the President of the U.S., the Director of the BLM, the State Director of the BLM Arizona State Office, and each member of Congress from Arizona.

SCM1011 Antiquities Act; Monument; Urging Congress - The Legislature urges the U.S. Congress to protect local economies and preserve local customs and cultures by repealing or amending the Antiquities Act to require congressional, state, county and local approval in order to designate a national monument. The Secretary of State is directed to transmit copies of this memorial to the President of the U.S., the President of the U.S. Senate, the Speaker of the U.S. House and each member of Congress from Arizona.

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PLANNING PROCESSES AND INVOLVMENT

Recently NOHVCC (National Off Highway Vehicle Conservation Council) held meetings throughout the state of Arizona and Utah. NOHVCC is working very closely with BLM to help provide direction on construction of trails that provide us with sustainable roads and challenges at the same time.

These meetings were an opportunity to meet with the NOHVCC and BLM representatives getting to know them in our areas. It also expands our ability to help with the upcoming travel management plans.

BLM is in the process of finishing their TMP (Travel Management Plans) in Arizona. It is very important that we attend those meetings and provide our input on the trails we use and offer our assistance to keep them open. BLM is interested in hearing what we have to say about what trails we use.

Partnerships with agencies is another way to help keep our trails and roads open and useable. In fact, it may be one of the most important elements in keeping our roads and trails open. As budgets and land agency personnel are cut constantly there is little manpower dedicated to our sport. So, we should help fill that void.

Planning and mapping processes take a very long time when the government is involved. There are so many things that have to be in place prior to any plan. The bureaucracy and red tape involved in anything having to do with motorized travel management and land managers is astounding.

The Arizona State Parks put out a survey to see how we use our vehicles. This survey will help to define how and where our money is spent in Arizona. The final answers are very useful in meetings when talking to local and federal land managers about trail use. We can cite facts from each county on how the money is being spent.

The anti-access groups have been stating that motorized recreation has been decreasing. What? Go out on any trail—this is certainly not true. Our larger associations and national groups are not sure why they would state this nor where they obtain these “facts”. Some of the possibilities might be that the more popular vehicles like the side by sides are now capable of seating four people instead of the typical two.

Another idea may be that people just aren’t as involved in groups, clubs and associations anymore which may also bring our numbers down. This causes us to become more fractured and not cohesive groups. This type of decline is not helping us keep our roads and trails open and is not keeping people involved as much as in the past.

The expansion of social media may also be a contributing factor to the lack of organized groups, clubs and associations. Social media is a great way to get your information out to people. But it doesn’t make up for working directly with each other on projects, ideas and planning. The land managers are not really interested in social media when it comes to planning our trail systems.

Club road work projects and adopt a road programs are one reason some of our favorite roads and trails are still open. But when only small groups work on these projects that benefit the public it becomes more and more difficult to do the work. We need to work closer together with other groups and form stronger alliances with the public.

Keep in mind that most of the land managers have no idea what we do for fun. Their opinion I believe is that we just want a straight, flat graded road. For those of us who deal directly with the recreation planners, many are amazed that what we want and what they think we want are worlds apart.

It is urgent that we stay involved with the planning processes. We must also conserve our associations and clubs in order to keep defending and supporting our sport.

ASAA4WDC FEBRUARY 11, 2017 QUARTERLY MINUTES, LAUGHLIN, NV

Called to order by V.P. Ted Nunez at 1:47 p.m. The President and Rheel were delayed, problems with their motor home.

Pledge to the Flag: Led by Phil Strittmatter.

Quorum met.

November Minutes: Ted asked for any questions, corrections. Chari Ainsworth mentioned an error. She had not received the ASA4WDC boxes from Tray Romine. She has attempted to contact him numerous times—no results. The boxes probably contained membership information. She'll keep trying. Motion to accept the minutes as corrected. Seconded. Ayes have it.

Treasurer's Report: Ray Jenkins read the report. Motion to accept the report as read. Seconded. All in favor. Ayes have it. Ray disposed of a lot of junk mail. Received the bank statement. BRC Magazine. More stuff. He reminded everyone that dues are now payable. Delinquent March 15th. He asked that the club rosters be kept up to date.

Wheel Dust nothing to report. All newsletters now sent electronically.

Membership Wayne Ash had to leave after the board meeting.

4x4 Safety and Awareness: Still open.

Adopt-a-Road: Doug Larson absent.

Events/Meetings—Chari Ainsworth. Nothing new. AZ G&F Exposition. Chari could use help. There will be an ASA4WDC information booth. Trailer and table. 4x4 Rock Crawl. To participate in the Rock Crawl a waiver certificate from Allan must be shown. AZ Rough Riders have about 5 vehicles wanting to participate. Ted Nunez recommends having a winch on your vehicle.

Environmental and Internet/Region IV: No reports, Becky and Rheel had not yet arrived.

G&F Expo: Chari explained how to reserve camping spaces. Info is on the G&F Website. \$30/night. Group reservations were discussed. Absolutely no type of fire allowed on the premises.

Region II: Phil Strittmatter explained there are no longer any ASA4WDC clubs in the region.

Regions III. Region III is open. Roland Silva said there are a lot of clubs in the region. We should try and contact them.

Florence Property. We need a work day this spring while still cool. Had a good work weekend last fall, very hot. Good group on Saturday. Sunday four people showed up, one chap brought a tractor from Tucson and spent the day pulling cholla. He bladed a road through the property; fixed the road in places where the water created holes—lots of progress was made.

By-Laws: Good chunk of it covered at the BOD meeting. Will need one more meeting to finalize the by-laws. May, Wickenburg.

501-C3. Becky had not yet arrived.

NEW BUSINESS

Girl Scouts: Pat Jenkins reminded members—it's cookie time! Please help support them.

Coke Ovens, Florence: Ted said they are on private property and now closed to the public. A full time security guard is stationed there and will photograph vehicle licenses. No Trespassing signs are on the mesquite trees. Discussion.

2017 Elections: Chari asked if the nominees had been approved. At the August Quarterly Phil Strittmatter nominated the status quo, Becky Antle as President, Joan Beck as Secretary. Unanimously accepted nominations were closed.

NOHVCC: Statewide meetings were held last month. Joan and Phil attended a jam-packed meeting in Kingman. Lots of ranchers, ATV, quad, UTV users present. Not that many Jeep types. BLM and NOHVCC representatives asked for our concerns and suggestions to help make riding better on public lands. Discussion followed.

Desert Splash: 2nd weekend every November (Veteran's Day weekend). Discussion re: P4W insurance.

G&F Expo: 25th and 26th of March.

May 13th Quarterly, Wickenburg, Rec. Room. Probable run on Sunday.

August Quarterly Flagstaff—2nd weekend. Location not yet finalized.

Secret Pass run tomorrow. Meeting and time arranged.

Becky and Rheel will meet us around 4:30 at the park across from the Riverside Casino where we will finish the meeting.

Temporarily adjourned at 3:24 p.m. by V.P. Nunez.

MEETING RESUMED 4:25 p.m. at Laughlin Park by President Antle.

By-laws: Proposed changes discussed. To be resolved at the May Quarterly. Other changes from the earlier meeting today approved.

2017 Budget: Ray and Pat Jenkins had to leave earlier. Rheel Tetreault reviewed the proposed budget. Motion to accept the proposed budget as read. Seconded. Approved.

Individual ASA4WDC membership: It was suggested that we lower the cost to \$25 from \$35 for individual members. This might bring in more people and make membership more appealing.

501-C-3: Becky decided not to go with an attorney due to the expense and has completed all the necessary paperwork. She is currently the chair, but that needs to be changed in the future as it could be a conflict of interest.

Game & Fish: More discussion from earlier. We need to make reservations soon. Allan is handling the rock crawl, the insurance and will arrange for camping. We need people to show up.

Brochures, etc. Completed. Becky bought display cases. Received a grant from TreadLightly! More donations are coming in. Becky is planning on attending meetings and events throughout the state with the trailer.

Adopt-a-Trail: Similar to the TRAL program. Becky's plan through the ASA4WDC is to work with BLM and the FS to improve relations. To have Memorandums of Understanding (MOU's) with the agencies statewide. Discussion.

February 24—26 BRC event, Needles. Not much interest shown.

State Park's OHV Board: Need someone to represent 4x4s (Jeeps, 4x4 trucks, etc.). Becky may be off the board next year.

Property: A cleanup is needed while the weather is still cool. Rheel will put out a few weekends as options. Discussion.

Adjourned: With no further discussion a motion was made to adjourn, seconded, passed. 5:22 p.m.

Respectfully submitted, Joan Beck, Secretary.

Quarterly—Runs to Secret Pass and Short & Sweet

Trip leader Joan Beck—Photos by Christie and Dave Chatfield and Joan Beck, Becky and Rheal were tail-gunners.

It was a shame some of the board members had to head back to the Phoenix area on Saturday—they missed a great run. On the other hand there were only three rigs which enabled us to tackle two trails on Sunday. Even though showers had been predicted, we were lucky, no rain!

Secret Pass is normally quite a challenging run, but this time the winter rains had filled a lot of the technical spots with sand making for few rock crawling adventures. At the most difficult spot an unknown group had stacked close to a half ton of rock and moved three of the tougher boulder obstacles off the trail—that's rotten trail etiquette folks. You don't make trails easier—if you can't handle it, winch, strap, grab a ride or hike! We couldn't complain too much, since the non-stop views of this stunningly beautiful canyon made up for our disappointing lack of challenges. With the next rains it will change again.

Since it was around 2:30 when we exited the canyon Phil Strittmatter decided we had time to tackle "Short & Sweet." It's a nice trail with three or four challenges to keep us happy. The photos don't do it justice, of course. But it was still great fun. We had a good time and the Chatfield's are ready for a return trip to attack other trails in the area.





Next
6
Photos
Short
&
Sweet



Mud Springs—Trip Leader: Dave Brown—Saturday, January 7, 2017

Members attending: Bill Murray, Mike Drawsky, Rob & Suzy Hayton and Mic & Jamie Radford.

Guests in attendance; Jim Hopper, Craig Anderson & Magen—Report by Mic Radford

Ah, there we were, the twelve of us brave souls with our eight valiant steeds gathered at the very crack of dawn. A brisk Arizona morning welcomed us to best her challenging geography. The mountains did not let us down—when the day ended we all agreed the journey held all the excitement we could endure for eight hours. Wild Bill's horse grew weary, slipped into a ditch and floundered. There it lay on it's side for a short rest. Rob, Dave, and Mike were quick to the rescue and put the beast back on it's hooves with little damage. In fact, the brave steed completed the entire trek with honor. The photos will reflect the tale much better than words. A fabulous time was had by all and the mountains welcomed the company. *The Wheel Dust editor apologizes for taking a few short cuts for lack of space. The Mesa 4 Wheelers always have great adventures! Thanks Mike Drawsky for sharing.*



"Wild Bill"—heck of a way to start the day. Using a 12,000lb. Warn winch, Jim pulls Bill's JK back onto it's wheels.



With Bill back on all 4's, we continue on towards "Decision Meadow."



Dave almost to the top.



Mic handled every obstacle (pretty much every 6 feet) like a champ.



Dave said the off-camber boulder squeeze on the first hill had actually gotten easier.



Jamie snaps a shot of Rob & Suzy on the first hill challenge.



Dave hand signals Mic to cut his wheels to the passenger side.



Rob made this obstacle on his first attempt!



Mike "3 wheels Drawsky" on his second attempt. Success.



Jim follows Mike's successful line, over the rock, makes it look easy.



Bill slowly makes his way up the last steep hill near the end of the trail.



The line shack at the end of Mud Springs



On our return, this rock infested hill turns out to be the most challenging stretch.

3 1/2

Trip leader, Doug Ohm, tail gunner Joan Beck, photos—Bob Seibert, Mac Ruiz, Joan Beck

Oh Wow! What can one say? Attempting to compare this with any of our local trails just can't be done! This is a tough, gnarly, short trail with five major unrelenting challenges. We began with eleven vehicles. Phil Strittmatter's Jeep stopped dead before even reaching the trailhead—an oil pressure problem. Mac Ruiz strapped Phil's Jeep to the side and Phil rode with me. Bob Walters had decided to tag along with his two guests, but after the first challenge chose not to continue because of probable damage to his hard top. He and his guests hiked all but the last obstacle—Bob made a smart choice as most of us had damage to our roll cages even with great spotting. On the first obstacle, we heard a loud snapping sound; oh, oh, not good! Larry Surratt's rear axle gave up the ghost. In the narrow canyon Larry managed to find a place to leave his Jeep while he rode with brother Niles leaving eight rigs to continue the trail.

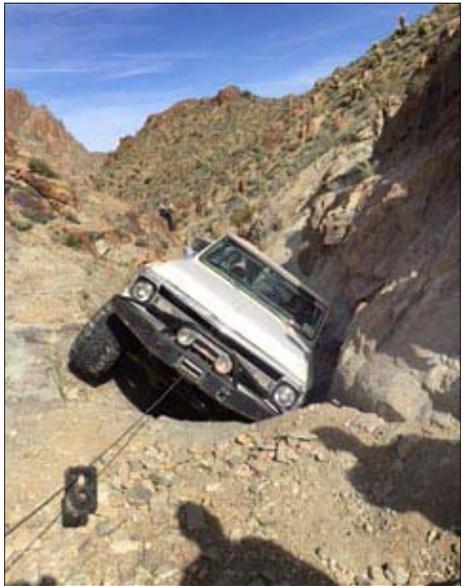
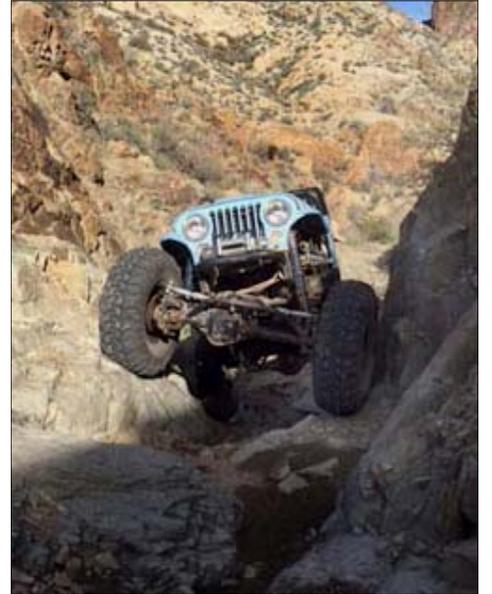
As we moved along we were faced with beaucoup off-camber climbs, diff-catchers (lots of them), boulders waiting to inflict damage on metal and paint and barely doable climbs up water falls. The fact that there were several inches of standing water just before the climbs made it difficult for our tires to grab rock. Amazingly, we made it past the last waterfall where we all felt pretty darned lucky not to have had more damage. After a grateful, relaxing lunch break we moved out thinking the trail would be easier. But wait! We had yet to reach the top! Tricky, attention grabbing rocks and boulders littered the last bit of trail with one more technical spot. One of Bob "Doc" Seibert's brand new tires was slashed and had to be replaced. Drat. Hate it when that happens. Don't recall any problems for Dan McKay or George West, but then they were up in front.

Oh, yeah! There was winching, strapping and the chicken was happily fed by Bob "Doc" Seibert and Larry Surratt. Guest, Brent Philipp, all the way from Phoenix that morning, earned the chicken but since he's a guest didn't have to feed the fowl. Doug Ohm led an exhausting run—at least for those of us watching him. He was hiking non-stop up and down the steep trail spotting the rest of us (think Energizer Bunny). What a workout! Thanks for the great run Doug. As for the name of the run 3 1/2, uh, maybe for rock buggies but in my opinion it's 4+. *Joan.*





MORE PHOTOS OF 3 1/2 BY BOB "DOC" SEIBERT



Trip leader Doug Ohm—**BLACK INKY SPRING**—Photos Dave Thomas



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LAS CRUCES (NEW MEXICO) 4 WHEEL DRIVE CLUB

How to remove graffiti—by David Beyer, President, LC4WDC—December 2016

It sounded so easy at the meeting.

All we needed to do was go out and clean up a little graffiti. How hard could that be? We have done it before, so it was no big deal to say: “We can do that!” when it came up in discussion with BLM -- just a little graffiti in one of the canyons out at the Trackway’s National Monument. Besides, we had recently partnered with the New Mexico Off Highway Vehicle Alliance and were awarded a grant from the Rugged Ridge Trail Access Program, so we should be able to acquire the tools we need to accomplish the task. I wondered why I got a wide-eyed stare from one of the club members when I volunteered us. Hey, this should be a piece of cake. Turns out, not only do I not know how to bake a cake, I had never been down the particular canyon I had committed us to, either.

This canyon just happens to be considered an “extreme” trail, one that is only accessible on foot or with a highly modified off-road vehicle, or “rock crawler” as they are called. So there we were; I had just stuck the whole Las Cruces Four Wheel Drive Club’s collective foot in my mouth. Let the games begin!

The first task was to assess the situation. A couple of club members went and checked it out and came back with the report: “It’s really tough to get to.” “We aren’t sure how to get equipment in there.” And my favorite: “What the hell did you get us into?” It was time for some head scratching. The challenge is to remove the graffiti without defacing the rock. We wanted to do it the right way, but what really is the right way? Now for some homework (I hate homework!).

It just so happens that the New Mexico Four Wheelers club in Albuquerque was working on a graffiti project about the same time and were using a water-based gel called Elephant Snot (what a gross thought!) that is designed to remove graffiti from natural surfaces. The results looked promising, so we did some research and decided to try it. We ordered a gallon and headed out to test it. We found some graffiti in Faulkner Canyon that was much easier to get to, and found that the results were very promising. The only problem is that it is best removed with a pressure washer. So now on to the next problem. Now we have a product to apply to the graffiti, just no way to wash it off. We found out that if you don’t wash it thoroughly, it just smears the graffiti and can make a huge mess. Just take a pressure washer with us, right? Oh yeah, how do you run a pressure washer in a remote canyon, and how do you run a water hose 2 miles to supply the water?

It was back to the drawing board. We knew that 5 or 10 gallons of water was not going to be enough, and how do you get a pressure washer up the canyon anyway? It’s not like we can throw everything in the back of a pickup truck. After a lot of brainstorming and (dis)ussing, we came up with a plan. David Smith’s rock crawler has an inverter which would give us the ability to run a 110 volt pressure washer. I didn’t want to ask a stupid question, but why would his rig have an inverter? Does he run a microwave? Anyway first problem solved. Now we needed water. We found a portable 30 gallon water tank with a sprayer attached. Slowly but surely it began to look promising.

Now, how do we get it all up there? And by the way, some of the graffiti is up high on the canyon wall, either the taggers stood on each others shoulders or a group of Philistines are roaming the area. So that means we also needed a ladder just in case. I left this problem up to the guys that are driving in there.

By the time we were ready one of the rigs looked like it should have a sign that read “Oklahoma or bust.” All we needed was a rocking chair on the other rig with grandma sitting on top.

So off went four of us with me regretting I had ever opened my big mouth. What was really frightening was listening to David Smith and Ray Torres discussing how to get that tank full of water up the “big waterfall”. BIG WATERFALL!! Nobody said anything about a big waterfall! Now I’m wondering whether we would make it out alive. I’m starting to hate Philistines. No worries; my life insurance is paid up.

Well, amazingly, everything went according to plan. The elephant snot worked, the sprayer worked (for a while) and then the back-up sprayer finished the job. Just about the time I thought we were on the home stretch, they started talking about the big waterfall again. You mean the Niagara Falls we climbed just getting in here wasn’t it? And you guys call this fun? I don’t own enough underwear to do this!

Now it looms in front of us. It was probably 8 feet tall, but looked like 30. And to top it all off, there was a 2 foot deep pond at the bottom. Which means if you turn over, you will be upside down in 2 feet of water with your seat belt on. I told David S not to worry, if he turned over, the club would replace his ladder. So I get out so I can take pictures (yeah, that’s why I got out) and watched them work their magic. It really defies logic and gravity for these vehicles do what they do, but they did and we got out without any problems. The only person that got stuck that day was me with my little weeny jeep, just trying to get home. How embarrassing.

Many thanks to David Smith, Ray Torres, and Jerry Arp, as well as those who helped with the planning and collection of equipment. Special thanks to Rugged Ridge and the New Mexico Off-Highway Vehicle Alliance for their assistance with the grant monies. And thank you to the wonderful group of people at the local BLM office; it has been a pleasure working with you.

Happy Trails.



Rigs are loaded, ready to go.



Carrying a lot of heavy equipment. Ladder on top.



Before



After

An amazing job well done by four volunteers who were “conned” into cleaning up the graffiti left by uncaring (uneducated) folks. The article is very entertaining; hope you’ll read it. Now where do we have graffiti that needs to be removed? Thanks so much to David Beyer for sharing their successful adventure. [Ed]



Tucson Rough Riders—Redington Pass (1/1 Andy Sacio)

Written by Larry Narcus—Photos by Andy Sacio and Larry Dodd

The best way to start this report is with the conclusion: HOLY MOLEY!! Quite a run indeed!! Nine vehicles participated, most of which were club members and a few guests. The weather was indeed terrible. Cold, raw rain from about midmorning to about 1PM. It was very wet up in the Redington area and water was flowing in copious amounts most everywhere. Low-hanging clouds made for some interesting landscapes.

We started up Redington Pass Road and then exited off at the Three Feathers staging area, grouped up and proceeded down Three Feathers. Some went left down the slot and some went down the right, but all made it OK with no problems. GREAT! Off to a good start.

We proceeded in the direction of the Upper Loop-Deadman's Hill and Chiva Falls. When the rain started in earnest, Andres ("Andy"), our run leader, made the command decision that the Lower Loop might be so wet that water crossings might be more than we should challenge. So we opted to go to Chiva Falls instead. We somehow managed to get nine vehicles stuffed almost right up to the falls; how we did that in the rain is beyond me-but we did. The falls were spectacular as the water was just gushing over the top and stretching out from the falls wall considerably. I've never seen Chiva Falls so prodigious-really a sight to behold, especially in the context of "the middle of the desert."

We then proceeded to take the left from Chiva up Deadman's Hill. Very aptly named. No one should question "lift and lockers required" on this run. Everything was going fine until Paul Siskind hit a big rock that shifted and his Jeep slid to the left and just off the trail. Very wet and muddy-he was stuck. Leo O'Campo was behind Paul and tried to swing around him to the right and then come in in front of him to the left. Well, wouldn't you know – Leo got stuck too. In trying to get back on the trail, Leo slid further down the bank to the left and a big-I mean BIG-ocotillo stopped us from falling further down the banking. Well, to make a long story short, some time and excellent use of winches got both Leo and Paul back up on the trail. Again, another hint: anyone reading this and planning to do some Hard trails-YOU NEED A WINCH!

Now off to our lunch spot under a giant tree along the upper Loop. Usually a great spot but it was wet and chilly.

We then headed back to Three Feathers and passed through what I call the Cottonwoods. Boy was there water flowing there-hardly insurmountable, but fairly deep. I think Andy made a good decision to skip the Lower Loop.

Well, we made it to Three Feathers and some went left and some went straight. Leo decided he was going left. He then decided to take a "short cut" and bypass a hard right hand turn on the normal line. Well, at this point, Mike Collins was spotting for Leo. Now, keep in mind that Mike is a pretty experienced off-roader and has been on many challenging trails. At this point, Leo's Jeep encountered some very unusual vehicular configurations. Here I am, high up in the air-and the next thing I hear from Mike is: "Leo-I've never seen this line before-just don't back up". GREAT-now we're trail blazing a new line-on Three Feathers no less-the result of which is still to be determined. Well, Mike got us off the CLIFF with the help of Leo's tenacity and Mike's coaching. Leo's Jeep is, as I stated earlier, very well prepared. But cousin Leo really likes to push the limit.

In spite of the weather-which did start to clear as we ended the run-it was an interesting run that was enjoyed by all. Many thanks to Andy Sacio for an excellent lead and some good decisions.



Thanks to Dave Peterson
TRR Editor
for sharing the
Rough Rider with us.
Sorry Dave—had to take
a few liberties due to
lack of space. Joan



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