
The Oily Rag

MONTHLY NEWSLETTER OF THE
ARIZONA DUST DEVILS
FOUR WHEEL DRIVE CLUB

<http://www.asa4wdc.org/clubs/azdd/>

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Established 1978

2008 Club Officers

President: Kellie Durham

Vice President: Steve Langley

Secretary: Chris Frailey

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State Delegates: Kellie Durham
Mark Peterson

Editor: Mark Peterson

This Month:

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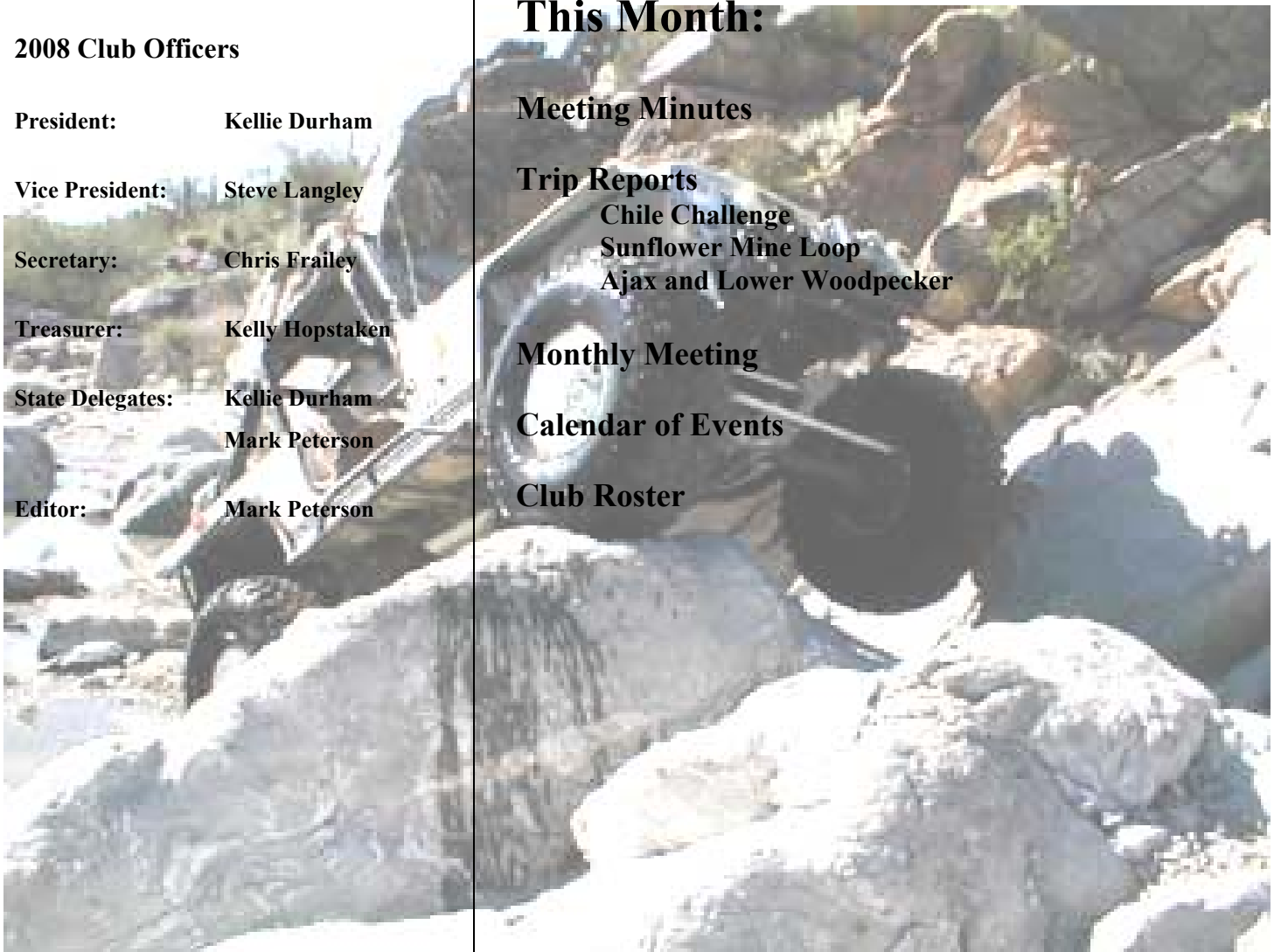
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Meeting Minutes

March 5, 2008

Kellie Durham at Top Shelf Restaurant called the meeting to order at 7:05 p.m.

Members attending: Kellie and Brian Durham; Mark Peterson; Ken Shields; Brian O'Day; Mike Wixom; Michael Sbraga; Steve Langley; Kevin and Kelly Hopstaken; Matt Bean and Ashley; Jim Young and Mona; Frank Buntschuh; Andrew McLaughlin

Guests attending: None

The meeting kicked off with the treasury report by Kelly. We had 23 members paid at the start; waiting to hear from Joe Chott although he is still on roster. We had some payouts to ASA and added 3 members. Balance is at \$2430.

Kellie went into club business with awards from 2007. Best Trip was awarded to Ken Shields for the Terminators run. Best New Trip was awarded to Mike Wixom for Bad Medicine. 4 Wheeler of the year was awarded to Mark Peterson. Black Cloud award went to Matt Bean (breaking John Durham's multiple year run). T-shirts are being revisited as pricing came in higher than expected.

Trip reports were next and included Sunflower Mine Trip, Chile Challenge, and Ajax Wash. Read about the events later in the newsletter. Up coming runs being scheduled are March 16th weekend for hard trail in FJ; Sunflower Mine in March 9th; and a Mesquite Wash cleanup and run with the girl scouts on March 29th.

ASA4WDC February delegates meeting was held in Parker on the 9th. The club paid for 23 members to the ASA. The ASA welcomed a new club JeepExpeditions.org represented by Mike Fissel with 41 members. There will be no ASA group STL permit anymore as the agency is making it impossible for the ASA to meet the demands for scheduling 6 months in advance for trails and vehicles. Clubs should recommend that members get their own permits. The current ASA raffle does not yet have a main prize provided. Clubs are being asked to take out a business card size ad in the wheeldust for \$50 per year to help bolster funds. Also the ASA would like to reinstate club trip reports containing off road miles, on road miles, and number of vehicles in all trip report; also forward these to ASA to tabulate for records in defending use in certain areas with land agencies. ASU is doing another OHV survey; if asked to participate please do. Discussion was had of trying to reform the Jamboree. Chari Ainsworth volunteered to head up provided she got support from 10 or so people. Right now we are shooting for March 2009. Investigating using Country Thunder property as possible camping that can be secured from outsiders. Mark Peterson

suggested that AZDD step up to orchestrate and run tech inspection for jamboree event as our support. Motion was made and seconded to do so; motion carried and Mark will extend offer. Upcoming events have been added to calendar.

A friend of Sycamore group meeting was held in February. Plans are in progress for signage at Mesquite Wash. Also Ken will be doing another rotation in Iraq and Mike Wixom will be picking up duties for meeting and support. Ken warned that the management plan is due out this month from Tonto and that the option for no change is not a good one since it means enforcement of existing rules that would not be in OHV favor. Also an association is being formed off of the AZOHV to be under a 501c3 designation that would allow the group to get more grants. Friends will still be active in planning, but on-going management and maintenance would transition to association.

Open discussion included discussion of possible alternative for meeting. Bass Pro has free rooms with no food or drink; along with no standing reservations and they are booked 6 months out. Several other places have minimum food purchase as well as hourly rates for a room. Famous Sam appears to not have these rules and would love to have us. Motion was made to hold May meeting there and see what club thinks. Motion was seconded and passed by club.

Meeting was adjourned.

Classified Ads

Reminder: If you have any 4x4 related items you want to sell, get the info to Mark for the newsletter.

Ring and Pinion: Since I do allot of gear installs and axel builds I was able to work out a wholesaler's agreement with Randy's ring and pinion so let me know what you need in the future and I will get you some great pricing.
Contact Randy Siade

Pictures and Trip Reports Needed

Please provide pictures and trip reports to Mark for use in the newsletter. If you have them electronically, email them.

Cover Photo

Lower Woodpecker. Picture taken by Mark Peterson on the Ajax/lower Woodpecker run. Randy Siade playing on lower Woodpecker obstacles.

Chile Challenge

Date: February 20-24, 2008

Trip Leader: Mark Peterson

We loaded up and left on Wednesday at about 10 AM headed for Las Cruces. After losing 2 trailer tires about halfway out there, we finally arrived at the fairgrounds at about 6 PM to check in and go through inspection. Inspection was done while the Scout was still on the trailer and was aimed at only looking at debris and weeds that may be in the undercarriage. I found out at registration that the access and handling of the event had become more controlled this year with BLM treating the area as private property during the event and having Sheriff Department enforcement at all entrances to keep out anyone not registered with the event. I went to the hotel and had found a Discount Tire in the area to replace the trailer tires.

Thursday I opted out of the trail run (Hopping Jalapeño) as the weather forecast was chilly with AM showers so I could get the trailer tires out of the way; driving around with no spares was not comfortable. We got the trailer tires squared away and prepped for Friday.



Friday I arrived at the fairgrounds in time for the 9 AM pull out to run Amatista Ledges rated as a moderate trail. We had 14 vehicles signed up and in attendance. The drive out was cold and windy; seems there is always wind out there until you get into the canyons of the trails. We proceeded in the trail and it was a lot like a lower Ajax type of trail with a couple harder obstacles; all major obstacles on this trail had a bypass.



Everyone made it through with minor hang-ups and a couple tugs in places. The Scout had been unstoppable until the last climb out of the canyon. About 2/3 of the way up there was a stair step ledge about 2 foot tall that was exactly 100" apart (my wheelbase) and I just couldn't get over it.



Pulled the winch and got up. We returned to the fairgrounds and arrived around 4:30 PM. Dinner was at 5:30 so I loaded up the Scout and hung around visiting the booths and checking out other rigs. I only stumbled over one AZ plate that was one of the Scorpion vehicles there. Dinner was authentic Mexican meal and very good along with an ice cream social following. I was back at the hotel by 8 PM.

Saturday I arrived at the fairgrounds in time for the 9:30 AM pull out to run Sandia Gulch rated as a hard trail. We had 22 vehicles registered but only 14 were in attendance. The weather was warmer and the drive out was only a bit chilly. The sheriff was out in force today and checking everybody for proper stickers and registration. We proceeded into the trail and aired down then drove about 20 minutes to the start of Sandia Gulch. This trail is much more like a continuous upper Woodpecker/Ajax obstacles and I was scraping a lot more than previous day. We had one TJ with only 33s and limited

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slips that was hung up constantly along the trail and crashing and banging the rest of the time. There were no bypasses to the obstacles and it was narrow in most places. 2 obstacles are the main ones on the trail.



One being a V notch which the Scout made it through this year without any problem.



The second is a 4 foot ledge which took a bit of rock stacking to get most over including the Scout.



The rig in front of me was a nice CJ6 with some procomp radials. He got a sliced sidewall about 1/2 ways through; then sliced the spare at the end leaving him with no remaining tire to replace it with. Luckily he had the standard 5 on 5.5 bolt pattern and was running 35" tires so I pulled my spare MTR and we slapped it on his rig. We made it out and stopped in the Box Canyon area to play on an optional rock pile which only a couple of us actually did. Then we returned to the fairground by about 4 PM. I loaded the Scout and got cleaned up for dinner. Again a wonderful meal followed by a raffle which finished up about 8:30 PM. I met up with the guy that had my spare and he happened to be one of the vendor booths at the event. He had gotten a tire in town and thanked me for the help and use of my spare. I left for the hotel and found that I had no brake or turn signals on the trailer.

I fiddled with the trailer and got the lights working and then departed the hotel Sunday at 9 AM. It was an uneventful drive home and I arrived back at 3:30 PM. All in all it was a great trip with lots of great people. Hopefully it will continue for the future.

Sunflower Mine Loop

Date: February 24, 2008

Trip Leader: Ken Shields

Three vehicles, Frank and Karen, Kellie Durham, and myself, rolled out around 9:30 am. Pretty Cold and slightly windy at the "entrance", Temperature was 44 F according to my truck, Thankfully I had my doors on - Frank did not, this comes into play later. The Area was "loaded" with vehicles parked/camping presumably people out for Javelina hunting. Once we got in the valleys the wind was blocked and not as cold feeling. On first part of the trail there were no significant issues, just a very scenic run with some good rocky sections requiring some technical placement of tires. The stream crossings were about 10-12 inches shallower than when I ran them a couple of weeks prior.



The trail was pretty cool in that it all of a sudden goes from a 2 wheel drive/low clearance trail to 4wheel drive/high clearance required. Since the most of the trail follows streams, the trail is generally tree lined on each side. We ran the trail, at the turn for the loop we went up to the large mine area, the trail spur to the mine had some nice little obstacles, but since it dead ends at the main mine shafts, we decided not to get all the vehicles at the turn around. After a little playing and exploring the mines, we climbed the hill to the "overlook". The trail to the overlook is very steep and about midway up, there is a potentially interesting rock outcrop that can surprise you going up and down. The view from the outlook is worth the climb, really awesome view of the area. On the way down, I was following Kellie in her Grand (the un-wrinkly one) and noticed that at the rock out crop she had lifted one tire about 1 foot off the ground, then the other tire went about 3 ft up, then alternated again to raise the other rear again, while going down about a 25 degree incline. After the side loop to the mine, we returned and continued on the loop. The trail zigzags across the stream for a while, at times getting somewhat questionable as to where the trail is supposed to be. This section of the trail is a very strong 3.0+ and clearance required. By this time it was getting close to noon, so we decided to take a side trail to find a place to grab lunch. The side trail continued following the stream, there were a couple of crossings, on the first it appeared to be rather deep on the right so I went far left (it was a small waterfall so was somewhat limited on how far left one could go), the water was about 6-8 inches deep on the left. Kellie went Left too, Frank went to the Right. The right had a nice deep little pool that Frank found and Karen got wet from. The water came in Frank's passenger door opening (recall Frank did not have his doors). The little pool was probably about 3+ foot deep, fortunately Frank did not stall, but there was probably another issue caused. The second stream crossing was without issue, stream was about 10-12 inches deep. After finding a place to stop, we pulled the drain plugs out of Frank's floor boards to allow the 1-2 inches of water to drain out and the passenger seat to dry while we had lunch by the stream.

After lunch, we made our way out, this time with frank avoiding the deep stuff, and continued on the trail. The trail left the wash and proceeded to zigzag up the hillside. While going up the hill Frank had noticed that his Jeep was getting

extremely hot, when the temp got to the 250 mark we stopped to check out what was going on. Checking on things he had plenty of coolant, no coolant leaks, etc. Apparently while pretending to be Jack Cousteau, the fan impacted the water and took out his fan clutch, so his fan was just free wheeling and not drawing any air. (Suspect clutch was not long for this world before the dip.) So after letting things cool for a bit, we took off again, not getting that far before heating up again, we decided to get "creative".



We had quite a bit of climb left. So grabbing one of those micro-bungee cords, we tightly wrapped the bungee at the base of the clutch where it meets the shaft to provide some drag and cause the fan to spin. Bit of trivia; bungee cords are made of cheap rubber, not resistant to heat and metal hooks on the ends. We got the "fix" in place, started it up and watched the bungee ends (metal hooks) go flying. There was enough residual bungee melted to the shaft area that it was providing enough drag so Frank made it out of the steep climb section. At the top, we stopped again to let things cool and determine which way we wanted to go out (two paths). From the GPS the shortest way (about 1.4 miles) looked very steep and hilly; the longest way (2.3 miles) looked pretty flat. Trivia: GPS topo maps do not always reflect the true nature of the terrain. Taking the longer but "flatter" route, we proceeded to go up and down many small hills. Somewhere on this section the melted bungee decided that it had enough and left the run, at which point Frank got hot again. Grabbing some Army 550 cord (parachute cord) I carry, we created a new friction drag coupling by running the cord around the clutch and the shaft where the bungee once was, after finally getting it tied off and trimmed up, we proceeded on. The new friction drag device worked to help keep Frank cool. Shortly after this, the trail started to cross the 6000' mark and the air temps cooled off as we got into the pines. After a little bit, we came out on the "main trail" FR201 which is a nicely graded dirt road.



We stopped at the intersection played in the snow a bit, made a snow penguin, the moved on. The road out, although a graded road is somewhat narrow, was covered in stretches with a nice layer of snow. No incidents, but the snow was a fun challenge a points to keep moving in (and in the right direction). No other incidents, overheats, or underwater excursions on the way out. We hit the tow vehicles at about 4:30 pm.

This is really cool trail that I would be willing to run again soon.

Ajax and Lower Woodpecker

Date: March 01, 2008

Trip Leader: Mark Peterson

Vehicles: Scout (Mark Peterson); CJ7 (Randy Siade and Shane); Buggy (Steve and Jake Langley)

Paved Miles Traveled: 47 miles

Off-Road Miles Traveled: 26 miles

We met up at Cottonwood Canyon parking area. While there we met a guy Osiel Rodriguez with an open TJ on 33" who had another buddy and their 2 young boys with them. They decided to tag along with us on Lower Ajax and see from there. We headed out and went in through the backside of the mine which is quicker and a nice road for a majority of it. Arriving at Ajax we found that there was water still flowing in the wash. We started up lower Ajax and no one had much of a problem. Osiel did surprising well at negotiating his TJ through the obstacles with minimal scraping and banging. His buddy was taking many pictures. We reach the end of lower Ajax at about noon and had lunch before continuing up on with upper Ajax.

Upper Ajax started off with the Scout getting hopelessly wedged on the rocks at the first major obstacle. Mark had to drive it out and did a fair amount of damage to the passenger rear panel (it was folded up and hanging by the top seam).



Randy went up over the left side and had little problem with the sharp drop off the ledge. Steve and Jake piloted the buggy up through the same path the Scout took with much less problems. At this point Osiel decided the trail was more than he needed and they headed back with the TJ. They got some great picture that were posted on the following site: <http://picasaweb.google.com/osiel.rodriguez/AjaxMine>

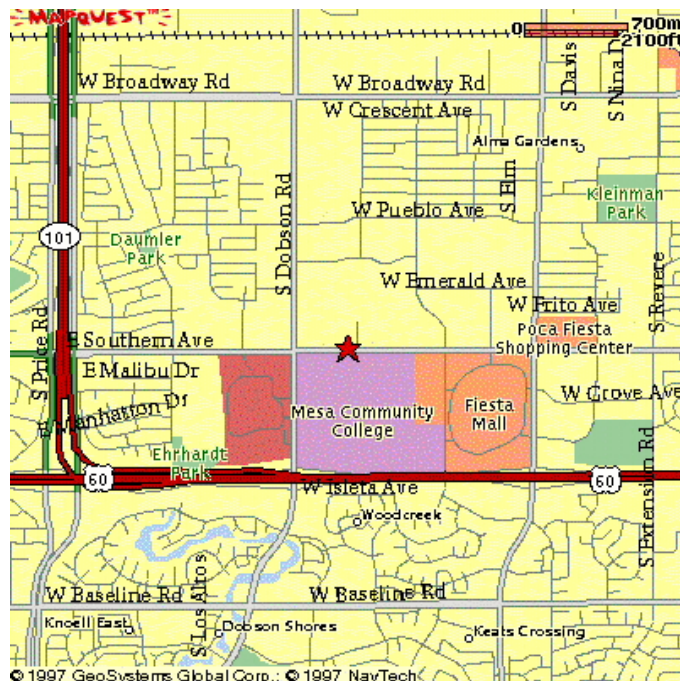
We all spun our way up and over the wet rock ledge just after the obstacle and proceeded up to the next area. This didn't give any of us much of a problem and we were off to the notch.



It was amazing how much the difficulty changed with the wet terrain and water. Places that weren't much of a problem got us hung up when our tires kept slipping into the wrong places or we couldn't get enough traction.

Monthly Meeting

Meetings will be held the first Wednesday of each month through the year 2008. Meetings start at 7:00 PM and are held at the Top Shelf Mexican Restaurant located on the northeast corner of Dobson and Southern. Come early, have dinner, and talk.

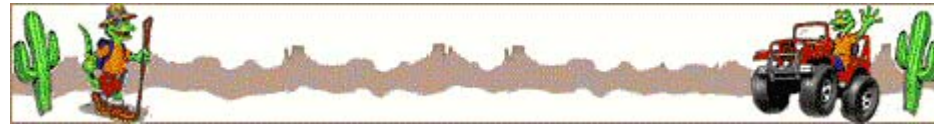


The Scout could not get a good line in the notch and I had to get a tug and go the up and over route to the left. Randy got up the notch with minimal effort. Steve couldn't seem to get Jake on a line that would allow the rear tires to climb enough to get over; we finally winched him up and moved on. We reached the end on upper Ajax at about 2:30 and decided to head down to lower Woodpecker and finish up the day.

On the way down to, we ran through middle Woodpecker for a quick diversion and then played on the rocks at lower Woodpecker. Randy and Steve both played on the big rocks at the start and then we headed up through the rest and back on the main trail to head out to the trailers.



We made it back to the trailers, loaded up, and were on the road by 4 PM. No major damage and we all had a great day. Check out the picture Osiel posted... they are worth it.



Calendar of Events

Date	Event	Contact	Phone
Mar 9 th	Sunflower Run [soft]: Sunday meet at 8:00 AM up on 87 at sunflower turnoff on west side of 87.	Ken Shields	
Mar 16-17	Florence Junction Campout/Run [hard]: Details are TBD.	Jim Young Andrew McLaughlin	
Mar 18 th	Friends of Sycamore Meeting: 7:00 – 9:00 PM, Mesa Ranger District Building, 5140 E. Ingram, Mesa, AZ 85205	Ken Shields	
Mar 29-30	Game & Fish Outdoorsman Expo: at Ben Avery. ASA will have a booth	Becky Antle <i>4critter@comcast.net</i>	520 682-0273
Mar 29 th	Mesquite Was Cleanup/run: Plan to assist Girl Scouts with cleanup and introduce Dads to 4 wheeling. Girl Scouts are doing this to earn the volunteer badges the club has and we need club members to come out for support more than anything.	Kellie Durham	480-654-2706
Apr 2 nd	AZ Dust Devils Meeting: at the Top Shelf Restaurant (northeast corner of Dobson and Southern) starting 7:00 PM	Kellie Durham	480-654-2706