

MESA 4 WHEELERS HORN NEWSLETTER

June 2021

Mesa 4 Wheelers, PO Box 107, Mesa AZ 85201

<http://mesa4wheelers.com>

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Publicity	OPEN	

Next Meeting
(To Be Announced)

PRESIDENT'S CORNER

Another big thank-you to Mike D for leading our June runs.

4-Peaks (June 12)

Seven vehicles showed for the trip, which went along FR143, and then onto FR422/422A/463 (El Oso Rd Loop), around the Big Pine area. After having lunch under the pines that survived the fire, we finished the loop by driving up a challenging rocky hill (much fun!). The only issue (well beyond that hill) was a totally destroyed rear tire on the back of John's Jeep, but it did not take us long to put on the spare. The weather/temperature was not that bad – so it was another great ride.

Black Canyon City Overlook Trail (June 26)

A wildfire cancelled our June 26, Sedona run, so in its place, Mike led us on the Black Canyon City Trail, starting from Table Mesa Road. Afterwards, the group decided to go with Kurt's idea of grabbing a burger and cold drink at Chilleens Steak & BBQ in Black Canyon City. It had been on the TV show 'Bar Rescue' and the food and service turned out to be very good! At around 4:00 we were headed for home.

Hope to see you all at the next ride!

-Norm



REMEMBER WHEN? 30 years ago?

Mesa 4 Wheelers 30 Years Ago

June 8, 1991

CHARLEAU GAP, TUCSON

Trip Leader: Jack McCullen/Brett McCullen

Tail End: Ray Jenkins



Members: Jack McCullen, Brett McCullen, Cari Allison & Bobby, Ray Jenkins & Siobhan, Dennis Agius, John Nichter, Jim Kawa & Mike Dreckman **Guests:** Tammie Gregory (Garret 4x4), Sam Russell (Garret 4x4) Rheel Tetreault (Tucson Rough Riders), Dennis Deines (Trip Leader, Sierra Vista Range Riders)

Our day started with Jack on our door step at 6 A.M. (due to a poor little blue Jeep with a tummy ache). We met Ray Jenkins and daughter Siobhan, Mike, Jim, Sam, Dennis and John at Apache Junction. After filling ourselves with food and our trucks with gas we headed for Tucson. Only one thing to slow us down, and that happened to be a rollover on Highway 60 to Florence Junction. (Helicopters and all) The Sheriff says "One half hour to 45 minutes". After debating different approaches to our destination, we decided on a dirt road running parallel with the highway. Well, we were off-road right?? Not too bad a thought, a van decided to follow and I would have liked to see him as he went through some of the spots we had to travel. The road was not very passable to your average two-wheel drive vehicle.

Back on the road and on our way...Got to Oracle about 9:30 A.M. and after refueling and junk food, we were off. I have to say it was a very pretty trip. The view in spots was nice. I won't forget our new friends who led the way. Some of the Tucson 4x4's people as well as Sierra Vista 4x4's people.

The trail had a variety of scenes. Some bushy squeezes, some view points over the valley and a few good rocky climbs. Dennis and Toyota HAD to show off. One try and up he went, where all others had to give it extra attempts!! But as it went, only one real injury. A Jeep from Sierra Vista broke a main spring, but he managed to limp to camp.

After talking and mingling at camp...(kids in the creek) we said our good byes and headed for town. It was a nice trip to town but found that with no compressors had to resort to paying Circle K for our air!! After that...to the Hitching Post Restaurant for some good food and made our trek back to Mesa. Oh yeah, one more thing...Brett won't like it, but he made me write this...He had HIS hood up at the end of the trail. Seems that his steering coupler nut was lost.

Had to scrounge for a spare and he was set. Larry, sounds like a trophy to me...

For those of you who missed it, you missed out. The weather was beautiful and we met some nice folks!!!! Had a nice relaxing Saturday.

Written by: "CJ" (Carjean) Edited by: Ray Jenkins



CLUB TRIP REPORTS

4-Peaks

(Big Pine Flat & El Oso Mine Loop Road)

Saturday, June 12, 2021

Trip Leader: Mike Drawsky

M4W members in attendance: Norm Clark, Jim Kawa, John Hart, Richard Dalton and Mike & Carol Trapschuh

Guests in attendance: Don Allen



Pulling out at 8:30 AM, from the 4-Peaks Staging Area, we arrived at the 4-Peaks summit around 10:30.

4-Peaks was left badly scared from the Bush Fire, that started June 13, 2020 and was not fully contained until July 6. It burned 193,455 acres, most of which included 4-Peaks.

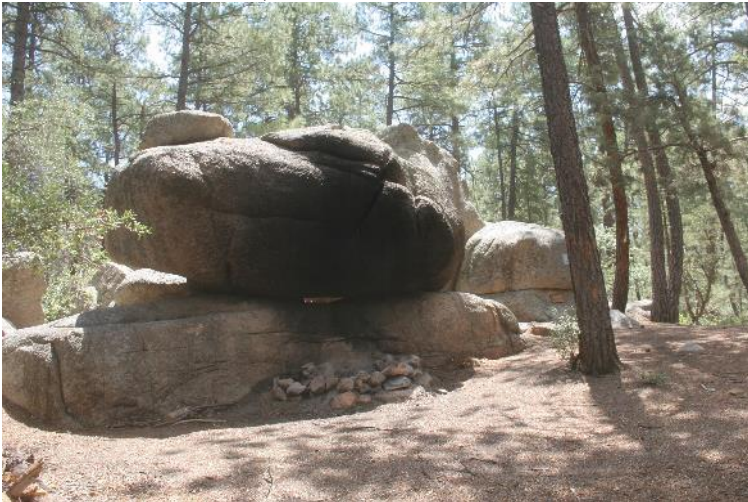


Photo of Big Pine Flat, prior to the Bush Fire. Fortunately, most of the pines surrounding this rock outcropping survived the fire.



Photos of these two Native American metates taken before the Bushfire.



El Oso Road, leading from Mazatzal Divide Trail (FR422) to Big Pine Flat and El Oso Loop Trail.



At around 11:30, we arrived at Big Pine Flat. Although a number of pines were killed off by the Bush Fire, those surrounding the granite rock outcroppings were mostly spared.

4-Peaks (Continued)



At around 12:30, we were driving the El Oso Loop Trail (FR422).



Driving the El Oso Mine Loop Road



Photo of us exploring the El Oso Mine in July 2017.

Our plan was to make a quick stop at the El Oso Mine, but the entrance had been dynamited.



Photo of Dave Rupel working his way up one of the challenging stretches of El Oso Mine Road during our July 2017 run.

Table Mesa to Black Canyon City

Sunday, June 27, 2021

Trip Leader: Mike Drawsky

M4W members in attendance: Norm Clark, Walter & Gert Leible, Kurt Loga, Mike Trapschuh

Guests in attendance: Jeff Mason, Kevin Batista and Wendy Aungst



At around 9:00 we were airing down at the Table Mesa Staging Area, in preparation for our run to Black Canyon City, by way of a route less traveled...



The day's temperatures were forecasted to reach 112°!



Just before departing the staging area, Mike lined everyone up for a group photo.



An hour into the run and we had only come across one group of UTV's on Cottonwood Gulch Road, headed in the opposite direction.



This, twelve mile stretch of backroad, leading from Cottonwood Gulch Road (near Table Mesa) to Black Canyon City was void of any other traffic.

Table Mesa to Black Cnyn City (Continued)



Stopping at the trail's high point to stretch our legs, enjoy the mildly warm breeze and take in the endless scenery!



Two thirds of the way and the sidewall on Walter's front tire is ripped open by a sharp rock!



Fortunately, there were plenty of willing participants who jumped in to lend a hand in the tire change. Within 20 minutes, Walter & Gert were ready to go!



Norm, showing Mike & Mike a colorful quartz rock, he had picked up alongside the road. Today's route was cluttered with quartz outcroppings. They say "Where there is quartz, there is GOLD!"

Yes, gold can be found in quartz. It nestles in the veins (lines) or cracks in quartz and will appear as small particles or scales. In some cases, you may be able to see small masses of gold within quartz but much of it is invisible to the naked eye.

Table Mesa to Black Cnyn City (Continued)



Trip Leader, Mike Drawsky, planned today's run so he could introduce his favorite sport to his new fellow employee, Kevin. Kevin just moved here from Guadalajara, Mexico and was fully enjoying the experience!



Walter approaching the "Rock Garden"

Two thirds into the run, we come across this short, slightly challenging, stretch of trail where some hold outs had to finally engage their 4-wheel drive.



Mike Trapschuh, working his JK Rubicon through the "Rock Garden"



Jeff, working his JL Mojave Gladiator through the "Rock Garden"

Table Mesa to Black Cnyn City (Continued)



Since Walter had already lost one tire, he decided to be a little more cautious through this section of rock outcroppings.



Following behind trip leader Mike and club President, Norm, were Mike T., Jeff, Walter & Gert and tail-end Kurt & Wendy.



Just before making our way down into Black Canyon City, Mike captured these clouds hanging over our final destination.



Half way through the run Kurt, suggested we stop for cold drinks and a burger at Chilleen's Steak & BBQ in Black Canyon City.



To make sure, Trip Leader Mike is not left out of the picture, Kevin volunteered to snap a second group photo!

Table Mesa to Black Cnyn City (Continued)



While waiting for our burgers to arrive, Mike snapped this group of smiling faces!



Walter snapped this group shot right after our burgers were brought to the table. Kurt made a good choice, the burgers tasted as good as they looked!

Arizona East/West Trail (Trip Leader's Gary & Brian Keller)

History of the Arizona East-West Trail

Starting in 1998 Gary, his son Brian and a few of Gary's close friends began working together mapping out an off-pavement route from New Mexico to California, naming it the Arizona East-West Trail (617 miles in length). The trail starts or ends near Alpine, Arizona. It heads south from Luna Lake down the Blue River, dips into New Mexico for about a mile, and then back to Arizona. Deer, elk and the Mexican Gray Wolf are abundant in the area. The trail crosses the center of the state through Alpine, Pinetop, Lakeside, Forest Lakes, Punkin Center, Fountain Hills, Carefree, Rock Springs, Black Canyon City, Bumble Bee, Cleater, Crown King, Wickenburg, Octave, Stanton, Hillside, Bagdad, Wikieup, Kingman, Oatman, Fort Mojave and starts or ends at Avi Casino in the southern tip of Nevada Along the Colorado River.



Thursday, April 15, most of our Arizona East/West caravan arrived late in the evening in Alpine, Arizona, near the New Mexico Border. Just east of town, we set up camp at Luna Lake, to await the following day's start of our 7-day Arizona backroads adventure.



Alpine, near the Arizona/New Mexico border
After spending a day driving to Alpine, our group was up early the next morning, ready to begin our cross backroads adventure, following the Arizona East/West trail, starting from the New Mexico border and ending at the California border at AVI Resort Casino, on the Colorado River.



Making a quick stop at the Arizona/New Mexico border to snap a photo of the Welcome to Arizona & New Mexico sign!

Arizona East/West Trail (Continued)



Posing in front of the "Welcome to New Mexico" sign

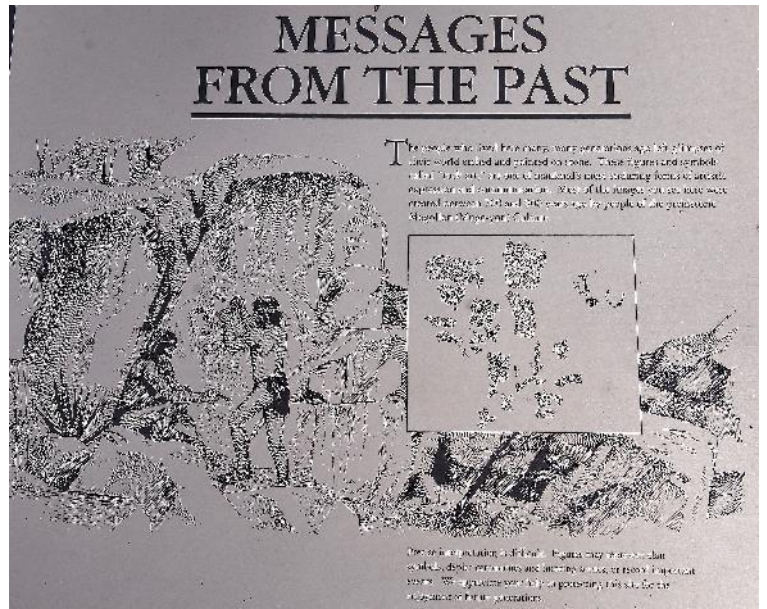
Joining Gary & Brian Keller on their cross Arizona run, starting from the left: Norm Clark, Eric Muilenberg, Mike Drawsky, Jesse Chinn, Larry Blau, Brian & Gary Keller, Jim McKaskle and Dave Rupel.



Posing in front of the "Welcome to Arizona" sign
(Group photos shot by Sherman Peck)



About a 1-hour drive, west of the Arizona/New Mexico border, traveling along the Blue Rivers Road, Gary pulled us into Blue Crossing Campground to view the petroglyphs.



Petroglyphs at Blue Crossing Campground

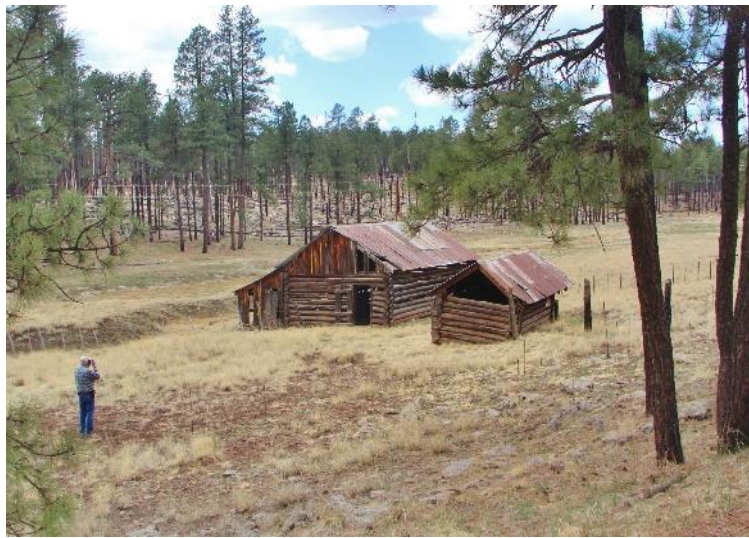


The view along Red Hill Road

Arizona East/West Trail (Continued)



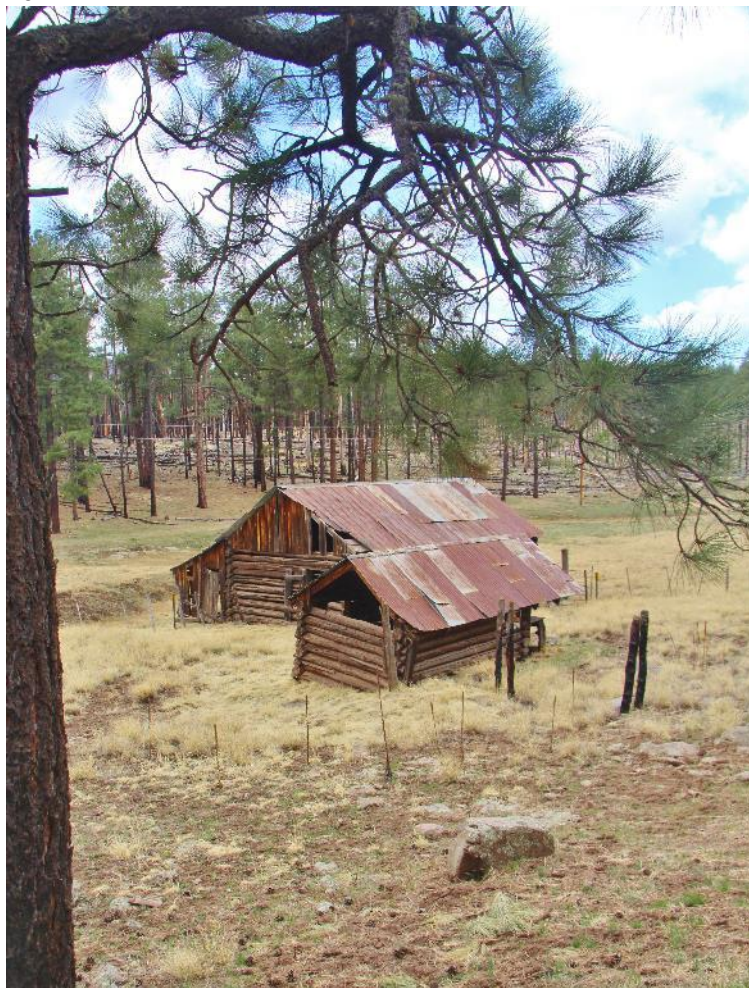
Red Hill Road



Gary snapped a photo of this old Cabin on FR 26, just off US 191



Stopping to stretch our legs, at the intersection of FR-26 & US191



FR-26

Arizona East/West Trail (Continued)



West Fork Black River



Traveling FR-26, alongside Beaver Creek, we came across a couple who had spent the day carrying these elk skulls down from the forested slopes.



Off SR260, about 20 miles west of Eager.

The time was around 4:00 PM and at this point we had driven approximately 80 miles of graded dirt road winding through the Apache National Forest. During this break Gary, Jim & Sherman, had decided to head to the town of Eager and get a hotel for the night, while the rest of the group chose to set up camp near the base of Greens Peak.



West Fork Black River



Brian Keller, TJ Jeep, at the top of Greens Peak, with the rain showers just off to the south.

Before setting up camp at the base of Greens Peak, the group decided to drive to the top to take in the view.

Arizona East/West Trail (Continued)



Erik's custom stretched JL Rubicon



Brian offered to take a group photo. From left to right: Norm, Erik, Larry, Dave and Mike.



Norm taking in the view on top of Greens Peak, while surrounded by microwave & telecommunication towers.



Greens Peak Fire Lookout Tower.



As we started our drive back down the mountain, a light dusting of snow began to fall.

Arizona East/West Trail (Continued)



Tire Swing Campground, off FR-61, near the base of Greens Peak



As quickly as the snow appeared, it had melted away!



Right after we finished setting up our tents, we gathered up some dry wood, and with the help of a little charcoal lighter fluid, from Larry, had a nice warm fire going within minutes!



The following morning, we awoke with a dusting of snow covering our campsite.



Moments after lighting the fire, another light dusting of snow came down.



Mike's second night waking up in a tent.



Arizona East/West Trail (Continued)



Heading west along FR-61.

By 8:00 AM, Gary & Sherman had arrived at our campsite. Jim McKaskle left Eager for his home in Tucson. Those of us who camped were packed and ready to go when Gary arrived.



The station was constructed in 1909-10, the first to be built in the Lakeside district, on 240 acres east of Pinetop-Lakeside, Arizona. The station was built to house a fireguard, who rode to the nearby Lake Mountain Lookout to watch for forest fires.

With the development of the timber industry in the area, the station was also used as an office for the Forest Service timber sale administrator, which continued for the next 20-30 years. Over the years, the spring, as well as the meadows surrounding the cabin and barn were used by both cowboys and shepherders driving their herds through the area. The station fell into disuse in the late 1940s or early 1950s



Driving FR-96, through Apache-Sitgreaves National Forest, east of Pinetop.



Arizona East/West Trail (Continued)



Gentry Lookout Tower, is located southeast of Forest Lakes, along FR 300 in the Apache-Sitgreaves National Forest.

History:

In 1927, a 62-foot Aermotor tower and cab was erected. Later, in 1965, it was replaced by a 68-foot K-Brace tower with a CL-100 series cab erected.



Traveling along Rim Road (FR-300) and it starts to snow



An April Snow Fall



Arizona East/West Trail (Continued)



Posing for a group photo, along the Rim Road, at the edge of the Mogollon Rim. Gary and Sherman chose to spend the night in Forest Lakes, while the rest continued west along the FR-300 enroute to General Springs Cabin, along the Rim Road.



From Greens Peak to General Springs Cabin, on our second day, running the Arizona East/West Trail, we had covered approximately 135 miles.



It was somewhere between 5 and 6 PM when we arrived at the cabin, leaving ourselves just enough daylight to set up camp. This was the third night having to camp out in 30° temperatures.



Mogollon Rim History: Much of Arizona is steeped with the history of the Old West pioneer days and old mining history of the 1800's and early 1900's. The Mogollon Rim has a long history in ranching, Indian wars and gun battles. Ranchers on the land below the Rim in the Tonto Basin used to graze their cattle in the areas around Payson during the winters and come spring they would drive their cattle north onto the Rim to the lush, green meadows of the Cabin Loop region and beyond. There, water was plentiful with springs, rivers, streams and ponds scattered about the forest while the Payson area below the Rim crept into the upper 90's and 100's and watering holes went dry, grass went scarce.

Arizona East/West Trail (Continued)

Mogollon Rim History (Continued): With Arizona ranching usually came a history of Indian wars as ranchers encroached on what was Indian land (or vice versa depending on who's telling the story.) The Apache's used to war with General George Crook all along the Rim itself in the 1870's as General Crook commanded the U.S. Army against the Yavapai & Tonto Apaches in protection of the white settlers and their land. The General Crook Trail (#300 and part of the MOG100 course) follows the edge of the Rim from the eastern town of Show Low, Arizona all the way west to Prescott, Arizona. What started as a meager wagon trail to get soldiers supplies to Camp Verde and Camp Whipple in the West during the wars slowly progressed into a more suitable road in the early 20th century and then to what it is today, primarily a dirt road with incredible views used for access to the Rim's amazing camping and hiking areas.



General George Crook - Indian Fighter, American Legend, Great Beard Grower

General George Crook was one of America's great military leaders before and after the Civil War. He fought Indians in the Pacific Northwest before the war, led troops during the Civil War. Then President Grant appointed General Crook to what was then the Arizona Territory in 1871 to fight off the Apaches and drive them onto to the reservation. Later he would head south in Arizona and spend four years battling Geronimo and later fighting for Indian rights.

General Crook and his army built the General Crook Trail in the 1870's as a supply route to Prescott (Fort Whipple at the time) and a patrol for his Army scouts looking for Apache raid parties. They blazed the trail with two square chunks taken out of the Pines and then charred, these are still present today in some of the old growth along the course.

The General Crook trail started as one of the first major roads in Arizona and for years it was just a wagon trail but progressed gradually over the years and eventually was replaced with Forest Road #300 that runs along and crosses the General Crook trail several times. General Springs Cabin is named for General Crook as they used that location for overnight breaks on their way across the Rim. The Cabin was built in by the FS years later but the location was used by the troops for a rest area due to spring there and open meadow for camping.



At around 8AM, Gary & Sherman rejoined up with us at the cabin. One last stop along the Rim Road, before continuing our Arizona East/West journey.



Erik, taking a break from this long stretch of bumpy trail!



Larry & Erik, posing at Home Tank Draw



Walking distance from Home Tank Draw was Buckhorn Ranch.

Arizona East/West Trail (Continued)



Larry posing in front of the ranch house.



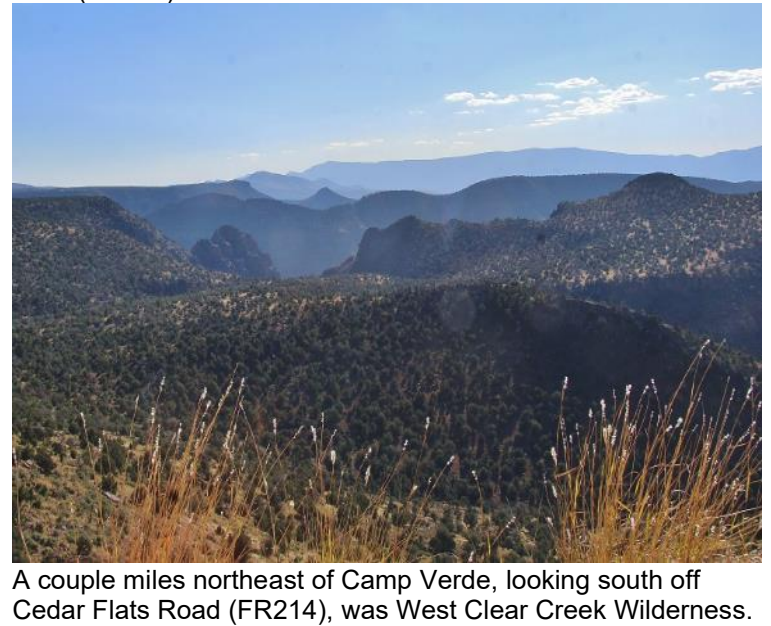
West Clear Creek at Home Tank Draw



Inside the house was the sign-in book that we signed during our visit in 2018. In this small cabinet was water and canned foods for hikers short on supplies.



At around 2:00 we had reached Twin Buttes Tank along Cedar Flats (FR214)



A couple miles northeast of Camp Verde, looking south off Cedar Flats Road (FR214), was West Clear Creek Wilderness.

Arizona East/West Trail (Continued)



At the end of our third day, the original plan was to camp out at Copper Canyon, near Camp Verde. Instead, we decided to take advantage of Larry's invite to stay at his summer home in Sedona and attend a barbeque his neighbors offered to put on for us.



A view of the Sedona Red Rock, from Peter & Rita's backyard.

Larry's neighbors, Peter and Rita served us up a great tasting barbeque! They have been enjoying this view for the past 17 years.



The red rock outcropping to the left is a southern view of the famous "Red Rock Crossing".



Peter & Larry both moved here the same years.



The morning of the fourth day, we continued our Arizona East/west Trail run, starting at Copper Canyon in Camp Verde.



Copper Canyon Trail (FR-136), running alongside Highway 17.

Arizona East/West Trail (Continued)



We followed Reimer Road to Dugas Road.



Reimer Road (FR-68D), running southeast from Copper Canyon Trail to Dugas Road.



Just before connecting onto the Dugas Road, we make a short stop along Reimer Road (FR-68D) to allow everyone to catch up.



Larry, crossed Little Sycamore Creek, shortly after turning east off the Reimer Road onto Dugas Road.



Stopping at the historic Dugas Ranch, to get a close up look at the old ranch house and surrounding structures, the original ranch looked to be abandoned.



Dugas History: The geographical center of Arizona is a small ghost town northeast of Cordes Junction called Dugas. Its founder and namesake Fred Dugas, was born in 1871, and came to the area with his father Louis Dugas about 1877. Fred and his father decided to homestead the area after determining that it was a good area to pasture their herd of oxen.

Fred took full responsibility for running the ranch when he was no more than 13 years old (although people's memories differ as to whether he was even that old) because his father decided to spend his time as proprietor of the Lucky 7 bar on historic Whiskey Row in Prescott.

Arizona East/West Trail (Continued)



The family built the original homestead in the area they refer to as the "Indian Cabin." The family then moved farther south along the Sycamore Creek and built their second house, the remains of which are still visible.

Fred was tired of being knee deep in the infamous Dugas mud. Take a drive down the road after a good rain and you will understand how he felt. A little after the turn of the century he decided on the final housing spot with a nice firm rock foundation. This house is still standing on the hill overlooking Sycamore Creek off the main road. It was from this location that Fred and his wife Emaline Gertrude Dugas decided to expand their family. The first child born to the couple was Alfred Dugas. Alfred never really took to the ranching lifestyle and spent a considerable amount of time as a prisoner of war in the Philippines during World War II. Their second child was a daughter, Evelyn Dugas, who later married Lloyd Dingman. Phoebe Dugas was their youngest daughter and became Fred's right hand "man" on the ranch. She was still riding horseback up into her late 80s.

Dugas History: Historians credit Fred Dugas with finding the "Cradle Bough Battleground," a site on the ranch where soldiers from Fort Verde had an altercation with a tribe of natives. Fred was a very big man, close to 6 foot 5 inches, and built very broad. He certainly had the strength to go with his size. He is said to have lifted 70- to 100-pound bags of grain under one arm as he mounted his horse. He also was quite the roper and known to carry a 70-foot lariat, which ended up costing him several fingers when they got caught between an outstretched rope with a cow at one end and the other end tied to his saddle horn. Apparently, it wasn't much of a match for even the meatiest of fingers. People knew Fred to be quite outspoken and there weren't many who would cross words with him. However, all who knew him commented on his generosity. He was a man of his word. Arizona Power Co. (now APS) contracted with Fred in 1909 to house the workers and care for their livestock while the company put in what is known as the Childs Power line. The power company offered to install power at the ranch for free but Fred insisted on not having it. He preferred the simpler lifestyle. The ranch did not get power until after Fred's death in 1957. At its peak leading up to 1930, the ranch had a blacksmith shop, a school, at least two boarding houses and a post office. The post office closed in 1938. Many of the historic buildings are still standing, and the ranch remains in the family. When Fred Dugas died, his youngest daughter Phoebe took over the ranch. Phoebe Dugas married Colonel Teskey from Pennsylvania who owned a ranch near

Cordes. They also had three children, Trudy (Birkemeyer), Bert Teskey (owner of Teskey's Tumble T Restaurant in Mayer), and Fred Teskey. Colonel Teskey developed Parkinson's disease in his early 30s and Fred Teskey stayed behind to take on management of the ranch. Fred married Lois Jones (of Chickasaw descent and great-granddaughter of Frederick Tecumseh Waite, close friend to Billy the Kid and attorney general for the Chickasaw nation). They have three children, Fred Jr., Bryan and Janina (Ward). Fred Sr. is retired now and still lives on the ranch. Fred Jr., Bryan and Janina decided that Dugas is the only place they can really be at home and now reside there as well. Chuck and Trudy Birkemeyer, and Bert's son also have forgone the city lifestyle for the laid-back private living the ranch affords.



Family descendants are still running the historic Dugas Ranch, working to make sure the land continues to nourish their cattle by rotating the herd to different areas throughout the year.



Minutes from the historic Dugas Ranch, is Sycamore Cabin. Due to COVID, the forest service, who rents out the cabin, had it temporarily closed. Here is where we took advantage of it's shade and picnic table for a luanch stop.

Sycamore Cabin provides a unique recreation opportunity and lodging experience for visitors to Prescott National Forest. In 1938, the Civilian Conservation Corps constructed the cabin, which served as a residence for the district ranger and later, as housing for fire crews during fire season.

The cabin's capacity is up to eight people, however sleeping accommodations within the cabin are for six. A Recreational Vehicle (RV) is permitted for the additional two people. An extra vehicle fee will be charged for the RV.

The cabin is available for reservation year-round for guests seeking relaxation and recreation in central Arizona by making reservation on this site or calling 1 (877) 444-6777. For general cabin question contact the Verde Ranger District at 1 (928) 567-4121.

Arizona East/West Trail (Continued)



Erik, winding his way through this tunnel of thicket bushes

As we got closer to Sycamore Creek, we encountered a tunnel of thicket bushes.



Larry on FR-68, crossing Sycamore Creek.



A bee, pollinating a Desert Globemallow



Hedgehog in bloom



Halfway between Dugas and the Bloody Basin Road the backroads connecting the two changed from FR-68 to FR-667.

Arizona East/West Trail (Continued)



The 70 miles of backroads, between Camp Verde and Bloody Basin Road see very little recreational use. During this 4½ hour stretch, we came across just two vehicles while snapping photos of the historic Dugas Ranch.



Larry crossing over from Prescott to Tonto National Forest.



At around 2:00 we had reached the Bloody Basin Road, and were entering the east end of Agua Fria National Monument.



Historic Crown King Saloon

40 miles, west of Agua Fria National Monument, we finally reach today's destination, the historic, mining town of Crown King, nestled high up in the Bradshaw Mountains.



The town's store and gas station. Make sure you fill up your tank before driving up to Crown King, for the gas is nearly double the price!



After covering 140 miles, 110 of which were dirt backroads, some of us decided to take advantage of the town's lodging, by spending the night at the "Bradshaw Mountain Guests Ranch".

Arizona East/West Trail (Continued)



The Bradshaw Mountain Guests Ranch rates were not cheap, but the accommodations were nice and the owner/host was warm and friendly.



Two miles west of Crown King, Tower Mountain

By 8:00, the next morning, we were on the Senator Highway, heading west.



Remains of the Shelley Ranch near the Ghost Town of Shelley

Turning south off the Senator Highway onto the Wagoner Road (FR-362), Gary and Brian lead us to what is believed to be the remains of Shelley Ranch, near the Ghost Town of Shelley. I have driven the Wagoner Road a half dozen times and never knew this cabin was just a short drive down a spur road.



Larry, welcoming us in



The front door was nailed shut, so we entered in through the back door!

Arizona East/West Trail (Continued)



Well at Ghost Town of Shelley



Scattered contents in the Ghost Town of Shelley



What little remains of the Shelley Ranch



Just a short distance further south, along the Wagoner Road, was the remains of the town of Lapham.



This 40's dump truck always makes for a good group photo!

The History of Minnehaha Flats: A member of the famous Joseph Walker party, one Charles Taylor recorded several claims. By May 21, 1875 he had his own ranch and had taken up residence on Minnehaha Creek in the Minnehaha Flat area. It is believed the name Minnehaha was derived from a mine by the same name.

The Minnehaha Flats area got its start with the mining boom at the Tiger Mining District in 1871. This approximately two-mile length of roadway was referred to as the Minnehaha Flat's. Comprising the ghost towns of Shelley to the North, Minnehaha Flat, Lapham then Minnehaha to the South. Numerous mines dot the landscape with the most visible today is the Button Mine.

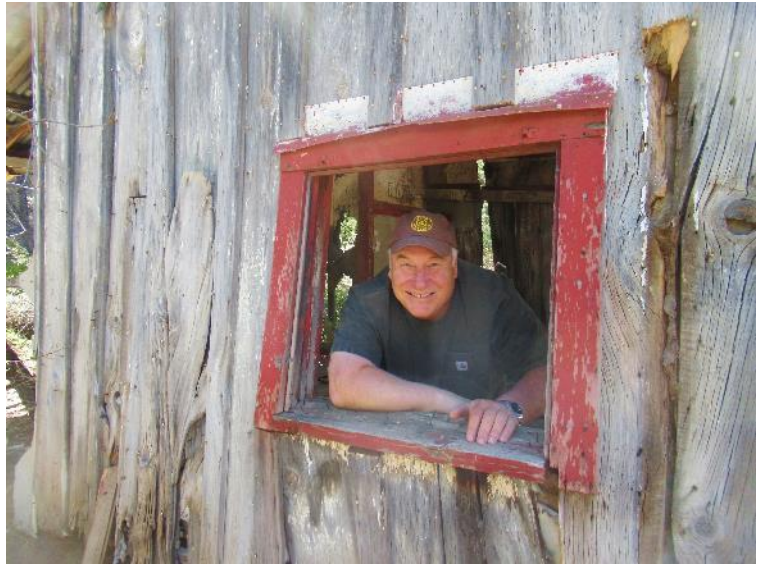
Arizona East/West Trail (Continued)



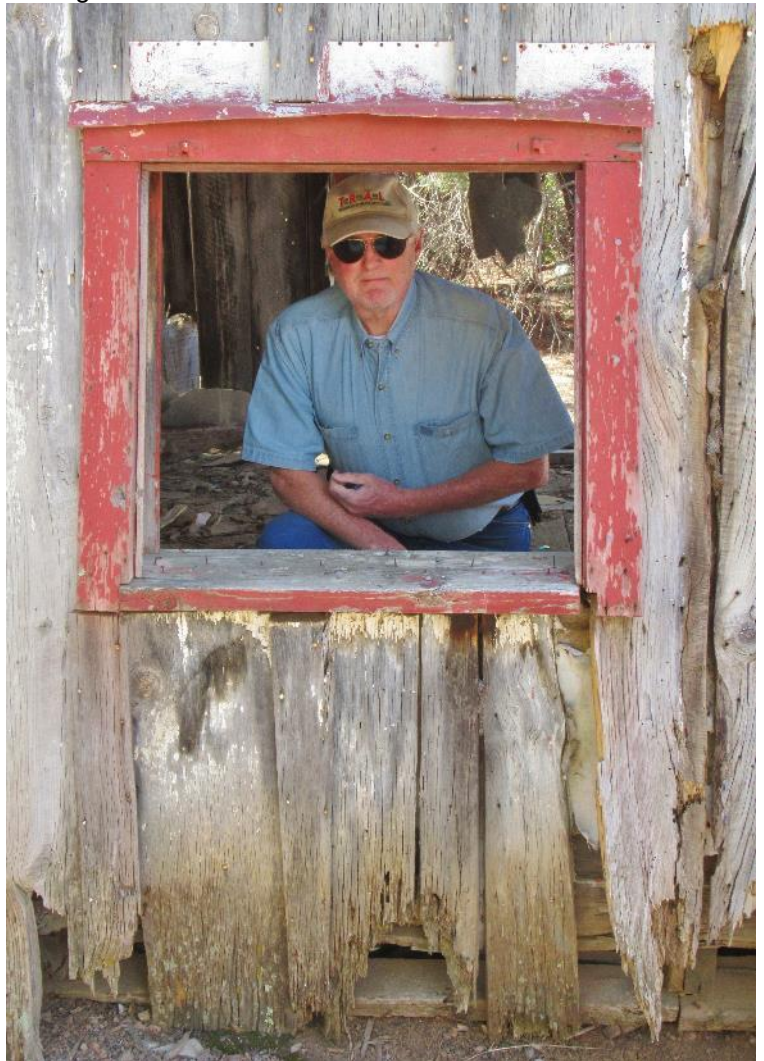
What is believed to have served as the general store in Lapham.



When driving through Lapham, Mike always stops to take a group photo in front of the store. Erected in 1896 it is the only remaining structure. Will it still be standing on our next return?



Gary & Mike take turns, snapping a photo of one another, looking out the store window



Arizona East/West Trail (Continued)



Dave, driving his reliable, Toyota Tacoma with over 300,000 miles on the odometer!

Turning off the Wagner Road, we headed south enroute to Walker's Gulch. Within a few miles we crossed Ryland Creek.



Following Dave, Erik in his custom stretched JL Rubicon



Closing in on Walker Gulch and Buckhorn Road



Stopping along Buckhorn Road to stretch our legs and admire the view.



On Constellation Road, minutes from Wickenburg, trip leader, Brian, waited for the group to catch up.

The day's goal was to run from Crown King to Wickenburg and we were making pretty good time. While some of us took advantage of the town's hotel accommodations, others camped off Scenic Loop Road, near Sand Mill.

Arizona East/West Trail (Continued)



Stanton

The following morning, we started out on Scenic Loop Road, leading to the mining towns of Octave and Stanton.

Joining us today were Jim Hopper and Don Allen. Jim planned to run with us all the way to California, while Don had planned to run with us for the next two days, from Wickenburg to Wikieup.



Stanton History: Once known as Antelope Station, Stanton experienced gold rush fever in 1863 in the form of a gold strike. What was once a stage stop transformed overnight into a western boomtown thanks to its rather large deposits of gold. Located about twenty miles north of Wickenburg, Stanton is, today, part of an RV park, but still retains its ghostly allure for travelers in search of an authentic Arizona ghost town experience



Along Date Creek Road, near the community of Hillside, Jim Hopper & Norm, checked out this piece of farming equipment, trying to determine the type of crop it was used to harvest?



What remained of this farm orchard looked to be possible pecans trees?



Making our way up Big Ship Mountain, northeast of Bagdad.

Back in 2018, Mike attempted to run the Arizona East/West Trail with Gary & Brian, but had to bailout after breaking a second rear leaf spring at Bagdad.



In the high desert, about 10 miles northeast of the town of Bagdad, taking in the view.

Arizona East/West Trail (Continued)



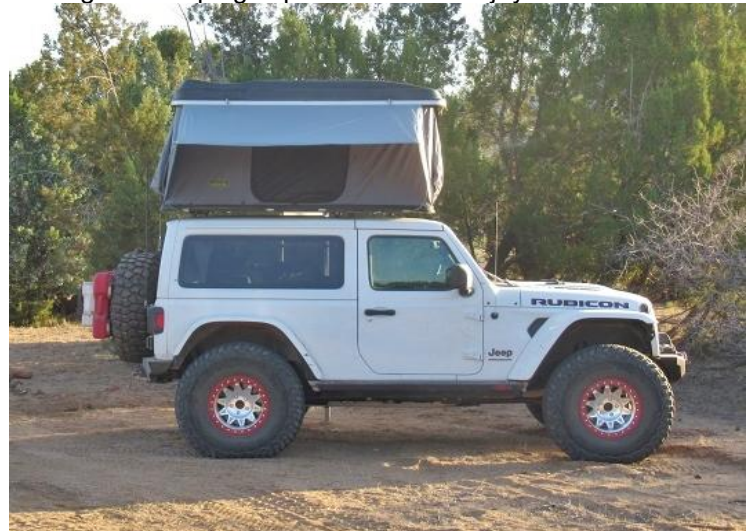
These roads, above Bagdad, are seldom traveled. It may be weeks before fresh tracks are laid down and there is limited cell service.



Larry's pop-up tent takes only minutes to crank up and down making the camping experience more enjoyable.



Setting up camp, off Burro Creek Road, about 10 miles east of Six Mile Crossing at Burro Creek.



Wish Jeep made a long wheel base version of the 2-door JL?



Our 6th night was the first time all 10 of us camped and enjoying an evening fire together.

Erik's company, Jeep Works, has designed a 10" stretch kit for the 2-door JK & new JL. All sectioning work is done at factory seams and looks like it came off the assembly line. Body panels are welded, as done in factory, using Pro-Spot resistant spot-welding equipment and the factory corrosion protection is replaced.



Jim's first full day running with us, after meeting up yesterday morning in Wickenburg.

Arizona East/West Trail (Continued)



At Six Mile Crossing, near Burro Creek



After driving mostly open desert roads for the past couple of days, we could not pass up the opportunity to take in this grove of cottonwood trees, at Burro Creek, along Six Mile Crossing.



Heading northwest along Sycamore Creek Road, making our way northwest, enroute to Wikieup.



The windows on these ranch houses were boarded up. It may now just be used for seasonal cattle roundups.



Stopping on Bogles Ranch Road, on Goodwin Mesa. Off in the distance are the Aquarius Mountains.



We drove for miles along Goodwin Mesa before coming to this cattle roundup pin, near Cedar Basin Camp. It seemed as though the top of this Mesa went on as far as your eyes could see.

Arizona East/West Trail (Continued)



Less than a mile north of Cedar Basin Camp, we turned west onto FR-7658. About a mile down the road, we came across this old cabin at Gordon Canyon Spring. Although it looked to be closed, it was in decent condition and seemed to be used on occasion.



It seemed as though we could have stayed here for days before meeting anyone else.



Just beyond, Gordon Canyon Spring, we chose to stop at this old abandoned mine site for lunch.



A short distance further up the road, we came across more abandoned mine sites, along with the remains of an old city bus.



While looking over the mine's few remaining items, we stumbled across this old flatbed truck. By the look of what remained of the cab and the design of the front drive differential, this converted flatbed truck looked as though it was originally built in the early 30's.



The bus had been converted to miner's living quarters

Arizona East/West Trail (Continued)



While, Jim, got ready to board, he commented: "This is the first bus that I ever boarded that was on time!"



Brian, driving by an old ore loading shoot



As we made our westward descent down the Aquarius Mountains, we noticed the Hualapai Mountain Range, off in the distance west of Wikieup,



Making our way west, on FR-7658



Solar panels had replaced the old windmill at Sunburn Windmill

We arrived in Wikieup at around 2:30. Here we fueled up, replenished our ice chest and said our goodbyes to Dave Rupel and Don Allen.

Arizona East/West Trail (Continued)



Stopping along Hualapai Mountain Road

An hour after leaving Wikieup, we stopped to take in the cooler weather in the Hualapai Mountains.



Group photo, with Oatman in the background



Larry's neighbors in Sedona, Peter & Rita, offered us overnight accommodations at their Kingman home.

After driving over 100 miles of backroads, beginning east of Bagdad, we finally arrived in Kingman at around 5 PM.



History of Oatman: The name Oatman was chosen in honor of Olive Oatman, a young Illinois girl who was captured and enslaved by Indians, probably from the Tolkepayas tribe, during her pioneer family's massacre going their journey westward in 1851. She was later sold or traded to the Mohave, who adopted her and tattooed her face in the custom of the tribe. She was released in 1856 at Fort Yuma.

In 1863, prospector Johnny Moss discovered gold in the Black Mountains and staked several claims, one named the Moss after himself and another after Olive Oatman, whose story was well known. For the next half-century, mining waxed and waned in the remote district until new technology, reduced transportation costs, and new gold discoveries brought prosperity to Oatman in the early 20th century. The opening of the Tom Reed mine, followed by the discovery of a rich ore body in the nearby United Eastern Mining Company's property in 1915, brought one of the desert's last gold rushes. The boom of 1915–17 gave Oatman all the characters and characteristics of any gold rush boomtown. For about a decade, the mines of Oatman were among the largest gold producers in the American West.

In 1924, the town's main employer, United Eastern Mines, permanently shut down its operations after producing \$13,600,000 (equivalent to \$205,373,204 in 2020) worth of gold at the government-controlled market value of \$20 per ounce.



On our last day, we began by driving Route 66 to Oatman.

Arizona East/West Trail (Continued)

History of Oatman: The district had produced \$40,000,000 (equivalent to \$703,801,000 in 2020) in gold by 1941, when the remainder of the town's gold mining operations were ordered shut down by the government as part of the country's war effort, because other metals were needed. Oatman was fortunate it was located on busy U.S. Route 66 and was able to cater to travelers driving between Kingman, Arizona, and Needles, California. Yet even that advantage was short-lived, because the town was completely bypassed in 1953 when a new route was built between Kingman and Needles. By the 1960s, Oatman was all but abandoned.

In the 1970s, nearby Laughlin, Nevada started building up as a popular gambling mecca, and in the late 1980s, Route 66 again became a popular destination for tourists from all over the world. Oatman started becoming very lively again.



Oatman has become a popular destination for motorcyclist. The Saturday we arrived there was a motorcycle convention taking place.



In 1921, a fire burned down many of Oatman's smaller buildings, but spared the Oatman Hotel built in 1902. It remains the oldest two-story adobe structure in Mohave County and a Mohave County historical landmark. One of the hotel's major attractions is a room designated as the suite where Clark Gable and Carole Lombard supposedly spent their honeymoon after their 1939 wedding in Kingman, Arizona. In actuality, Gable and Lombard returned directly to Los Angeles after their wedding for a press conference the next morning and did not take a honeymoon until much later in Baja California.



Norm fitting himself for a coffin.



An endless stream of motorcyclists continued to ride into town.

Arizona East/West Trail (Continued)



All the businesses along Oatman's main street cater to tourism. The streets are usually crawling with burros, but today's heavy motorcycle traffic might have frightened them.



As we made our way down the alluvial fans of the Black Mountains, our Arizona backroads adventure was nearing its end. Minutes away from Fort Mojave and the Colorado River, we decided to pull over to admire these Arizona desert views.



Posing next to Mike's Jeep, from left to right: Mike, Jim and Larry



Erik traveling through Times Gulch

Backtracking, a quarter mile on Route 66, we turned left onto Silver Creek Road. Traveling northwest about a mile, we turned west into Times Gulch, in the direction of Fort Mojave alongside the Colorado River.

These impressive Mesas made the perfect backdrop for a group photo!



From left to right: Jess, Norm and Jim



Off in the distance, the town of Fort Mojave



Crossing over the Colorado River, at AVI Resort & Casino, at the southern tip of Nevada.



Larry's Red TJ Rubicon and Jim's Blue V8 CJ



Gary, Brian, Jess and other longtime friends of theirs, worked on making this Arizona East/West Trail a reality, choosing the starting point of the Mojave Trail, in California, as its western end.

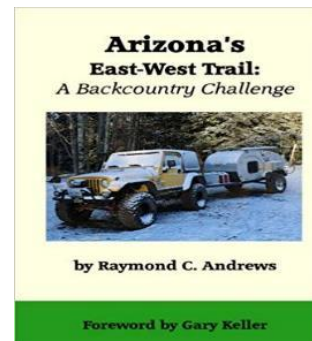


Jess's TJ Sahara and Gary's TJ Rubicon, with Hardy Mountain in the background.

While Gary, Brian, Jess, Erik and Mike prepared to make their return home, Larry, Norm, Jim and Sherman had made plans to run the Mojave Trail all the way to Barstow.

During our 7-day Arizona backroads adventure, our travels led us through four National Forests: Apache-Sitgreaves, Coconino, Prescott and Tonto.

If you would like to learn more about the Arizona East-West Trail, Ray Andrews, who drove it with us back in April 2018, has publishing a detailed guidebook, available for purchase on Amazon.



https://www.amazon.com/gp/product/1719501734/ref=dbs_a_d_ef_rwt_bibl_vppl_i11

FUTURE TRIPS & EVENTS

Sedona

(Schnebly Hill Rd. & Broken Arrow)

When: Saturday, July 17th

Trip Leader: Mike & Lin Drawsky

Meet: McDonalds Restaurant, Camp Verde 8:30 AM

Pullout: 9:00 AM

Estimated completion time: 4:00

Trail Ratings: Schnebly Hill Road 2.5 (moderate) Broken Arrow 3.0 (Somewhat Difficult, but suitable for stock Jeeps)

What to Bring: Plenty of water and a bag lunch

Details: We will start by running Schnebly Hill Road, a 12 mile stretch of dirt road, starting from the east end, off I-17 (Schnebly Hill Road exit). This scenic mountain road provides some of the best Red Rock viewing opportunities as it descends 2000 feet into Sedona. After finishing Schnebly Hill, we will head over to the Broken Arrow Trail. Near the start of Broken Arrow, we will break for a half hour lunch, before driving the 3 mile stretch of red rock trail to its final destination, Chicken Point. After making a short stop to take in the views at Chicken Point, we will make our way back. If time permits, we will drive the popular optional routes: Submarine Rock & Devil's Staircase.



View from Schnebly Hill Road



Lunch spot, at Broken Arrow



Chicken Point

ITEMS FOR SALE:

CLUB ITEMS FOR SALE

M4W Flag	\$15.00
M4W Vehicle Plate	\$25.00
M4W 5" & 7" Logos	\$2.00
M4W Banners	\$5.00
State Decals	\$2.00
M4W Arm Patches	\$0.50
United Decals	\$1.00

BIRTHDAYS

June

6/7 Dan Smith
6/11 Linda Marchi
6/15 Martin Bode
6/15 Rodney Reiners
6/18 Linda Drawsky
6/23 Adelaide D'ippolito
6/25 Sean Mahoney

July

Dave Rupel 7/1
Harold Liberman 7/2
Debra Wallace 7/5
Adelaide Burkett 7/15
Rory Moore 7/19
Karen Frank 7/27

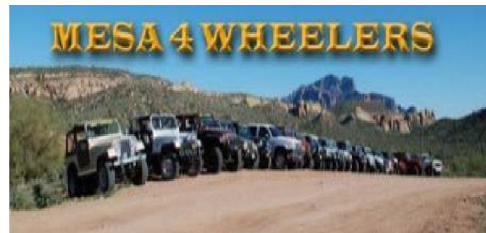


CLUB ANNIVERSARIES

June

Rob, Suzy & Adeline Hayton 6/15
Richard Dalton 6/18
Jim Hopper 6/19

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<http://mesa4wheelers.com>

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