

2018 Our 12th Year !



The Newsletter of: **Tire Tracks** Jeep Expeditions

I might describe myself as the original Jeep Freak. I bought my first Jeep in 1972, a nice 1968 CJ-5. I loved that Jeep and I felt invincible in the muddy fields and logging trails in Central PA. After getting stuck so bad that a bull dozer had to pull me out, I realized two things: 1. 4WD doesn't make one invincible and 2. Always travel in twos and threes. On the Utah BDR this year, that travel in numbers found me again being stuck on my frame in deep, thick and sticky mud where it took about 2 hours and three Jeeps to get me out.

Since then I've owned and built over 25 Jeeps and had 10 at a time in my driveway. I only ever bought one Jeep that was already modified, my TJ and I added more to that. My first Expedition Jeep was the Beast, a 1982 Wagoneer Limited with an 8" lift and 35" tires. Until last year I had three noble steeds in my driveway. My 8" lifted ZJ, 4" lifted TJ and the 1988 Grand Wagoneer with a 5" lift. I bought a stock JKU in January, sold the other three Jeeps and spent the next two months turning it into what it is today, just 8 months later.

Yes I have lived and breathed the Jeep lifestyle since I was 18 and will until my last days hopefully at least 20 or so years from now when I hop out of my Jeep with my O2 bottle and hop on some new fangled off-road cripple cart so move around the camp site ;-)

But let's look to the past for a few moments. In 2006 I planned the 1st Jeep Expedition on the Devils Highway. Thirty-five other Jeep enthusiasts helped form today's club as you know it. Many of those 35 original founding members are gone. Some moved far away, some sold their Jeeps, some just can't Jeep anymore and several have passed away. For the last few years we average 130 or so members each year. At the end of every year we lose about 20 of them and over the next year we gain 20 or so new members. This year we lost another of our original Charter Members, MoonDust, who after more than 10 years on the AZ trails with his trusty YJ "Wiley", has finally sold his beloved Jeep and is leaving the club as he no longer owns a Jeep.

Now, it's that time of year again where we look back at the last 11 years and look forward to year #12 of Jeep Expeditions. I look at the trip schedule and it is the absolute BEST in the USA by any club or organization.

Consider Jeep Jamboree costs at \$500 or more for their 2 day trips and that is each. Compare that with your regular member annual dues of \$40 and then the money you can save with our discounts and group buys. Jeep Expeditions annual dues are worth many times more than their costs if you just only take one trip a year or buy a couple of hundred in gear from our discount suppliers.

Yet each year we lose about 20 members mostly with reasons like: 1. I didn't know about any of the trips 2. I didn't find out about the trip I wanted to go on until the last minute 3. I just didn't get my moneys worth. Really ?

We ran into a member in Colorado the day before our Colorado BDR (had his decal on his JKU) and asked him if he was ready for the start of the trip tomorrow. He said he didn't know about it and came out with a couple of friends. Checked it out and he hadn't visited the Forum in over 150 days. Oh and BTW, it was posted on the forum long before his last sign in.

How could you not know about trips, our member forum is loaded with trips and detailed information. You didn't find out about a trip until last minute or until after it happened? How can either of those happen? It's because some members do not visit the forum on a regular basis. What is regular you ask? Well our most active members on one every day or every other day. Many more once a week and some, 90 days, 150 days, 200 days or more.

Everyone should visit our forum at least once a week and look at new postings. When you are done with them, look at just above where the posts show in the blue bar and click on "View all unread posts". If you don't check out the forum at least once a week you are going to miss a lot. If you are signed up for a trip you are going to miss important information. If you don't visit on a regular basis, you are not going to get your moneys worth and most likely will not stay a member.

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Now having said all that, some of you might have noticed that Bill Solley and Phillip Taylor (Nightcroft72) have been taking a bigger role in the club lately. It is fortunate that Bill and Phillip live close to me and we try to have a lunch meeting once a month and as time moves on, I have been handing over more of the things that I have done for the past ten years to them. Bill is the Vice-Chairman of the Board and Phillip is a board member. Their help has been great this year as I have spent nearly half the year and 30,000 miles on both club and personal Jeep adventures, something I could not have done with their help. This is in NO way a cutting out of our other two board members because they have their duties and because Bill is retired and Phillip pretty much sets his own schedule as business owner, it's just easier at this time that way. Kevin and Seth have their own duties as Board Members and they do them quite well and are also a great help and great resource for the club. Russ Chung the California Chapter Director is also doing great work with short and long trips in CA and also with the California Assn of 4 Wheel Drive Clubs (Cal4Wheel), one of the most active organizations in the country working continuously to keep trails open for everyone.

Going Forward, I am going to spend the majority of my time looking at new adventures and trying to make them happen. Lots of my time will be spent on the Heart of the Wild West trip next summer and the Alaska/Arctic Expedition in 2019 plus a few other trips I plan on leading. In addition I am still planning on travelling coast to coast to Jeep events and such again in 2018 as I did this year. I guess what I am saying is I am preparing for my "retirement" as the clubs Chairman.

I'll still maintain, update and upgrade the website and forum for the next two years or so until I can find someone who can take over. The new website that got started we have put on hold because the few of us that know about websites and such just can't get this new WordPress stuff. I've been able to grasp some of the basic but despite reading the "Dummies" book, I can't get the more in-depth stuff that is needed. Neither has Bill or Seth. For the short term it's on the back burner.

For the long term, I'll be working with members to take on their first trip as Trip Leader, leading trips myself and working on and planning new trips. Most likely my last BIG trip will be the 45 day (optional 30 day) Arctic Expedition in 2019. After that I'll pretty much stick to 1 and 2 week trips as long as my health allows me. As 2020 rolls along, I am thinking that it will be time to hand the reins over to someone else and for me to take a 3rd row seat advising and sharing my then 14 years experience of leading the club, as necessary, with the current board members and some of our new blood.

So if you are as in love with Jeeps and the Jeep lifestyle as I am, I invite you to grow with and grow old with the club as I've done. Get on the forum once a week or more, be sure you are looking at our Expeditions, Road Trips and Day trips. If you want to lead a trip, step up, talk to one of us who have been in the same situation as you, a "trip leader newbie" (all of us, even me were all trip leader newbie's at one time), and ask for help, ask for advice. The guys who have been around a while have a wealth of knowledge, the board has a wealth of knowledge and volunteer to do a trip. It doesn't matter if it's an overnight trip or a full blown Expedition, just do it, because one day in the future, us old timers aren't going to be around to lead you and mentor you. It will be YOUR club and you will need to mentor the new generation of JEO members.

The future and the future of Jeep Expeditions is YOU !

Mike Fissel — Steel Pony Cowboy – Chairman of the Board — Founding Member — Jeeping since 1972, and one of the few remaining 35 founding members still here.



Trip Badges: I have all of the trip badges on my Jeep and everywhere I go people stop me and ask if I've been to all of these places. I tell them that our club has been to all of these places since 2016 when we first started making the trip badges and I've been along on most of them..

People are impressed and it is a good advertisement for the club. So whenever you go on a trip be sure to buy one or two badges and wear it proudly on your Jeep. (I have mine on rear side window)



JeepExpeditions.club : What ? Yep, several years ago the board felt that if we buy up domain names with Jeep Expeditions that we better protect our brand. About two years ago .CLUB and .COM became available and we acquired them too. In addition we also have .net, .us and also the same with Jeep-Expeditions with a hyphen. All of these domain names point to our original .org website if you type them in. New windshield banners will be with the .club name. I have too many people thinking we are an off-road touring business.....I think of how much money we could be making if we were like

**Bulldog Canyon Training Weekend —
March 23rd and 24th, 2018**

This trip included awesome scenery, new friends, great weather, and a few Bighorn Sheep last time. We will meet at the Usery Pass



County Park at 8am on Saturday and leave promptly at 8:30. We'll Travel the canyon about half way to find a camp site and once we are set up training sessions will begin.

The plan is to offer some training in 1st Aid, Ham Radio, packing for an Expedition Trip, talk-

ing about various recovery, camping and other gear and also about club related issues in general.

We'll continue after breakfast what we didn't cover on Saturday, have lunch and then head out to the Apache Junction gate and home.

You've been asking about and now it's here. Sign up on the Forum

**Montana Moutain, Mattie Earps Grave, Pinal
Ghost Town and Apache Tears Mine
February 24th, 2018 Day Trip**

Last time we did this trip we had 25 Jeeps and saw it snowing on Montana Mountain and muddy trails elsewhere. Due to high water we had to pass on the Pinal Ghost Town and the Apache Tears Mine.

This time we'll hope for better weather but in any case bring your need for adventure and your rock hammers to this very scenic trip with lots of history and some rock hounding too ! Going to limit this to the 1st 20 Jeeps. Sign up on the forum under Day Trips if you are sure you can go.



From Board Member Kevin “Gouacats) Thornton — Board Member — JE Member since 2009

Well, it happened again. I lost access to a well-established system of trails. Of course, I'm not the only one - in this case, the mountain biking/trail running community lost access to many miles of single track in the desert north of Tucson. The access to the trail system was a ¾ mile dirt road that is an easement used by the utility company for a long time and led to State Land. The easement still exists; however, the property rights are owned by the HOA. Unfortunately, the homes were built at about the same time that recreational use picked up on the easement. The first thing to go was vehicular access because people were parking on the easement. Next, they restricted times the access could be used and most recently the HOA decided to close the easement to all users except those that live in the home owners association. It's certainly a case of NIMBYism (not in my backyard); however, many of the complaints may sound familiar and some are legitimate:

- Noise/Lights - Complaints that large groups of mountain bikers were using the trail early in the morning and at night (with lights) and generally being noisy. There is likely some truth to this complaint.
- Speed - This one is a legitimate complaint. The road has a significant downgrade when returning from the trail system and speed of the bikers can certainly be a concern for those walking their dogs, etc.
- Trash - I've been on this trail for years and have never seen a piece of trash. Either someone regularly cleans up...or they are trying to make the complaints seem like a bigger issue.

Luckily, alternate access has been built to this trail system...it just not nearly as convenient to me anymore. These are also similar issues that almost caused the closure of the Soldier Pass Trail in Sedona.

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The final decision was to limit access to the trail to a single commercial tour company and 12 permitted unguided public vehicles per day. Again, access has been reduced and isn't nearly as convenient any longer.

I realize that I'm preaching to the choir, but what can we do about it?

1. Get involved - There were over 100 users of the trail system at several Town Council meetings and while the Town ultimately decided the HOA had rights to close the access, the Town has agreed to set aside and build a new access. Unfortunately this will take 3 years. In the meantime, I will have to drive about 7 miles to get to the trail system, instead of heading out the front door on my MTB for a 2 mile warmup.

2. Work with other user groups - Those of us that love the outdoors need to work with other users to keep access open. This can be hard at times, since you may not agree with everything about other user groups...but it's important to have a united front. The more varied users on public lands, the more difficult it will be to close those lands. For me personally, I admit I have a hard time with (some of) the ATV crowd. I realize that there are respectful users and that the damage is likely caused by a small minority, but most of the trail damage that I've seen in the desert around my house, in Moab and other places seems to be from ATVs. As with anything, a few bad apples ruin it for everyone.

3. This one is most important to me - Treat those near the trails and other users on the trails with respect! Practice the principles of Tread Lightly, be courteous, slow down, and know who has the right-of-way in what situations. I know it sounds quaint, but I do believe that a general lack of understanding and respect for others is what causes many of the issues we see today.

I'll get off of my soapbox now...get outdoors, have fun, but most importantly, be respectful while you're doing it!



CA Chapter member Thuy Davis and her JKU at the 2nd Rebelle Rally this year, an Off-Road race from Death Valley to San Diego for Women only



TX Chapter members crossing the James River



Jeep Expeditions: A Family Perspective

By Seth Trout—Board Member — Texas Chapter Director

Once you have fallen head over heels in love with the outdoors, no other vacation can hold quite the same appeal. As a younger, sprier man my affair began with backpacking through the Appalachian Mountains. As time passed, I yearned to explore further and experience more. My second love (or first true love) was born; the Jeep. Over the years, I have seen some of the most amazing natural works of art this country has to offer. I have bounced loudly through the Rockies and coasted quietly through National Forests. I have been nearly stuck (ok actually stuck) on the coast and rushed nose first through streams. I have seen more stars than I knew possible and watched the sky light with colors only nature could provide. I owe much of this to the ownership of five Jeeps. There is something about getting behind the wheel and believing there is nowhere out of reach (see the getting stuck comment above). I realize now that I have two wonderful children of my own, I need to pass along that love of the outdoors to both. And what better way then behind the wheel of a Jeep.

Amy and I purchased yet another jeep a few years back. With the kids in mind, this beast had four doors and a hard-top I couldn't remove by myself. Determined to get the kids out and about, we began the search for various clubs and trips where we could combine the Jeep's ability to go anywhere and the solitude of the great outdoors. The first challenge presented itself; we live in Southeast Texas. While Texas offers public land more than many states square mileage; the amount open to full sized off-road vehicles is limited to a collection of parks. These offer some great challenges for the 4-wheel drive, but didn't quite fit the bill of combining Jeep excursions and enjoying camping and outdoor with the kids. So, we narrowed down the search to expedition and overland trips. Now onto the second challenge, how to plan and execute these trips, and safely with more than one rig. As is typical our first round of searching revealed a host of guided tours and groups. They were expensive and somewhat limited to a handful of more famous routes. Weighed against other vacations, the prices didn't seem terrible. And then one fateful day we found Jeep Expeditions. It was a group of like-minded enthusiast bound together to explore the United States (well and sometimes beyond). This wasn't a business trying to turn a profit but a collection of volunteers looking to get off the beaten path. It was hard to ignore the call. As we signed up for our first expedition, there was certain amount of trepidation. One of the great things about owning a Jeep is the large community, both unorganized and organized. Our region lays claim to several Jeep clubs. However, as many are focused on meet-ups and overnight rides there is a certain level of a party atmosphere included. While that would be fine for the two of us, the kids might not approve. As we traveled to meet members of Jeep Expeditions for the first time, we couldn't help but wonder what type of organization we had joined. There was never a need to worry. From the first moment it was clear this was an organization focused on the experience of owning and operating a Jeep and seeing this world away from the city lights. Other kids made their presence known, all performing their very best "Jeep wave" across the parking lot before we had even departed. It was an eclectic group of people; male and female of all ages, various backgrounds, and multiple home states. As we discussed the day's trek, it was clear we had found what we were looking for in Jeep Expeditions.

The kids would offer their final stamp of approval as the week progressed enjoying every water crossing and hill climbed. "Helping" set up camp by collecting fire wood and trying to catch lightening bugs. We unfortunately had to cut that first trip short, much to the chagrin of my children. For the next month, my daughter would remind me we "owed" her three more days. A few months later we went on a camping trip with family. My children were confused and concerned, and wondered aloud how their grandparents could possible go camping without a Jeep. A smile hits my lips every time my kids see anyone camping without a tent and they proclaim "that's not really camping." Ok, if you have an RV ignore that last part; but for Amy and I we found what we hoped for in Jeep Expeditions. Our kids have a taste for off-road adventure and the great outdoors. Given the focus on technology in our world, this is more than we could have hoped for after just a few trips. They have both already picked out their color of Jeep so they can go on the trips themselves. They are five and four, so they have some time.

Seth and Amy Trout
Texas Chapter





Actual Quotes By Members:

After a short weekend camping trip, new member came up to me afterwards and said “This is the best Jeeping experience I’ve ever been on, it was easily worth 100 times what I paid for dues”!

After a trip to Canyon De Chelly, almost everyone said that “This was the best trip ever”.

After our Sea of Cortez trip in Mexico, a long time member said “this is the best Jeep trip we’ve ever been on”. Most others agreed.

Said by many: “Are we there yet?”

Heard time and time again: “Wow that’s a long way down”

How about “Did you remember to put it in 4WD?” or in my case “Did you get out and lock the hubs?”

My favorite “I need to stop to pee again” :-)

Featured Member Rig:



Steelponycowboy’s rig, a highly optioned 2007 Sahara on this years Arizona Back Country Discovery Route in October this year.



“You’re Just Getting Started”

By Bill Solley—Vice Chairman of the Board—Member Since—

(You Jeep veterans will get this. For all those new to Jeeping: enjoy the ride!)

After I retired, my wife, Anna, and I, looking for a bit of adventure, decided that it would be fun to have a vehicle to take our grandsons riding in on the forest roads around the Flagstaff area. After looking at ATV's, UTV's, SxS's and renting a few to get the true feel, we discovered that eating dust, mud, bugs, and wearing a helmet and ear plugs was not for us. That led us to test drive a couple of used JK's (last one had a bunch of neat looking stuff, lights all over, big tires, winch, custom wheels, 6" lift, but when the owner brought out his step ladder for Anna to climb up into it, my vision of cool behind the wheel was quickly squashed). Our next step was a visit to the Jeep dealership – with one look and attempt to get into the backseat of a 2 door JK, we knew there was no way enough of our 5 (at the time) grandsons and their gear would fit, so we made an immediate upgrade decision to the 4 door JKU. The next decision would be what level model and accessories to buy? Power windows, door locks, keyless entry, soft or hard top? What exterior color? Being complete novices to anything Jeep, we thought that the Rubicon was just a leather seat and navigation system add on, and why in the world would we need that to go off on mapped forest trails? After looking at all the styles and models, more test drives and deliberation, we settled on a JKU Sport S. Fortunately, in retrospect, our salesperson chose a unit to negotiate on with the Freedom Top, tow package, higher gear ratios and larger wheel upgrades, along with a few key convenience items. After all the paperwork was completed and we were handed the keys, she made a very strange and foreign comment to us: “You’re just getting started”. Little did we know.....

On our first drive up to Flagstaff, we soon realized how hot a black hardtop roof gets in July, and Anna's purse got so hot on the floor it started to melt her cosmetics. To us, these were strange happenings for a brand new 2014 vehicle. At night on the drive back to Phoenix, when I turned the headlights on for the first time at 70 MPH and was outdriving the light pattern, I actually pulled off the road to check and see if the headlights were working. Once home, we began to plan changes and purchases to make this new vehicle more to our liking. Our Jeep journey had started without us even realizing what was happening.

I ordered Hot Head insulated liners for the roof and side walls, Hushmat sound deadening insulation to install on the floor and cargo area, a “JEEP” spare tire cover to replace that horrible dealer logo one and a fuel filler door to cover the gas cap like a normal car. Hey, this thing uses a metal rod to hold the hood up, Mopar gas hood strut kit to the rescue. What to do about the dismal stock headlights? Installed KC LED headlights and wiring harness kit plus LED fog lights. Who had ever heard of a Canbus electrical system before this? Now we can see at night and have learned that grill comes off pretty easily to get to everything thanks to internet instructional videos. All that dust we kicked up on the cinder trails must really be hard on a regular air filter, so had to add a super duper K&N filter too.

We found it was tough for Anna to climb up into the Jeep, so the need to start looking at side steps quickly followed. During the search, we watched a couple of You Tubes showing Jeeps bouncing off rocks and the rails or steps were keeping the body undamaged. Rock Hard rock sliders would solve the issue for us and look good doing it.

The more we read, the more things became must haves: Safety item bag with tools, Torx sockets, clamps, shovel, saw, axe, fuses, fluids, fire extinguisher, and what the heck is a Trash-A-Roo?

It was now November of 2014, and we were starting to think there was more to this Jeep thing than we realized. Maybe we better find some classes or look for a club or group that we could join up with and learn more about it? After a few nights of internet research, we came across a club called Jeep Expeditions right here in the Phoenix area. It looked interesting with a lot of pictures of Jeeps in action and beautiful places they had traveled to. Our only problem was finding answers to a new set of questions like - how do you take a Jeep out on trails for one or two weeks at a time? Where do you eat, store your food, sleep or take a shower? The website also talked about day and weekend trips, which sounded perfect for us, so we signed up and became members.

On the member forum, JEO posted a day trip to Bulldog Canyon called The Culinary Experience. The itinerary included making a run through the canyon to Apache Junction and stopping along the way to sample all types of prepared meals like Hormel Compleats and Bridgeford sandwiches/desserts, while giving our evaluations of each one. As a side note, our resident gourmet cook, Nightcroft72, Phillip, missed this delicacy food run, but his ears perk up and his creative juices flow whenever he hears the mention of Hormel meals!

This day run looked like an excellent opportunity to finally go out with an experienced Jeep group and see what we could learn. We met the group at Usery Park and drove out to the Bulldog Canyon trailhead. Once we stopped, everyone got out of their Jeeps and starting letting air out of their tires (Staun deflators?). At the time, this seemed like a very strange thing to do. Why are they letting the air out of their tires? How and where were they going to pump them back up out here in the wild in order to go back home? Under way and everyone also was talking on their radios throughout the trip, and we were listening in on a portable that the trip leader SteelPonyCowboy, Mike, had loaned us. At the end of the day, we watched everyone pull off the trail, raise their hoods, attach some kind of device to the battery and pump their tires back up. Ah ha, so that's how it is done! It was a great trip, met and talked to many of the friendly members, tasted some of the worst food we'd ever put in our mouths, and went home to start looking for the list of things we didn't have but probably were going to need for our Jeep if we were going to be a part of this group.

The next round of purchases then included a member mandatory Cobra CB radio, Rugged Ridge mount, Firestik antenna, a Hustler quick disconnect, wiring, fuses, etc. During the installation process I also learned that there is a way to get wires from the battery through the firewall, up the window frame to the radio mount, fish antenna wire inside the roll bar cover and back into and out of the tail gate to mount and connect to the antenna. Anybody ever heard of a SWR meter before this?

At the 2015 annual JEO membership meeting we met more of the club members and got to see their Jeeps and all of the things that they had done to them. The GraBars in Mynr1's Jeep were a must have, but what were all of those other items on the inside and outside of these Jeeps?

They looked like some pretty expensive items, and we were starting to think Maureen was right. Maybe we are **"just getting started."**

To be continued in the next newsletter.....

Thinking about Leading a Trip?

The club has resources to help you!

- 1. Experienced Trip Leaders who can assist you with your trip.**
- 2. We have a good library of Trail Books you can borrow for research.**
- 3. We have lots of Digital & Paper Maps**
- 4. We have GPX files of many of our past trips, there is nothing wrong about doing a trip more than once if members like that trip.**
- 5. We even have a loaner GPS for Trip Leaders if they don't have one!**

Top Ten Reasons to be a Trip Leader:

- 10. It's Fun being the leader !**
 - 9. You're not having to keep track of the Jeep in front of you !**
 - 8. YOU pick the trail & route !**
 - 7. YOU pick the Start & Finish Times**
 - 6. YOU pick the Dates**
 - 5. It gives you VALUABLE Experience !**
 - 4. YOU pick the rest & pee breaks !**
 - 3. YOU decided when it's Lunch Time !**
 - 2. It might make you Famous !**
- AND the # 1 Reason to be a Trip Leader....**
- 1. You DON'T Eat Anyone's Dust !!!!!**



Sierra Bob and the rainbow on the AZBDR



Steelponycowboy in a washout on AZBDR



Texans crossing a river on one of their overnight trips this year.

Important Tips for Off-Roading:

1. Safety is the **FIRST** priority
2. Always keep the vehicle in front of you and the vehicle in back of you in plain sight at all times.
3. Always wear your seat belts.
4. Make sure you have a working CB radio in your Jeep tuned to the channel your group is on at all times.
5. **ALWAYS** tell someone back home where you are going and when you expect to be back.
6. Always travel with at least one other Jeep and preferably two other Jeeps on **ALL** off-road trips.
7. Carry adequate food and water supplies for two extra days beyond the time you plan to be out.
8. Carry a fully stocked 1st Aid Kit and 1st Aid booklet and/or the Red Cross 1st APP for your phone.
9. Have emergency supplies such as blanket, knife, axe, fire starters, tarp, rope, etc on hand just in case.
10. Carry adequate tools to effect simple repairs on your rig. Duct tape and silicone repair tape too.
11. Basic replacement parts such as a fan belt, upper and lower radiator hoses and tire repair kit is good.
12. A basic GPS and/or paper GPS Atlas or Topo Maps for the area you are in is recommended.
13. In case of a breakdown and you are the only vehicle (see #5), **NEVER** leave your Jeep! Wait, wait, wait
14. Recovery equipment such as a winch, tow strap, shovel etc are necessary items to have.

This is not a complete list by far but it's a starter and what I think are some of the more important ones. When travelling with our group the 1st FIVE items are basic and for everyone. The last 9 many of the more seasoned members will have and are something for you to consider as you get more into our sport.



Just Empty Every Pocket

By: Phillip Taylor—Nightcroft72—Board Member— Member since

One of the many great benefits of our JEO club is that it is a wonderful resource of JEEP knowledge, experience, and a huge network of mechanics, vendors, and people like you and me that are just plain passionate about their JEEPs.

When I joined JEO in mid-2014, I had a stock Jeep Wrangler and thought that I was all set to explore the wonderful trails and deserts of Arizona. Little did I realize how naïve that was, but on my first day trip with the club, when I foolishly ended up as Tailgunner, I shredded my stock 31 inch tire. It was on that day that I would truly start my journey of JEEP ownership and “Just Empty Every Pocket” !!!

After some guidance from SteelPonyCowboy, IMAN8VE, and others on that trip, I promptly went to one of their contacts at Discount Tire on Chandler in Phoenix, and got a great price on Goodyear M/TR Kevlar 33 inch tires. Now I was ready for anything, or was I??

My next trip was the 10th Anniversary of Devil’s Highway, and I discovered that the tent I had was way too small for the new XL cot I had just bought from Cabela’s. So, as the cool southern Arizona night’s air quickly taught me, I needed a Tent heater, (which I bought on one of my first Group Buys), and a 6-man Coleman pop-up tent, as recommended by Mike Fissel.

Since then, I have participated and even initiated some Group Buys that added such necessary items as a RockSlide Engineering tail-gate table (that I first saw on Jay’s rig on the Monument Valley trip). I got a ViAir compressor and even more importantly, Trail-head deflator valves (as recommended by Slydawg). I then took advantage of our discount code with 4Wheel Drive and installed RockHard skid plates, (even saving enough money with the discount to get a 3-year, no questions asked, warranty on the plates-extra insurance for a novice rock crawler like myself). They were definitely put to use on my first “serious” trail, Top of the World when I attended Jeep-heaven, aka Moab, Utah for Easter Jeep Safari in 2016. The first of what I hope are many trips to my new favorite place on planet Earth....MOAB.

Since then, with a lot of help and guidance from fellow JEO members, most notably Bill Solley, I have installed a fabulous rear-tail light braking system (designed and manufactured by Mr. Solley), as well as new JW speaker LED tail lights. After meeting a KC Lighting rep in Moab, I worked out a deal and got a great discounted price on their new LED Pro Gravity headlights (a must-have over the stock lights that come with Jeeps).

The list goes on and on, and probably always will, but the point of this story is to highlight the HUGE advantage of membership in our club, and all the additional benefits that belonging to such a group has brought to this novice Jeoper. I have made many fabulous new friendships, and developed a true passion for off-roading in my Jeep, something which we all share or you wouldn’t be reading this newsletter.

As we approach the Holiday season, and the end of another year, there is much to be grateful for—Health, Family, Friends, and of course, our JEEPS !! So go ahead, Just Empty Every Pocket !



What Else Can We Look Forward to in the Year Ahead?

1. How about 10 or more Expeditions scheduled for 2018—check the forum or website for 2018 Expeditions.
2. We’re working on getting a Sportsmans Warehouse Event with DISCOUNTS for those who participate.
3. We’re also working on another Cabella’s Event for 2018 with DISCOUNTS for those who participate
4. Our 2018 Off-Road 101 & Trip Leader 101 training in the Fall of 2018—2 days Bull Dog Canyon, Mesa, AZ
5. More Group Buys—
6. More day trips and one nighters. For 6 or more in 2018
7. How about some WRENCHING Parties? We’ve had a few well attended ones in the past.
8. Our 13th Anniversary Meeting next January!
9. How about our training weekend in March 2018 for Ham Radio, 1st Aid, Gear Recommendations and more.

Upcoming Events 1st three quarters of 2018:

1. Expedition—Arizona Peace Trail —January 13th—20th. Could end a day early.
2. Annual Meeting—January 21st (Saturday) Serranos Mexican on Power Road north of the 60
3. Expedition—Annual Devils Highway—February 18th and 19th
4. Day Trip—Montana Mountain, Mattie Earps Grave, Pinal Ghost Town, Apachie Tears Mine—Feb 24th
5. Expedition—Tierra Del Sol Desert Safari and Anza Borrego—March 2nd thru 10th
6. Training Class—2 days—Bulldog Canyon, Mesa, AZ — March 23rd and 24th
7. Expedition—Southern Utah and Moab—April 8th to 15th
8. Expedition—Monument Valley—May 25th to 28th
9. Expedition—Sam White Memorial North Rim Grand Canyon Trip — June 8th to 13th
10. Expedition—Bantam Jeep Festival—Butler PA June 8th to 10th
11. Expedition—Colorado Rocky Mountain High—July 21st to 27th
12. Expedition—All for Fun—Colorado (right after the trip above) July 29th to Aug 4th
13. Expedition—Trail of the 49ers—Aug 6th to 16th with optional High Sierra Round Up Aug 4th & 5th
14. Expedition—Washington BDR—from Oregon to Canada off-road ! — Aug 20th to 26th
15. Expedition—Heart of the Wild West—6 state loop off-road — Aug 24th to Sept 9th

With lots more to come and more to be added.

Check the forum often for changes and updates and detailed trip information that gets added all the time.



WANTED:

Newsletter Editor-Someone to do this every quarter— see it's not that hard

Webmaster Assistant-someone to help update and upgrade our new website and/or forum



Member Discounts—(just a couple)

4 Wheel Drive Hardware (4WD.com) -AND- 4 Wheel Parts

We get some of our BEST discounts from them on the largest selection of parts for your Jeep of anywhere.

Not only do they normally have the best prices but they will price match any lower price you find from a competitor (like Quadratec for instance), the offer FREE shipping, they offer FREE in-store pick up at any 4 Wheel Drive Hardware or 4 Wheel Parts store.

In order to take advantage of the discount you will need to give them your unique club customer number that they assign you. The number needs to be used for online or in store discounts.

Find your number in the Member info section on the Forum.

Arizona Firestone: Lifetime Front End Alignment \$160 Limited time offer for Club Members ! 1111 E. McKellips Road, Mesa, AZ Ask for Jason



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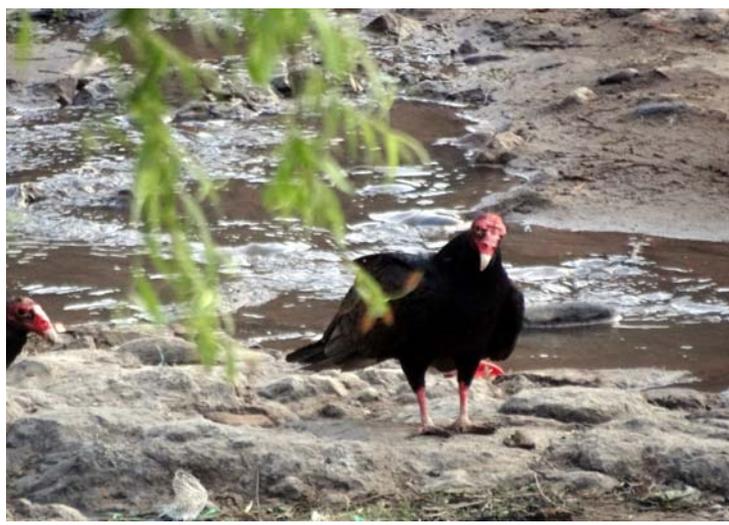
Picture of the Year—Bassiachi Falls—Copper Canyon Mexico Expedition



More Pictures from 2017 Trips











Awards Ceremony

Something new this year and every quarter going forward. We've had these award decals since earlier this year and have been waiting to award and send them out. A good place to stick these on a JKU would be on the rear door window towards the back, the one that doesn't go down. Start from the bottom and work your way up.

We are going to send them out in December to members who have renewed for 2018 as of December 1st.

This announcement and mailing will cover all awards up to March 2018. Then every quarter we'll mail out new rewards at the end of every quarter.

The Jeep Expeditions 10 Year Member Award:

October 2007-

SteelPonyCowboy—Arizona
CaveCreekJeepMan—Arizona
Robert "Mac" Maclay—California
AZWillys—Arizona
MoonDust—Arizona

November 2007—

Sly Dawg—Arizona
Jeep Can Jim—California
Russ Chung—California
Mynr1—Arizona
JD Gregory—Texas
ChrisLinford—Netherlands-Honorary Member

January 2008—

TXOutdoorsX4—Texas—Honorary Member
JPFreek—Michigan—Honorary Member

February 2008—

Hunter-Arizona—Honorary Member

April 2008—

ZJWoody—Nevada
RockyPointJeeper—Mexico—Honorary Member



The Jeep Expeditions 5 Year Member Award:

2009 -

May—Kermit—Arizona & Pennsylvania

June—Roberts—Arizona

Dec— Gouacats-Arizona

2010 -

March—Halffastjohn—California

March—KevinsOffRoad—Arizona

Dec— Red Ruby—Arizona

2011 -

Jan— Tony—Arizona

Mar— Igocommando

Mar— Kevins Off Road

Aug— Jay

2012 -

Jan— Schono

Feb— Jeep TX—Texas

Dec— Squinko

2013 -

Mar— vMikeE



The Jeep Expeditions 3 Year Member Award:

2013 -

May—USJeeper—California

Sept—JStep

Dec— GaryBonner

2014 -

July—Nightcroft72—Arizona

Matus—Arizona

Aug—Matador

Sept—BillSolley—Arizona

Tasiastar—Arizona

Oct— KellyM—California

Dec— Richos—AZ

2015 -

Jan— Chad—Arizona

Iman8VE—Arizona

Feb—Terry—Arizona

McQ—California

XJ Soldier—Maine

EugeneTheJeeper—California

Mar—AZJeep4Me

MBPathfinder—Texas

April -Hike4WD—Arizona



In 2018 we will have 3 more members hit 10 years, 8 more 5 years and 16 more hit 3 years !

Club Rankings Awards Based on Total Participation

Expedition Master—our highest award

Steelponycowboy—9246 points

ZJWoody— 1896 points

Moondust— 1840 points



Expedition Pro

Russ Chung— 1145 points

CaveCreekJeepMan— 1130 points



Expedition Expert

HalfFastJohn—695 points

BillSolley—678 points

GoUACats—665 points



Expedition Commander

Jeep_TX—500 points

Mynr1—481 points

SlyDawg—433 points

Nightcroft72—430 points

AZWillys—403



Expedition Star

RedRuby—340 points

Jegar—293 points

Igocommando—268 points

TroutSeth—250 points

KevinsOffRoad—225



Expedition Captain

Chrislinford—182 points
 MB_Pathfinder—138 points
 Kermit—127 points
 Greg Barrett—117 points
 Matus—116 points
 Robert “Mac” Maclay—107 points
 JeepCanJim—103 points
 Jay—103 points
 GeorgeA—99 points
 Rslagle—96 points
 Tony—96 points
 Via—93 points
 IManV8E—90 Points
 Psycho—88 points
 KraZee— 84 points
 SierraBob—76 points



Expedition Saavy

Richos—69 points
 RobertS—68 points
 RubiCajon—66 points
 GoldDigger—63 points
 Chad—56 points
 USJeep—53 points
 DirkRocks—52 points
 Hike4WD—51 points
 TinShanty—49 points
 AZJeep4Me—46 points
 Schono—41 points
 Quest—40 points
 JD_Gregory—37 points
 JStep—29 points
 Free2Go— 27 points
 JKUR—27 points
 Terry—27 points
 Wsm1788—27 points



Expedition Explorer

JDickson—23 points
Stokbrgr—19 points
Acasillas—18 points
KellyM—17 points
Stevo —16 points
21Tryan— 14 points
Shortcut—13 points
VMikeE —13 points
XJSoldier—13 points
Garybonner—12 points
Matador—12 points
Ron—12 points
FreeJeeper—11 points
Will—11 points



There are lots more members who are close to moving up to the Explorer rank all you need it 11 points and the fastest way to get to 11 points is to post replies and questions on the forum, participate in trips and be a trip leader or co-trip leader.

It's real easy and fun and you get a cool looking decal for your Jeep.

We'll catch you again in 2018 with more awards, pictures and announcements.

See you on a trip soon and safe travels !

