

FunTreks • Third Edition • 100 Trails

GUIDE TO
**Arizona
Backroads &
4-Wheel-Drive
Trails**



EASY

MODERATE



DIFFICULT

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Third Edition

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Thanks to: Tim Naylor and the Tucson Rough Riders who personally guided us on southern Arizona trails and showed us six new trails; Nena Barlow of Barlow Jeep Rentals in Sedona for sharing her expertise on local trails and loaning us one of her new Jeeps to test drive for a few days; the Bullhead 4-Wheelers for guiding and showing us improvements on several trails; the Verde Valley 4-Wheelers for helping us on Pyeatt Draw; staffers and rangers at the U.S. Forest Service, BLM and other government land agencies for their time and patience answering our many questions. Thanks also to the many people we met on the trails for sharing pictures and advice.

GUARANTEE OF SATISFACTION

We guarantee you will enjoy the trails in this book. If not, or if you are dissatisfied with the book in any other way, return it to us for a full refund. Or, call our toll-free number during business hours at 877-222-7623. We promise to do whatever it takes to make you happy.

DISCLAIMER

Travel in Arizona’s backcountry is, by its very nature, potentially dangerous and could result in property damage, injury or even death. The scope of this book cannot predict every possible hazard you may encounter. If you drive any of the trails in this book, you acknowledge these risks and assume full responsibility. You are the final judge as to whether a trail is safe to drive on any given day, whether your vehicle is capable of the journey and what supplies you should carry. The information contained herein cannot replace good judgment and proper preparation on your part. The publisher and authors of this book disclaim any and all liability for bodily injury, death or property damage that could occur to you or any of your passengers.

We have made every effort to update trails to match U.S. Forest Service Motor Vehicle Use Maps (MVUMs) that were available at the time of this writing. We cannot match maps that have not yet been issued or keep up with annual changes to existing maps. We will attempt to report changes on our website, but make no guarantee of accuracy. You are ultimately responsible for following the latest and correct MVUM. In addition, OHV laws described in this book change constantly. We do our best to keep up with them; however, you are ultimately responsible for knowing the correct and latest laws. The publisher and authors of this book disclaim any and all liability for fines or other punishment that could result from being on the wrong trail or breaking the law.

Note: Telephone numbers and websites that appear in this book were verified January 2020.

<i>Page</i>	<i>Topic</i>
4	Trail List
5	Trail Finder
6	Trails Listed Alphabetically
7	Trails Rated by Difficulty (Authors’ Favorites)
8	Trail Ratings Defined
9	<i>INTRODUCTION</i>
10	Arizona Trails—Better Than Ever
10	How to Use This Book
11	What’s New in This 3rd Edition
11	How You Can Help with Trail Updates
11	FunTreks—A Different Kind of App
11	Fun Trails—Our Promise to You
12	Explanation of Vehicle Symbols
13	OHV Laws and Licensing
13	Special Permits, Laws, Situations
14	GPS Settings
14	About Arizona
15	Motor Vehicle Use Maps (MVUMs)
16	Safety Tips
17	Trail Rules and Etiquette
17	Backcountry Driving Tips
19	Checklist
20	Winching
21	<i>THE TRAILS</i> <i>(Individual trails listed on next page)</i>
22	Area 1 – North Grand Canyon, Jacob Lake, Tusayan
44	Area 2 – Flagstaff, Sedona, Cottonwood, Jerome
82	Area 3 – North Phoenix, Prescott, Crown King, Carefree, Wickenburg
112	Area 4 – East Phoenix, Payson, Apache Junction, Florence
150	Area 5 – Oracle, Tucson, Nogales
182	Area 6 – Kingman, Lake Havasu City, Parker,
208	Area 7 – Tonopah, Quartzsite, Yuma, Organ Pipe Cactus National Monument
236	Map Legend
236	Author Bios

TRAIL LIST

Green = Easy, Blue = Moderate, Red = Difficult

TRAIL FINDER

#	Name	Pg.	#	Name	Pg.	#	Name	Pg.
AREA 1 MAP 22			AREA 4 MAP 112			AREA 7 MAP 208		
<i>North Grand Canyon, Jacob Lake, Tusayan</i>			<i>East Phoenix, Payson, Apache Junction, Florence</i>			<i>Tonopah, Quartzsite, Yuma, Organ Pipe Cactus N. Monument</i>		
1.	Toroweap Overlook	24	43.	Pyeatt Draw	114	88.	Plomosa Mountains	210
2.	Jumpup Point	26	44.	Sunflower Mine*	116	89.	Sandbowl OHV Area	212
3.	Three Fire Towers	28	45.	Sycamore Creek	118	90.	Dripping Springs	214
4.	Fire Point, Timp Point	30	46.	Four Peaks	120	91.	Harquahala Peak	216
5.	Point Sublime	32	47.	Rolls OHV Area West	122	92.	Hummingbird Springs*	218
6.	House Rock Valley	34	48.	Rolls OHV Area East	124	93.	Belmont Mountain	220
7.	Orderville Canyon	36	49.	Saguaro Lake Cove	126	94.	Kofa Queen Canyon	222
8.	Tater Ridge	38	50.	Bulldog Canyon	128	95.	Castle Dome Mountains	224
9.	Saddle Mtn. Road	40	51.	Apache Trail	130	96.	Laguna Mountain Ridge	226
10.	Grandview Lookout †	42	52.	Montana Mountain	132	97.	Fortuna Mine	228
AREA 2 MAP 44			53.	Hackberry Creek	134	98.	El Camino Del Diablo, East Side	230
<i>Flagstaff, Sedona, Cottonwood, Jerome</i>			54.	Walnut Canyon	136	99.	El Camino Del Diablo, West Side	232
11.	O'Leary Peak Loop	46	55.	Reymert Mine	138	100.	Organ Pipe Cactus National Monument	234
12.	Cinder Hills OHV Area	48	56.	Box Canyon	140			
13.	Sycamore Point, Volunteer Canyon*	50	57.	Elvis Trail	142			
14.	Smiley Rock	52	58.	Bad Medicine, Ajax Mine*	144			
15.	Horseshoe Canyon	54	59.	Jack Handle	146			
16.	Woodchute Trail	56	60.	Gila River Loop	148			
17.	Mingus Mountain	58	AREA 5 MAP 150					
18.	Skeleton Bones*	60	<i>Oracle, Tucson, Nogales</i>					
19.	Red Rock Powerline	62	61.	Chilito Mine Road*	152			
20.	Outlaw Trail	64	62.	Putnam Wash*	154			
21.	Diamondback Gulch †	66	63.	Tucson Wash	156			
22.	Devil's Bridge, Vultee Road †	68	64.	Holy Joe Rim*	158			
23.	Soldier Pass	70	65.	Smelter Wash*	160			
24.	Schnebly Hill Road	72	66.	Tortolita Pass*	162			
25.	Broken Arrow	74	67.	Charouleau Gap	164			
26.	Cliffhanger †	76	68.	Backway to Mount Lemmon	166			
27.	House Mountain	78	69.	Rice Peak	168			
28.	Blue Monster	80	70.	Chimney Rock	170			
AREA 3 MAP 82								
<i>North Phoenix, Prescott, Crown King, Carefree, Wickenburg</i>								
29.	Senator Highway, Crown King Road	84						
30.	Desoto Mine	86						
31.	Turkey Creek	88						
32.	Bloody Basin Road	90						
33.	Backway to Crown King	92						
34.	China Dam, Tule Homestead †	94						
35.	Terminator	96						
36.	Crapshoot	98						
37.	Black Canyon City Overlook	100						
38.	New River	102						
39.	Box Canyon at Hassayampa River	104						
40.	Wickenburg Mountains	106						
41.	Vulture Mine	108						
42.	Hieroglyphic Mountains Loop	110						
71.	Chivo Falls	172						
72.	Chivo Lower Loop*	174						
73.	Melendrez Pass*	176						
74.	Bull Springs Road	178						
75.	Patagonia Mountains	180						
AREA 6 MAP 182								
<i>Kingman, Lake Havasu City, Parker</i>								
76.	Chloride Mines	184						
77.	Secret Pass Canyon †	186						
78.	Pass Canyon	188						
79.	Hualapai Mountains	190						
80.	Moss Wash	192						
81.	Scotts Well*	194						
82.	Bison Falls	196						
83.	Standard Wash & Side Trails*	198						
84.	Cattail Cove, Rovey's Needle †	200						
85.	Backway to Desert Bar	202						
86.	Vampire Mine	204						
87.	Swansea Townsite	206						

To find a trail, use the Trail List (left) and map (below) to determine which area a trail is located in, then turn to the page indicated. Detailed area maps will direct you to individual trails.



TRAIL RATINGS DEFINED

Trail ratings are very subjective. Conditions change for many reasons, including weather and time of year. An easy trail can quickly become difficult when washed out by a rainstorm or blocked by a fallen rock. You must be the final judge of a trail's condition on the day you drive it. If any part of a trail is difficult, the entire trail is rated difficult. You may be able to drive a significant portion of a trail before reaching the difficult spot. Read each trail description carefully for specific information.

Easy

Gravel, dirt, clay, sand, or mildly rocky road. Gentle grades. Water levels low except during periods of heavy runoff. Full-width single lane or wider with adequate room to pass most of the time. Where shelf conditions exist, road is wide with minor sideways tilt. Clay roads, when wet, can significantly increase difficulty. Some trails can be driven in 2WD under ideal conditions. Others will need 4WD and, in some cases, low-range gearing.



Moderate

Rutted dirt or rocky road. Careful tire placement may be necessary. Some grades fairly steep but manageable if dry. Soft sand possible. Sideways tilt will require caution. Narrow shelf roads possible. Backing may be necessary to pass. Water depths passable for stock high-clearance vehicles except during periods of heavy runoff. Mud holes may be present especially in the spring. Undercarriage may scrape occasionally depending on ground clearance. Rock-stacking may be necessary in some cases. Brush may touch vehicle. Four-wheel drive, low range, and higher ground clearance required in most cases. Standard factory skid plates and tow hooks recommended on many trails.



Difficult

Grades can be very steep with severe ground undulation and large boulders. Sideways tilt can be extreme. Sand hills very steep with soft downslopes. Deep water crossings possible. Shelf roads extremely narrow; use caution in full-size vehicle. Passing may be difficult with backing required for long distances. Brush may scratch sides of vehicle. Body damage possible. Some trails suitable for more aggressive stock vehicles, but most trails require vehicle modification. Lifts, differential lockers, aggressive articulation, and/or winches recommended in many cases. Skid plates and tow hooks required.

Authors' Vehicles: (See photos)

A. 2017 Jeep Wrangler Sport: STOCK, 6-cyl. engine, 4WD, Goodyear 32" A/T tires.

B. 2017 Toyota Tacoma: STOCK, TRD Offroad package, rock sliders, stock tow hooks, 30.6" A/T tires, and CB radio.

C. 2012 Jeep Wrangler Rubicon: Equipped with JKS 2.5" lift with stock control arms, 9.5T1 Warn winch, Dana 44 axles; 4.88 gears, stock rubicon 4/1 transfer case, stock lockers front and rear, TERA FLEX skid plates, Notch Custom extended fenders, JCR Offroad bumpers, stock 6-cyl. engine, 37 x 12.50 Falken MT tires and CB radio.

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Introduction

INTRODUCTION

When I wrote my first guidebook over 20 years ago, I had no idea FunTreks would still be going strong today. People said printed books would be long gone by now, but co-author Matt Peterson and I have found just the opposite. We had record sales last year, which has proven to us that off-roaders still like the convenience and simplicity of a good guidebook.

We know many of our customers use GPS and the internet, so we've got great tech products, too. Our website features over 500 individually presented trails with free trail updates and free GPS downloads (waypoints and tracklogs). You'll also find an interactive trail locator map and a free newsletter that includes timely trail updates. In addition, you can purchase GPS data cards and learn all about our easy-to-use Apple App, available in the app store.

Arizona Trails – Better Than Ever

When we publish a new edition, we not only re-drive everything, we also look for ways to improve each route. For example, when we re-drove *Mohave Wash*, we found the washboard unbearable in the main washes. We came back a second day and found a much better route weaving in and out of fun side roads. The changes were significant, so we renamed the trail *Standard Wash & Side Trails*.

Another example is *Secret Pass*. With the help of the local Bullhead 4-Wheelers, we found an amazing canyon at the end of the trail that is the best part of the trip. They also showed us a fun alternate exit route. We renamed this trail *Secret Pass Canyon*.

Where possible, we made improvements to other trails, too. If you've used

our books in the past, you'll see what we mean when you re-drive the trails.

Of course, we always add new trails to replace closed and less-popular trails. This book has 14 new trails. Favorites include *Chilito Mine Road*, *Smelter Wash*, *Tortolita Pass*, *Hummingbird Springs*, and *Sunflower Mine*. We thank the Tucson Rough Riders for showing us six new trails in Area 5.

We lost some good trails, too, including one of our favorites, *Canyon De Chelly*. You can still tour the canyon, but you can't drive your own vehicle anymore (see page 14 for details). *Tip Top Mine* and the *Coke Ovens* are now closed, so we dropped both of these trails. *Gunsight Pass*, another of our favorites, was also closed. Other less-popular trails were omitted to make room for better trails.

How to Use This Book

All trails in this book are listed on page 4 grouped in areas shown on the map on page 5. Select an area and go to the page indicated. Here you'll see a detailed area map with key roads to each trail. After that, go to the specific trail, where you'll find a detailed map of the trail and all pertinent trail information.

To find a trail alphabetically, go to page 6. To find a trail listed in order of difficulty, go to page 7.

The mileage log on each trail page features turn-by-turn directions of the entire route, which is highlighted on the map. If you drive the trail in the opposite direction, use the reverse mileages shown in brackets. GPS coordinates are shown in the mileage log and are easy to find on the map. For ease of use, we always show our maps north up.

To determine if your vehicle is suit-

able for a particular trail, read the individual trail rating on the trail page, the rating descriptions on page 8, and the explanation of vehicle symbols on pages 12 and 13. The pictures on the trail pages are also very helpful. On harder trails, we usually show a photo of the most difficult spot.

What's New in This 3rd Edition

Besides 14 new trails, the book has a new binding that lays flat and folds back completely. A full-coil wire binding will not break or allow pages to fall out. The back cover has an extra flap that can be used as a place holder. And by popular demand, we once again list the trails three ways: by area, alphabetically, and in order of difficulty. You'll also notice the book has heavier, stronger paper throughout.

How You Can Help with Trail Updates

Typically, we learn about trail changes when we re-drive a trail. Occasionally, we see notices of closures at Forest Service and other government websites. We follow forums and read online newsletters. But, by far, the best and most frequent updates come from our readers.

If you haven't been to our website recently, you may not realize how easy it is to leave a trail update. Just click on the big orange box at the top of the home page and follow directions from there. After we verify the update, it gets posted on the respective trail page. You can do it anonymously or leave your name and email. When we accumulate enough updates, we send out a free email newsletter. Make sure you've signed up for it.

FunTreks – A Different Kind of App

There are lots of great all-purpose backcountry apps out there. We know because we use many of them ourselves.

What makes our app different is that it specifically matches the trails in our books. The waypoints match the book and the tracklog follows the route in the book. And you don't need an internet connection to see your position as you move along the route.

When you have connectivity, you see a full satellite image that can be zoomed in to treetop level. Without connectivity, you can download a terrain map with just one click.

When you buy the app, it includes every trail we have. No need to buy a different app for each book. New books are added as a free update.

If you hate the complexity of most apps, try ours. Our customers tell us it's the easiest app they've ever used.

Fun Trails – Our Promise to You

If you are new to offroading, you'll soon learn that not every 4-wheel-drive road is fun to drive. Some can be long and boring, others rough in a tedious way that's just not enjoyable. After three decades of exploring the backcountry, we've learned which are fun and which to avoid.

When we're in our SUV or pickup, we want the drive to be interesting, with curves and dips and something real to see. We expect the same pleasures driving our hard-core Jeep, but with an obstacle or two along the way. If we're in our side-by-side or riding an ATV, we need to know if we're legal and where to unload.

We are so sure you'll have fun, we guarantee it. Really! Read our full guarantee on page 2. In all the years we've been in business, I don't recall a single book returned because the customer didn't have fun.

Just remember that having fun doesn't mean tearing things up. Be responsible and always stay on designated trails.

Green = Easy, Blue = Moderate, Red = Difficult

#	Name	Pg.
11.	O'Leary Peak Loop	46
12.	Cinder Hills OHV Area	48
13.	Sycamore Point, Volunteer Canyon	50
14.	Smiley Rock	52
15.	Horseshoe Canyon	54
16.	Woodchute Trail	56
17.	Mingus Mountain	58
18.	Skeleton Bones	60
19.	Red Rock Powerline	62
20.	Outlaw Trail	64
21.	Diamondback Gulch	66
22.	Devil's Bridge, Vultee Road	68
23.	Soldier Pass	70
24.	Schnebly Hill Road	72
25.	Broken Arrow	74
26.	Cliffhanger	76
27.	House Mountain	78
28.	Blue Monster	80

Flagstaff, Sedona, Cottonwood, Jerome

People come from all over the world to experience off-roading in Sedona. But most are tourists who pay handsomely to ride in tour Jeeps. Fortunately, since all trails are on public lands, you get to drive your own vehicle for just the price of gas.

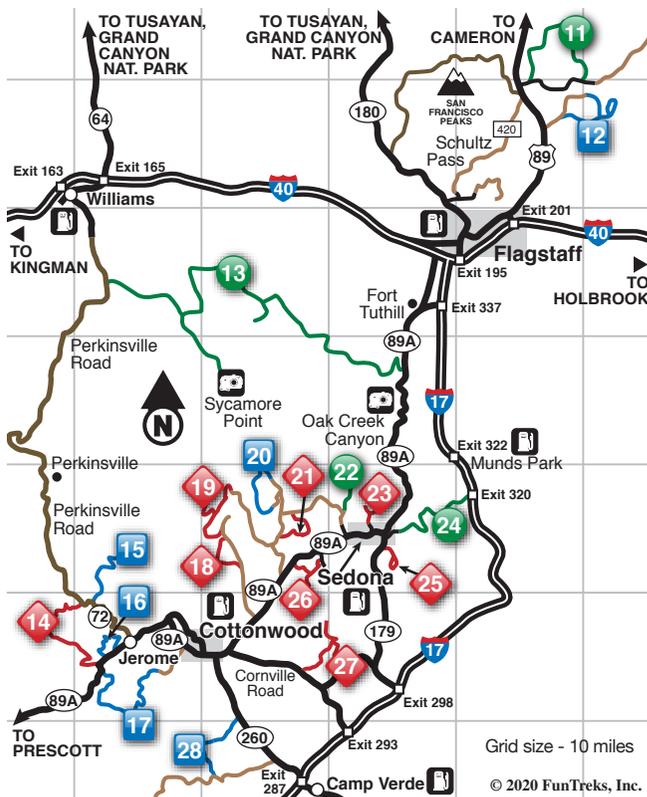
By far, the most popular trail in Sedona is *Broken Arrow*. It's close to town, has lots of thrilling climbs and descents, and the scenery is exceptional. Although usually very busy with tour Jeeps, this trail is one you don't want to miss. (See photo on opposite page.)

We've added two new trails to this area: *Sycamore Point*, *Volunteer Canyon*, and *Skeleton Bones*. Three other trails are name changes only: *Diamondback Gulch*, *Vultee Road*, and *Cliffhanger* (in the previous edition of this book, these trails were called, respec-

tively, *Greasy Spoon*, *Devil's Bridge/Van Deren Cabin*, and *Oak Creek Homestead*).

We thank our longtime friend Nena Barlow, of Barlow Jeep Rentals in Sedona, for showing us the new trails and helping us with the name improvements.

One trail is missing from the Flagstaff area that we had in the last edition of this book, *Elden Mountain, Schultz Pass*. This trail was closed due to extensive fire damage when we tried to drive it in 2019. It is expected to reopen in the future, so don't throw away your 2nd edition Arizona book (if you have one).



Grid size - 10 miles

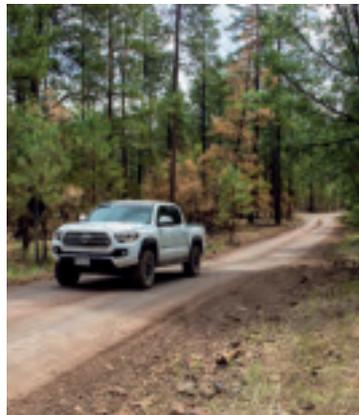
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Broken Arrow, trail #25, rated difficult. This is where you park for Submarine Rock.



Hike short distance from the road to see Volunteer Canyon.



Easy drive when dry.



This camp spot located on F.S. 527B.



Sycamore Point Overlook.

Overview: This is a great overland option for traveling between Flagstaff and Williams. We did this trail in two days to take in all the sites that include Volunteer Canyon, Sycamore Falls, and Sycamore Point. We camped on the edge of Volunteer Canyon where there was plenty of camping available. When you finish, head north to historic town of Williams or continue south on Perkinsville Road for more adventure.

Rating: Easy. Mostly maintained dirt road. Exposed embedded rock and muddy sections between Waypoints 04 and 05. Side roads can be more challenging. High clearance and 4-wheel drive

recommended. Use caution around blind curves and watch for oncoming traffic.

Stats: Length: Over 56 miles. Time: About 8 hours. We suggest spending two days. Elevation: 6,210 to 7,230 ft. Best time to go: June-September.

Current Conditions: Kaibab N.F., North Kaibab R.D. Call (928) 643-7395. Coconino N.F., Flagstaff R.D. Call (928) 526-0866.

Getting There: From Flagstaff, take Interstate 17 south to Exit 337. Go another 8 miles southwest on Highway 89A to F.S. 535 on right, start of trail.

START MILEAGE LOG:

- 0.0** Zero trip odometer [Rev. Miles] Head west on well-maintained road F.S. 535. Ignore side roads. [17.1]
- 01** N35 02.793 W111 44.023
- 5.6** Turn left on F.S. 536. [11.5]
- 02** N35 03.320 W111 47.483
- 9.2** After going under power lines, continue straight, crossing F.S. 231. [7.9]
- 03** N35 04.501 W111 50.545
- 10.6** Stay right at fork. [6.5]
- 12.2** Turn right at fork where F.S. 861 goes left. [4.9]
- 15.0** Stay left at fork where F.S. 530D goes right. [2.1]
- 15.7** Major intersection. Turn left, following F.S. 527. [1.4]
- 17.1** Continue straight where F.S. 527B goes left to great camping. Drive another 500 ft. and take short hike to see Volunteer Canyon Overlook on the left. [0.0]
- 04** N35 07.161 W111 55.917
- 0.0** Zero trip odometer at Wpt. 04 Continue on F.S. 527. [39.1]
- 2.1** Turn right where F.S. 859 goes left (see Detail). [37.0]
- 2.7** Stay left after long muddy section. [36.4]
- 05** N35 08.123 W111 57.539
- 3.7** At the power lines, turn left and follow well-
- 06** N35 08.882 W111 57.830
- 5.6** Turn left on lesser road F.S. 13. [33.5]
- 07** N35 09.809 W111 58.970
- 6.4** Turn left at "T" intersection on better road. [32.7]
- 6.9** Turn right. [32.2]
- 9.5** Turn left on F.S. 109. [29.6]
- 08** N35 09.914 W112 02.367
- 10.2** Sycamore Falls on left. After taking short hike to the falls, continue south on F.S. 109. [28.9]
- 13.9** Turn left on F.S. 12 after passing White Horse Campground. [25.2]
- 09** N35 06.679 W112 01.554
- 18.9** Turn left on F.S. 110. [20.2]
- 10** N35 04.203 W112 01.321
- 23.8** Arrive at Sycamore Point Overlook, then return to Waypoint 10. [15.3]
- 11** N35 01.431 W111 58.678
- 28.8** From Waypoint 10, continue north short distance and follow F.S. 110 on right. [10.3]
- 31.8** Continue straight where F.S. 109 goes right. [7.3]
- 39.1** Trail ends at Perkinsville Road. [0.0]
- 12** N35 08.533 W112 08.891
- To reach Williams, turn right on Perkinsville Road.

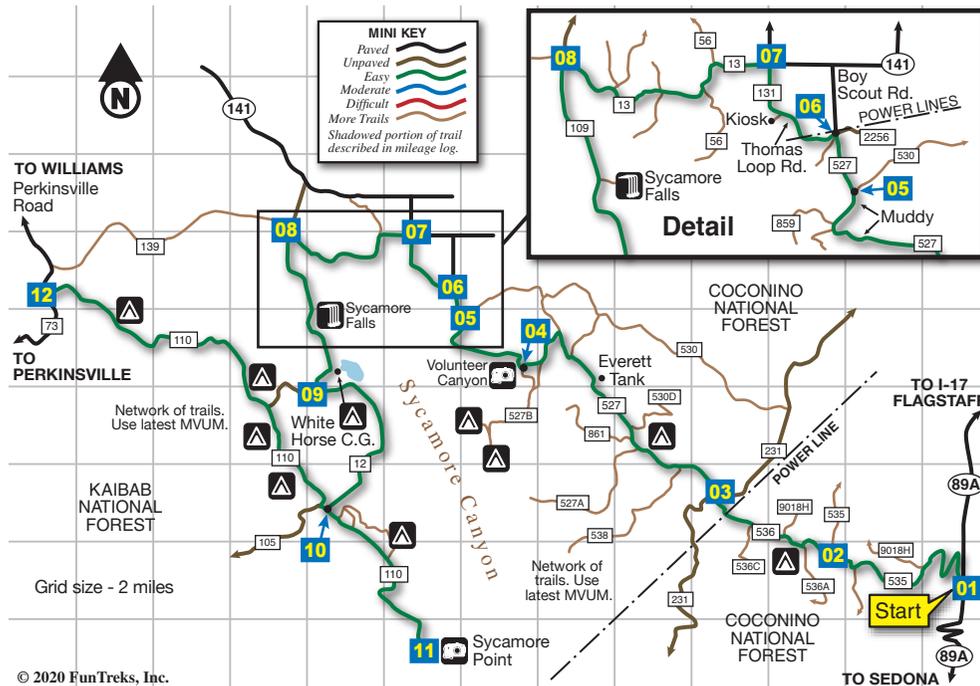
maintained Thomas Loop Road heading west then north. [35.4]



Falls not flowing when we visited.



Most of the trail is in the forest.



Mingus Mountain



AREA 2 map on page 44



Toughest section after Copper Chief Mine just before Waypoint 02.



Views of Cottonwood throughout the trail.



Narrow shelf road makes it hard to pass.

Historical Highlight: We found a 1926 government report stating a cyanide mill was in operation at the Copper Chief Mine between 1916 and 1918, during which time the mine returned \$875,800. The mine operated profitably for many more years. The mine is owned by Freeport-McMoRan Copper & Gold, Inc., based in Phoenix. Recent activity at the mine involved installation of a passive water collection system to control seepage still coming from old mine shafts.

Overview: After passing through unimpressive lowlands, the road climbs quickly up the side of Mingus Mountain into the forest, where you find good dispersed camping. The trip offers views of Verde Valley and Cottonwood as you climb. You'll pass the large Copper Chief Mine, which is closed to the public. Please obey all signs and warnings. F.S. 104 is restricted to street-legal vehicles. Fall color peaks in early November. Not recommended in winter.

Rating: Moderate. Much of the road is easy, but there are several spots that are steep, narrow and rocky. Narrow shelf

road with no room to pass after Wpt. 02. Suitable for most stock high-clearance SUVs with 4-wheel drive.

Stats: Length: About 19 miles. Time: 2½ to 3 hours. Elevation: 3,501 to 7,570 ft. Best time to go: May-Nov.

Current Conditions: Prescott N.F., Verde R.D. Call (928) 567-4121.

Getting There: Follow Highway 89A northwest through Cottonwood and turn west onto paved Mingus Avenue directly across from the Maverick Gas Station.

START MILEAGE LOG:

- 0.0** Zero trip odometer [Rev. Miles] Head southwest on paved Mingus Avenue. [18.9]
- 01** N34 44.275 W112 02.113
- 1.2** Continue straight when pavement ends. Ignore side roads. [17.7]
- 3.0** Stay right on main road 493. [15.9]
- 4.6** Follow main road sharp left. Ignore lesser roads to right. [14.3]
- 4.7** Bear left to take side trip to high viewpoint. Return to main road and continue south on main road. [14.2]
- 5.4** Pullout has view of Copper Chief Mine. Road gets steeper and rockier. [13.5]
- 5.9** Take sharp left at locked gate straight ahead. [13.0]
- 6.2** Stay sharp right where lesser road goes downhill to left. [12.7]
- 6.4** Continue straight as you join 413. [12.5]
- 02** N34 42.017 W112 05.812
- 9.2** Stay right where ATV Trail 512 goes left. [9.7]
- 11.1** Trail begins to flatten
- 14.8** Continue straight where 9625S goes left. [4.1]
- 15.1** Continue straight where 132 joins on left. [3.8]
- 03** N34 40.391 W112 09.072
- 17.4** Bear left at "T" intersection with 104. [1.5]
- 04** N34 41.884 W112 08.330
- 18.9** Trail ends at Hwy. 89A. Parking, picnic area and toilets on right. Turn right on 89A to reach Jerome. As you descend you'll go past the entrance to Woodchute Trail. [0.0]
- 05** N34 42.439 W112 08.971

out as you pass hiking trailheads in the next few miles. [7.8]

Continue straight where 9625S goes left. [4.1]

Continue straight where 132 joins on left. [3.8]

Bear left at "T" intersection with 104. [1.5]

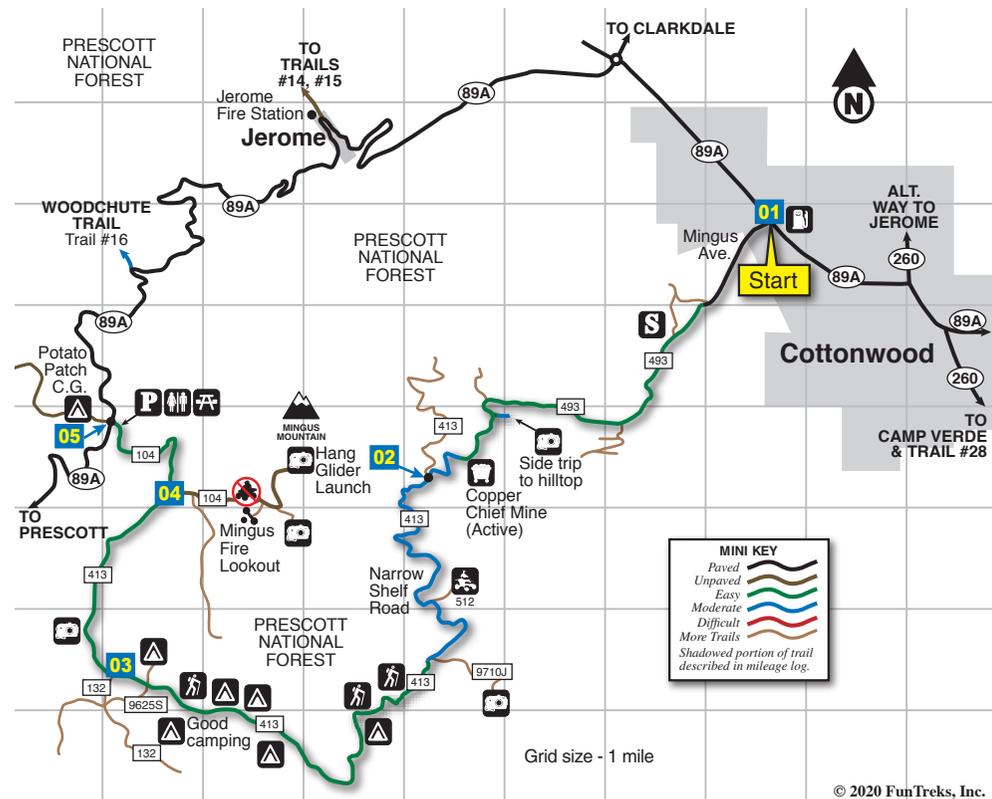
Trail ends at Hwy. 89A. Parking, picnic area and toilets on right. Turn right on 89A to reach Jerome. As you descend you'll go past the entrance to Woodchute Trail. [0.0]



Remains of Copper Chief Mine.



Many dispersed camp spots along western half of route.





Chicken Point at Waypoint 06.



Popular trail for Jeep tour companies.



Hardest spot is definitely "The Steps."

Overview: Although fairly short, this is one of the best 4x4 trails in Arizona. It is extremely fun to drive, and the red rock scenery is knockout beautiful. Heavy traffic with lots of tour Jeeps, hikers, and mountain bikers. Non-street-legal vehicles are allowed; however, due to limited parking, we do not recommend them on this trail.

Rating: Difficult. This is a real 4-wheel-drive trail, although the ledges are manageable with careful tire placement. By far the toughest spot is "The Steps." They require very high ground clearance. The most aggressive stock SUVs can do them, but most stock vehicles will bottom out, so skid plates are required. Trail is very narrow, and

backing is sometimes required to pass. Not recommended for extra-wide and extra-long vehicles.

Stats: Length: Round trip is 3.8 miles. Time: 1 to 3 hours depending on traffic. Elevation: 4,260 to 4,585 ft. Best time to go: March-November.

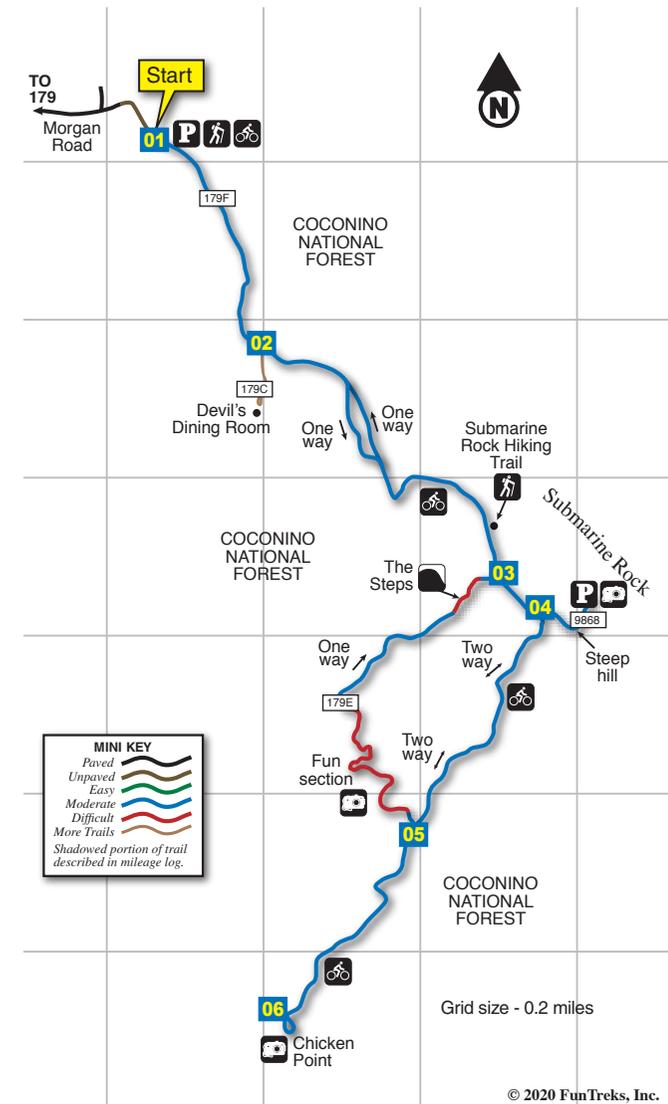
Current Conditions: Coconino N.F., Red Rock R.D. Call (928) 203-7500.

Getting There: From the roundabout at the intersection of Highways 89A and 179 in Sedona, drive south 1.4 miles on 179 to the Morgan Road roundabout. Head east on paved Morgan Road 0.5 miles, then continue straight on dirt road to start.

START MILEAGE LOG:

- 0.0** Zero trip odometer
Follow road south past parking lot. Note man-made bump. Don't continue if you find this bump too difficult.
- 0.1** N34 50.727 W111 45.440
- 0.3** Stay left on main trail. Right goes to Devil's Dining Room.
- 0.2** N34 50.498 W111 45.300
- 0.5** Stay right on one-way section.
- 0.6** Continue straight. Two-way traffic again.
- 0.8** Hiking trail to Submarine Rock on left.
- 0.9** Stay left where one-way road exits "The Steps." (You may want to walk in and look at the obstacle now because you can't turn around later on the one-way road.)
- 0.3** N34 50.248 W111 44.988
- 1.0** Stay left on challenging side road to Submarine Rock. Walk if not sure you can drive it.
- 0.4** N34 50.205 W111 44.939
- 1.1** Return to Waypoint 04 and bear left. Trail is very narrow here.
- 1.5** Stay left to reach Chicken Point.
- 0.5** N34 49.975 W111 45.099
- 1.9** Chicken Point. Turn around and return to Waypoint 05.
- 0.6** N34 49.774 W111 45.277
- 2.2** At Waypoint 05, bear left to continue on one-way trail. Return the way you came if you don't think you can drive down the difficult "Steps."
- 2.3** Fun twisty section. Have your camera ready.
- 2.9** Drop down "The Steps." There is no bypass.
- 3.0** Return to main trail at Waypoint 03. Turn left and go out the way you came in. This would be a good time to see Devil's Dining Room.
- 3.8** Return to parking lot at start of trail. To get a different perspective, do it a second time by hiking or mountain biking.

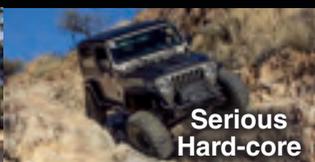
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Man-made bump at start discourages low-clearance vehicles.



Stock Vehicles



Serious Hard-core



Side-by-sides



ATVs



Dirt Bikes

This is it—Arizona's top-selling 4x4 guidebook, the one everyone tells you to get if you're going off-roading in Arizona.

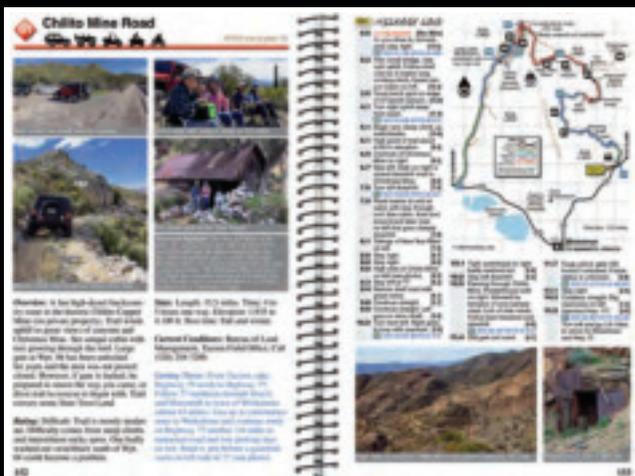
Completely redone, this third edition is more fun than ever. All trails have been freshly re-driven and updated, many with significant improvements.

The book includes 100 trails; 14 of which, are new. Trails are grouped into seven areas where we found the best 4-wheeling. Trails cover desert and mountain terrain and many are convenient to major cities.

Easy, moderate, and difficult trails are color-coded, while symbols show kinds of vehicles allowed, including UTVs, ATVs, and dirt bikes.

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We also have an iPhone app designed to work with the book. To learn more, search "FunTreks" in the iOS App Store.



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