

Rubicon Bridge Restoration Project



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This booklet is dedicated to those who helped to make the Rubicon Bridge Project a reality. It could not have been completed but for their time, effort and money which was so freely given. To all of you my deepest thanks and appreciation.

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*Published by
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*Photography courtesy of
Vince DeLisi
Jack Raudy*

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without the written consent of Louie Hicks.*

Rog Rogers.

Acknowledgement

"This little booklet is dedicated to those who labored so long and faithfully and to those who gave from deep in their pockets to make the Rubicon Bridge Project a reality. It could not have been completed but for their time, effort, and money which was so freely given. To all of you my heartfelt thanks for a job well done."

*Louie Hicks,
Rubicon Bridge Chairman*

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Rubicon History

The original Rubicon River at the time of Caesar formed the southeast boundary of Cisalpine, Gaul. So, when Caesar crossed the Rubicon in 49 BC, he trespassed upon his rival Pompey's jurisdiction and hostilities began. As time passed, the phrase "to cross the Rubicon" meant an action of no retreat.

That pretty much describes the trip across the Rubicon Trail today. Modern day history of our Rubicon is not as bloody as Caesar's but just as interesting.

Two brothers, John and George Hunsucker, settled at Rubicon Springs in the summer of 1867, built a log cabin in the meadow south of the springs about where the caretaker cabin is located today. During this time supplies were brought in by pack mule trains from Georgetown. By 1877 the brothers had added more buildings and a corral. In 1880 they began bottling Rubicon Spring water and by the summer of 1881 couldn't meet the demand for this magical water which the brothers proclaimed could cure anything from gout to dropsy.

In 1886 a woman by the name of Mrs. Sierra Nevada Phillips Clark bought out the Hunsucker brothers and began to expand the facilities. In three summers she built a new hotel, added baths and a parlor downstairs in the hotel and served delicious dinners of venison and trout to her guests. Vade Clark, as she was known, operated the hotel for almost 15 seasons, and in 1901 sold the property to Daniel Abbott.

In May 1908, Ralph Colwell purchased the Rubicon Springs hotel from Abbott and in October 1908, a flash flood came down the canyon raising the water 8 feet overnight. As can be imagined, this

caused much damage and great loss of livestock. Ralph Colwell attempted to operate Rubicon Springs Hotel through the 1920's but the Rubicon's magical water and the back country resort had lost their appeal. So in 1930, Ralph Colwell sold it all to Sierra Power Company. As a result of snow and neglect, the buildings collapsed. By 1954 there was nothing but a pile of splintered timbers. But the Rubicon was not dead yet.

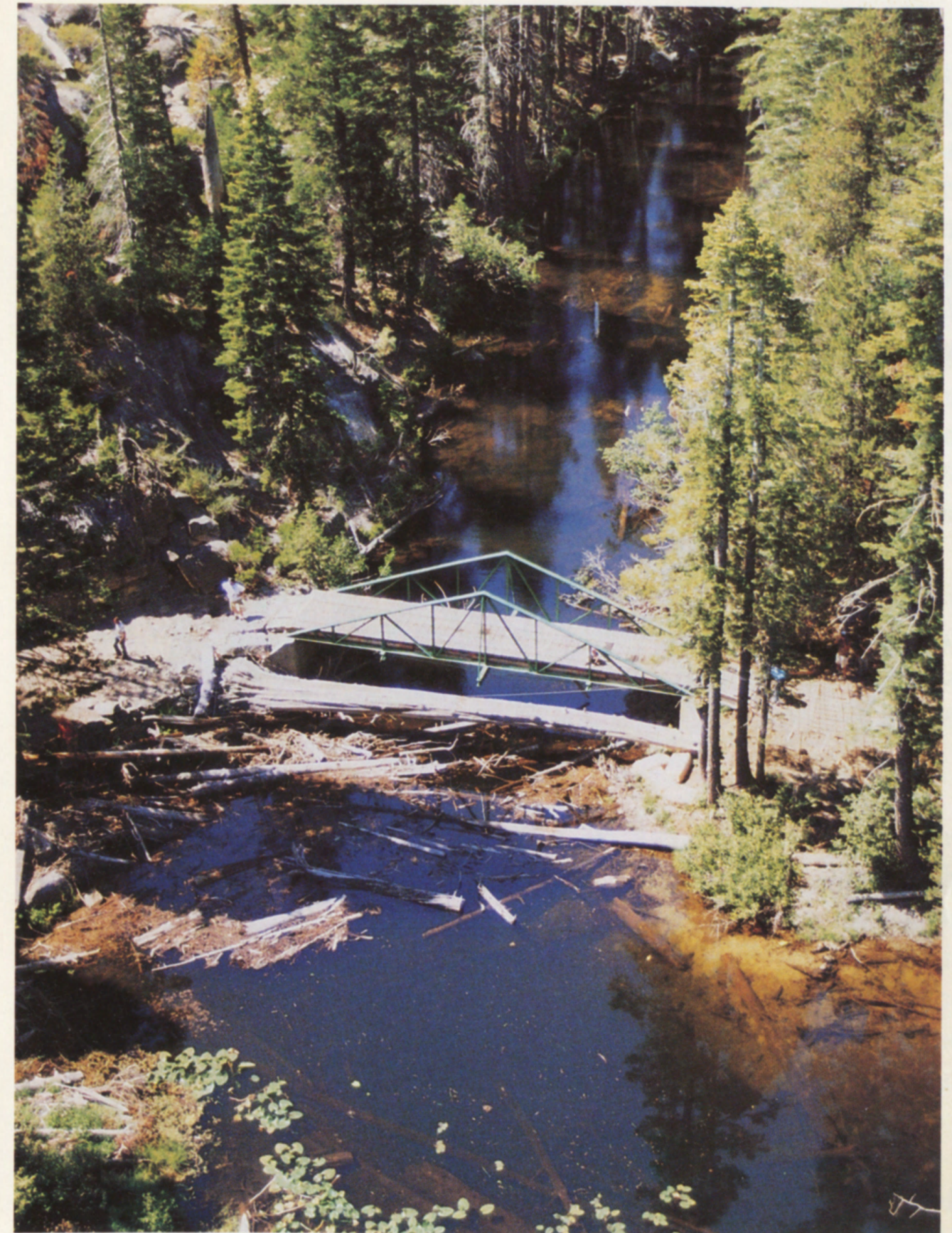
Around 1952-53, a group of far-sighted men got together and organized the first Jeepers Jamboree for the purpose of bringing commerce to Georgetown. By starting the trip in Georgetown everyone would have to assemble there and thus would be spending money with the local merchants. Well, the idea worked and now it is viewed as the most famous 4WD trail in the world.

As time passed it became apparent that the land Rubicon Springs is on could pass from private ownership to that of the forest service. Not wanting that to happen, a group of investors bought Rubicon Springs and some surrounding acreage with the idea of keeping the route open to all four wheelers and at the same time provided camping for a small fee while passage through would remain free.

Introduction to the Rubicon Bridge

The Hunsucker brothers were the first to build a bridge across the Rubicon River in the late 1860s. This same bridge was later maintained and improved by Sierra Nevada Phillips Clark. The flood of 1908 took out the structure and carried it down stream to Hell Hole. For several years after the flood, crossing the river was over log jams and other primitive means at low water.

In 1939, El Dorado County built a wooden bridge hoping that one day the trail might become a thoroughfare from the Georgetown Divide to Lake Tahoe. The County later built a more permanent steel bridge after World War II with hopes that a highway would be built through this wilderness. Although the scheme was eventually abandoned, this 51 feet long and 10 feet wide bridge is still in use today. Each year hundreds of 4WD vehicles cross the river upon this structure.



The Rubicon Bridge

History of the Bridge Restoration Project

In 1981, Louie Hicks was approached by Ed Dunkley and Mark Smith to organize a repair project for the Rubicon bridge. In September of 1982, Louie led an all volunteer construction team which called itself the ARBW (Amalgamated Rubicon Bridge Workers) and set out to repair the old span. It was completed that same year.



1982 ARBW Plaque

In 1994, Dana Holland approached Louie Hicks with the task of organizing another bridge repair project given his prior experience in 1982. Once Louie Hicks agreed to tackle the project, Lyle Hobart was chosen as second in command.

For the 1996/1997 project, a labor base of people from the 1982 bridge project was going to be used. To get the project started, Louie Hicks persuaded his club, the Sacramento Jeepers, to donate \$500.00 to fund startup costs like mailings.

Louie Hicks spoke at meetings with clubs from the CA4WDC and the High Sierra Off Road Vehicle Association. He had letters sent to clubs to learn of their interest and was amazed at the response from clubs and individuals wanting to be a part of the revitalization project. Once the word spread of the project, donations came in, fund raising raffles were held and people began calling wanting to know how they could help. The Internet was also utilized thanks to Teresa Hussey.

A grant of \$2500 was received from the California Off-Highway Motor Vehicle Recreation Division's Green Sticker Program which ultimately paid for most of the materials used on the bridge. The grant was made possible by the efforts of Jim Bramham.

The project was divided into two phases. Phase I included the replacement of all timber and hardware and was completed July 1996. Phase II consisted of pouring concrete in the low areas on each end of the bridge and constructing an overflow apron which is necessary when the high water breaches the normal channel of the river. This phase was to be completed in September of 1996, but due to a lack of funds after paying the bills for Phase I, Phase II was delayed until August of 1997.

A second fund raising effort was in order. Thanks to articles written by Jack Raudy of Fleishman-Hillard International Communications, Sacramento, the money came a little easier. A crab feed was held on March 14, 1997 at the S.E.S. Hall in Elk Grove that turned out to be very successful. The High Sierra 4WD Association also held a crab

feed for the cause. Donations came from groups and individuals from all over. By July, there was enough money to complete Phase II, and it was scheduled for August 15, 16 and 17 1997.

Phase I

On Thursday evening of July 18th, the timber purchased from Anderson Lumber Company and the associated hardware was delivered to the north side of the Loon Lake spillway. This was approximately 100 yards from the point where a helicopter would pick it up and deliver it to the bridge site. The lumber and rebar was delivered by Tim Schroeder, an employee of the Anderson Lumber Company. Tim volunteered his time to deliver the material to the Loon Lake site. The use of the delivery truck was supplied by Anderson Lumber Company.

Beginning around 8:00 AM on Friday, the volunteer contingent from the Hi-Landers club calling themselves the Loon Lake Loaders got busy preparing the materials that would be needed at the bridge site on the following day. Lyle Hobart headed up the Loon Lake operation.



Loon Lake Loaders

Treatment, cutting and banding of the timber took place at the Loon Lake staging area and transported by a flat bed car trailer to the helicopter site. 10,000 lbs. of material was flown into the bridge site from Loon Lake. The timber, rebar and hardware was banded into 1500 pound picks for the helicopter and prepared in the order in which they were needed at the bridge site. Bob Mainwaring of the helicopter ground crew inspected the loads. The helicopter would pick up each load from about 150 feet.

The helicopter services of Skydance Helicopter Service was chosen over past methods, favoring the 2 hour delivery time over the 2 days it took to move the same amount of material by 4WD vehicles in the 1982 bridge project. The Jeepers Jamboree people also have to be credited with sharing some of the helicopter's time in between taking supplies into Rubicon Springs for the upcoming 44th annual Jeepers Jamboree.



Volunteers stripping the wood planks off the bridge

Back at the bridge site, volunteers began stripping the bridge of its wooden components and the removed timber was transported to camp to be used as firewood. Plastic tarps were placed under the full length of the bridge to catch any falling debris. This was done to minimize the impact the bridge restoration project had on the environment. By Friday evening, the bridge was completely stripped.

The Capital City Mountain Goats 4WD club, replete with their chain saws, generators, and all the necessary tools for a major construction project provided most of the construction crew. They were also assisted by volunteers from other organizations. The Capital City Mountain Goats appointed Tex Texiera chairman of bridge construction and Jerry Chappell as the bridge construction foreman.

Materials used to construct the bridge were accounted for ahead of time by Barbara and Jerry Chappell who had made a special trip to the Rubicon on Memorial Day weekend to measure every board and determine the number of lag bolts, nuts and nails that would be required to complete the job.

On Saturday morning the helicopter arrived around 8:30 AM and picked up its first of eight loads. All materials were delivered by 9:37 AM. The construction at the bridge site began when the first load of material arrived by helicopter. The Capital City Mountain Goats made good progress and had completed construction that same day.

At approximately 3:30 PM, Tex Texiera drove the final nail, shook hands with every member of his crew, and cranked up his Jeep as he was invited to be the first four-wheeler to cross the newly refurbished bridge.



Tex Texiera first to cross the refurbished bridge

Another important effort that was being worked on simultaneous to the repairing of the bridge was the removal of the log jam in the river adjacent to the bridge. Two Mercedes Benz Unimog trucks proved to be invaluable for hauling old timbers from the bridge and extracting logs which had piled up beneath the bridge. Chris White of Georgetown had heard about the bridge project and volunteered his trucks and services.



Chris White's Unimog

Mark Smith and his Jeep Jamboree USA provided all the meals for the volunteers and the El Dorado County Sheriff's Dept. Search and Rescue Team provided EMT personnel in case of a medical emergency.



Phase I volunteers on the refurbished bridge

Phase II

Phase II began on Friday August 15, 1997. The crew excavated the east and west approaches to the bridge, built forms and tied rebar for the concrete.



Mike Newcomb tying rebar in preparation for the concrete

This being a two pronged effort, a group of volunteers located at Loon Lake, being led by Louie Hicks and his wife Adrienne, helped fill concrete buckets to be transported by helicopter to the bridge site, while Lyle "Hobie" Hobart spearheaded the operation at the bridge site. The concrete, which was being supplied by Sierra Ready-Mix of El Dorado, Ca, was to be poured from two transit-mix trucks located near the Loon Lake spillway. It was estimated that 12 yards of concrete would be needed to complete the job.



Preparing concrete loads at Loon Lake

At 7:10 AM on Saturday, the first load of concrete arrived by helicopter at the bridge and for the next 5 1/2 hours after that a load of concrete was dumped every 8 to 10 minutes. Each time the helicopter left Loon Lake, the volunteer crew of Bart Linnenbrink and Dusty Siepert knew they had only eight minutes to fill a second bucket and be prepared to attach the bucket for the next flight. The helicopter made 36 round trips from Loon Lake dam to the bridge carrying approximately 1/3 yard of concrete each trip. The helicopter time cost \$1000.00 per hour.

Each time the helicopter approached the bridge with a load of concrete, Lyle Hobart was giving instructions over the radio. The helicopter pilot, Scott Baker, skillfully maneuvered the helicopter bringing his sling-load of concrete through the pine trees until the bucket was directly on top of the concrete workers. On the ground, Jack Connelly, who served as foreman of the concrete crew, and assisted by Mike Newcomb, accurately released the concrete from the buckets into the concrete forms. As the helicopter returned to Loon Lake for the next load, other volunteers assisted in putting the finishing touches on the concrete. One of the finishing touches to the



Jack Connelly & Mike Newcomb receiving a load of concrete

concrete included the placement of two steel plaques built by Hoofer's Welding which acknowledged the volunteers and contributors who were instrumental in the completion of the 1982 and 1997 bridge restoration projects.

While the concrete was being poured, Dana Holland and his volunteer contingent were busy removing dead trees from the Rubicon River, which had piled up at the bridge as a result of heavy winter storms. The clean up crew was assisted by Chris White who donated his time and a Unimog to help pull the huge logs from the river. This effort was to complete the removal of all fallen logs in the Rubicon River which had begun in Phase I.

Once all of the concrete had been poured and before the concrete could set up, a paint crew of 25 individuals from the Peninsula Low Rangers led by Marty Phelps, began scraping the bridge's metal beams in preparation for painting. Plastic tarps were placed under the full length of the bridge to catch any falling paint. The Low Rangers swarmed the bridge and completed painting the bridge in an hour and a half.



Peninsula Low Rangers painting the bridge

Later that day, after the concrete was hard enough to support the weight of a vehicle, Louie Hicks drove the first rig up on the newly refurbished bridge.

Throughout the entire weekend, the Capital City Mountain Goats provided all the meals and an open bar in the evenings. Jeepers Jamboree provided the cooking facilities, Jeep Jamboree USA provided some of the food and the El Dorado County Sheriff's Dept. Search and Rescue Team again provided medical personnel and traffic control assistance at both locations. The Sierra Highsiders Off Road Club provided all volunteers with a Rubicon Bridge T-shirt as a reward for their efforts.



Louie Hicks first to cross the completed bridge



Phase II volunteers after the concrete work completed

Summary



Jack Connelly, Louie Hicks, Tex Texiera, Lyle Hobart, Dana Holland
Cort Stratfull, Mike Newcomb and Jerry Chappell

At the very end, everyone who helped work on the Rubicon Bridge Project was invited to a Pot Luck dinner and party at the Capital City Mountain Goats' clubhouse to celebrate the completion of the project.

Even though the bridge is county-owned, the trail usage agreement doesn't require the county to maintain it. To continue to use the Rubicon Trail and the bridge, the maintenance falls squarely on the shoulders of the outdoor enthusiasts. The Rubicon Trail is the most recognized off-road trail in America, and the bridge is the major link between the Georgetown Divide and Lake Tahoe. Without the bridge, you could not travel the full length of the Rubicon Trail.

Special Acknowledgments

Jerry and Barbara Chappell

Since Jerry is a carpenter and a member of the Capital City Mountain Goats it was only natural that Tex would tap Jerry for the lead in replacing the wooden decking on the bridge. His response was, "Let's do it" and he and his crew of "Goats" did do it. They completed the deck job in about 8 hours total and had time to party afterwards. That was Phase I. Jerry and his wife, Barbara, are people of many talents. Their job for Phase II was to feed the concrete, steel and log crews. This they did with the same enthusiasm as the installation of the bridge deck the previous year. If you want something cooked or built, go see the Chappell's.

Jack Connelly

Without hesitation, Jack said, "You bet. When do we start?" when asked to take charge of moving material and ramrodding the concrete pour. Jack, a member of Rough and Ready Jeep Club, has been in construction a good part of his life and has been involved in 4-wheeling for most of it, too. The donation of his time and construction experience to the sport are his recreation. When crossing the Rubicon Bridge, take a good look at the concrete finish work. It is some of the best, thanks to Jack and his crew.

Cindy Cottrell

Every organization needs someone to watch over the finances and pay the bills. This job fell on Cindy Cottrell's shoulders. After some gentle coercing from her father, she agreed to keep the books. To

date, every penny has been accounted for. The records are open to anyone who is interested and would like to see how the funds were distributed. Thank you Cindy for the many hours you spent keeping our finances in order.

Louie Hicks

Louie Hicks is a veteran 4-wheeler and consummate gentleman. When Dana Holland asked him to take on the Rubicon Bridge Project, he picked the right man for the job. Louie is the type of man who will not take on a project unless he fully intends to see it to its completion and insure that it is done right. His favorite saying is, "If a job is worth doing, it's worth doing well". Also, he has that unique ability to identify the talents of others, coupled with an innate sense of how to raise enthusiasm in others and subtly motivate them toward a goal. He seldom fails to praise others for their work and gives the credit for the success of the Rubicon Bridge Project to everyone but himself. Those who worked on the project recognize the contribution he made with his leadership.

Lyle Hobart

Long time member of the Hi-Landers Lyle Hobart was second in command of the bridge restoration project. He organized the Loon Lake Loaders group for Phase I. He saw to the movement of material from the Loon Lake spillway to the helicopter pick site on the granite slab above the spillway. His crew banded and painted the ends of the timbers with wood preservative. During Phase II, he helped excavate the bridge approach area and ran the radio communications between the bridge, the helicopter and Louie at

Loon Lake spillway. He is a rock solid 4-wheeler and is always willing to lend himself to the cause of 4-wheeling.

Dana Holland

It is difficult to list all of Dana's involvements. He is a man of many facets. His bridge accomplishments were many. He came up with the idea of the bridge restoration. He was Fund Raising Chairman, Crab Feed Ticket Chairman and organized the log removal from the Rubicon River at the bridge on Phases I and II. He is a member of so many organizations he doesn't know the names of them all. If there is some outdoor public service project in need of assistance, you will find Dana willing to help out or take charge.

Tim Hooper

Thanks to Tim for creating a piece of art in the form of the plaque that was placed in the wet concrete. This plaque recognizes the people and companies who came and actually worked on the project.

Bart Linnenbrink

Bart is a PG&E line crew foreman, but he took on the responsibility of feeding the bridge deck and log crews during Phase I. Helping him were his son, Chad, and daughter, Alicia. They prepared all but one meal for the weekend. His second assignment was chute man along with Dusty Siepert at the Loon Lake spillway. Thanks to Bart's high line helicopter work, he made the transfer of concrete from mixer truck to helicopter hopper appear as smooth as glass. He is a man of many talents, to be sure.

Tom and Kathy Maneely

When there was a need for a cook crew at our fund raising crab feed, Tom and Kathy stepped forward to take on the awesome task of feeding 500 hungry people. Along with Kathy's sister, Linda, the three of them organized and cooked crab, pasta, salad and even some chicken for the non-crab lovers. The dinner turned out to be very successful and a considerable sum of money was raised for the completion of the bridge. The efforts of Tom, Kathy and Linda were supplemented by a fine serving crew made up of Hi-Landers.

Mike Newcomb

As soon as the bridge project was brought before his club, the Sacramento Jeepers, Mike offered his knowledge and expertise in steel work to the good of the cause. He went to his employer, Sacramento Rebar, and persuaded them to donate 2000 lbs. of rebar steel to the project. He worked on Phase I removing logs from the river and on Phase II used his skills in construction by placing and tying steel in preparation for the concrete pour. Then he worked under the hopper as the helicopter delivered the wet mud to the site. His Jeep was the first vehicle to cross the finally completed bridge with Louie Hicks as the driver. Next time you see Mike, ask him who was driving Roger's Jeep when it fell on its side.

Roger Rogers

Roger is another one of those individuals who can be counted on for help when needed. He gave freely of his time, money, Jeep, trailer

and his winch. Roger spent 2 days during Phase I operating his winch removing logs from the Rubicon River and on the way out, going up Cadillac, his Jeep turned over on its side (minor damage). All this notwithstanding, he came back on Phase II to the job of winch operator and saw the last log removed, thanks to the durability of Roger and his Konig winch. In addition, he used his Jeep trailer to haul in generators, tools and other heavy supplies.

Tex Texiera

Tex is a veteran 4-wheeler who has been around so long he is kindly called the "Oldest Goat" in reference to his service to his club, the Capital City Mountain Goats. When asked to help with the bridge project, all he said was, 'Sure. When do we start?' He and Jerry Chappell organized the crew that installed the new deck on the bridge during Phase I. In Phase II, Tex was asked to supply the cook crew at Rubicon Springs. The Mountain Goats came through again and fed the labor force, as well as dispensing liberal amounts of adult beverages after the work was completed. The Goats seem to have an affinity for bars, as they ran a superb operation at the crab feed as well. Tex has been around so long he certainly has set some kind of record and has earned the title, "Oldest Goat".

Chris White

When Chris got word there was a project on the Rubicon, he set out to find out all he could and immediately offered the services of his Unimog and himself. He transported hay bales, lumber, outhouses, tools and people and pulled logs away after they were removed from the river as well as pulling the logs from the river. Without his and his other Unimog friends' contributions, the project would have

taken longer and been more expensive. If you should happen to see a 30 year old olive drab Unimog with a driver wearing an old slouch hat and a smile on his face, it will probably be Chris. Give him a wave.

Summary

There are a lot of names omitted here, but if everyone who gave of their time and talent were written about this booklet would be the size of "The History Of the World, Part I & II". We deeply appreciated everything donated and everyone who participated in this one-of-a-kind project.

Cast of Characters

Louie Hicks, General Chairman
 Scott Baker, Westwind Helicopter Pilot
 Linda Beene, Crab Feed Cook
 Dave Boyer, USFS
 Jim Bramham--Liaison Green Sticker, acquired OHV grant
 Gerald Chappell, Const. Foreman Phase I, Chief Cook Phase II
 Jack Connelly, Concrete and Forms
 Cindy Cottrell, Treasurer, Draftsman for Original Plans
 Vince DeLisi, Photographer
 Carl Drake, OHV Commission
 Adrienne Hicks, Secretary, General Gofer
 Lyle Hobart, Vice Chairman
 Dana Holland, Fund Raising, Log Removal
 Homer Holmes, Design Engineer
 Teresa Hussey, Internet Access, Publicity, Crab Feed Raffle
 Bart Linnenbrink, Chief Cook Phase I,
 Safe Landing Zone Designer Phase II
 Tom and Kathy Maneely, Crab Feed Cooks
 Dan Mainwaring, Liaison Jeepers Jamboree
 Don Morris, Crab Feed Bar
 Mike Newcomb, Steel
 John and Darla Quaresma, Crab Feed Wait Staff
 Jack Raudy, Publicity from Fleishman-Hillard
 Rog Rogers, Tools and Material Transport, Winch Operations
 Marty Phelps, Painting
 Rich Platt, USFS
 Mark Sanders, Road Closure Signage
 Cort Stratfull, Bar Phase II, Wrap-Up Potluck Bar
 Tex Texiera, Bridge Construction Phase I, Food Phase II
 Chris White, Transportation, Unimog Coordinator
 Mervin Young, SMUD

Mike Zabiegalski, El Dorado Search & Rescue (SARS) Coordinator
 Jeff of Skydance Helicopters

Donors of Cash, Drawing Prizes, Labor & Materials

The Adventure Company
 All Seasons Wheelers
 American Legion Post #119
 Anderson Lumber Company
 Anderson, Nancy & Warner
 Angell, Dale & Violet
 Auburn Jeep Club
 Bashore, Pat & Mike
 Bleachers Sports Pub--Randy & Linda Meusling
 Bronco Parts
 Brzezicki, John & Margaret
 California Association of 4WD Clubs
 California OHMV Recreation Division's Green Sticker Program
 California Performance Diesel
 Capital City Mountain Goats
 Capital Machine Corp.--Rog Rogers
 Capitol Jeeps Supply
 Capitol Power Equipment Company
 Cascade Cruisers
 Casper's Muffler & Hitch
 Central 4WD
 Chevron West
 Chicken Lips' CBs & Stuff
 College Oak Towing
 Cutsinger, Jim & Lorene
 Decker, George & Carol
 DeLisi, Vince & Sandy
 Denninger, Willy
 Dirty Dozen
 Eckhardt, Gary
 El Dorado County Sheriff's Search and Rescue Team

El Dorado Jeepherders
 Elsberry, James
 Ernie's Wine & Liquor
 EZ Jeeps
 Foothill Saw
 Four Play
 4 X 4 Night at Bleachers
 4WD Vacaville Cliffhangers
 Four Wheel Parts Wholesalers
 Four Wheeler Magazine
 Fun On All 4's
 Golden Gate Jeeps
 Grass Valley 4 Wheelers
 Hi-Landers 4WD Club
 Hicks, Louie & Adrienne
 High Lake Trekkers
 High Sierra Off Highway Vehicle Association
 Hill Hoppers
 Hoofers Welding--Tim Hoofer
 Ice House Resort
 J & M Printing
 J & W Auto Wrecking
 Jeep Jamboree USA--Mark Smith
 Jeeps Jamboree, Inc.
 Joaquin Jeeps
 Lake Tahoe Hi-Los
 Lewis, Butch & Sharon
 Lewis, Lawrence
 Lohr, Manfred C. & Kaethe D.
 Lost Coast 4X4's
 The Mogs
 Morris, Bob
 Mother Lode Rockcrawlers

Mountain Transit Authority
 Napa Valley Jeepers
 Nor Cal Bronco Club
 Ophir Gopher Jeep Club
 Pacific N.W. 4 Wheel Drive
 Pair-O-Dice 4 Wheelers
 Patston, Ron & Kara
 Peninsula Low Rangers
 Petersen's 4 Wheel & Off-Road
 Pirates of the Rubicon
 Quadra Color, Inc.
 Reno Jeepers
 Rippey, Scott & Anita
 Riverside Scans--Dennis & Lynn Zabriskie
 Robbs Valley Resort
 Roberts DDS, Gerald M.
 Rock Rollers
 Rough & Ready Jeep Club
 Rubicon Soda Springs Landowners--Al Richter
 Sacramento Jeepers
 Sacramento Rebar, Inc.
 Sacramento Top Gun Jeep Club
 San Felipe Scorpions 4WD Club
 Sand Fleas
 Sanders, Mark
 Sequoia Sidewinders
 Sierra High-Siders
 Sierra Ridge Riders
 Sierra Treasure Hunters
 16th Street Automotive
 Sowers, Hal
 Stebor Corporation
 Team Rag Tag

Thrifty/Payless
 Toyota Land Cruiser Association
 Toys-On-The-Rocks
 Toys 4 Fun
 US Rentals
 Victor Valley Four Wheelers
 Warden's Auto Repair
 Wascher, Robert C.
 Widetrackers
 Western Concrete Specialties--Dusty Siepert
 Western Performance Rockcrusher Bumpers--Brad Halm
 Women on Wheels
 Young, James & Daisy
 Young, Vernon B.
 Youngman, Bill