

# THE WHEEL DUST

SUMMER 2015

VOLUME 44—ISSUE 2



## ASA4WDC QUARTERLY NEWSLETTER



### ASA4WDC WEBSITE

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



## JEEP TRACKS

Becky Antle, ASA4WDC President, 2014—2016

Thanks to all who attended the May Quarterly in Wickenburg. The weather was a little rainy on Friday but it was very nice on Saturday and Sunday. We had a wonderful run on Sunday. Found some new mines to explore just outside of our camp at Constellation Park in Wickenburg. We really enjoy the campouts and runs following the Quarterly meetings.

At the delegates meeting, Allan Connor made a great presentation about our insurance coverage. If your club has any questions please let him know, he will get right back to you. [aconnor@farmersagent.com](mailto:aconnor@farmersagent.com).

Communication is one of the top priority objectives of any organization. We are all very busy, most with full time jobs, keeping home and family together—some with side jobs—and, staying active in our clubs and with the ASA4WDC. We stay involved with all the land use issues and work with the agencies while keeping abreast with our lobbyist and with the Arizona State Parks OHV Grant process. Once in a while we actually get to play.

A frequently asked question is: “What does the ASA4WDC do for me?” It does a great deal—which is seemingly under the radar but is eminently beneficial to our sport. The ASA4WDC is a volunteer organization of clubs throughout the state of Arizona. It is an organization that stays involved with all state and federal agencies. At quarterly meetings we discuss issues of possible interest or concern in all areas of the state such as: Club events; state-wide events; the ASA4WDC Safety Program; road closures; adopt-a-roads; insurance problems; any item that could affect our sport—negatively or positively.

Why our clubs financially support ASA4WDC

- The association has a one million dollar liability insurance policy for all member clubs in good standing that provides coverage for all club meetings, club runs and one club event per club per year.
- We help support a dedicated lobbyist/attorney who works with the State Legislature to ensure our sport is protected against road closures; against the legislative take-over of money allotted for the OHV fund; against groups wanting to close roads and trails for motorized use—and much more
- We have an outstanding Safety and Awareness program with indoor and outdoor classes available to clubs
- Communication from your delegates
- Website

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- Facebook updates
- Electronic Rosters
- A long standing history and good working relationship with the land management agencies
- Communicating emergency alerts to member clubs
- We support and work with 4x4 state associations throughout the west
- We support BlueRibbon Coalition and other land use access groups
- We work with grazing, mining, and other involved groups concerned with land access throughout the state
- We plan to renew the ASA4WDC Jamboree next year—it was hugely successful in years past

The righteous battle to maintain our public lands access can not be fought with only a few troops, it takes the entire regiment and that means everyone of us!

**ASA4WDC MAY QUARTERLY - MAY 16, 2015**

El Rancho Restaurant, Wickenburg

**Called to order** by President Antle at 1:33 p.m.

**Quorum met**

**Pledge to the flag** led by Phil Strittmatter

**Treasurer:** Absent - report by Rheal. Motion to pass as read. Seconded. Approved.

**T-shirts:** Allan brought a big box of the gray and black T-shirts with him and would like members to take them - \$15.00 each.

**Minutes:** Motion to accept February Quarterly minutes as printed in Wheel Dust. Seconded. Approved as printed.

**Wheel Dust:** Nothing to report.

**Website:** Wayne Ash - absent. Jim Gibson now has a job. Discussion to consider hiring someone to do the website. Suggestion to contact Wendi Kawa, Mesa 4 Wheelers to set up and build the website, Mike Drawsky will speak with her. Wayne Ash has left for the summer.

**4 Wheel Safety** – Chad Chaney report. Discussion re: permits for holding training courses. Will hold course training either at club meetings or on trails. He will have a short video clip on training. Will also hold Tread Lightly trainer programs. He would like to start training at the Tucson facility, perhaps sometime in November. Clubs were asked to tell their members about Chad's program. Contact: Email: [cchaneymeister@gmail.com](mailto:cchaneymeister@gmail.com).

**Adopt-a-trail:** Doug Larson [az-lrrp@cox.net](mailto:az-lrrp@cox.net) Please contact Doug and let him know about your trails. Becky mentioned that if needed a small grant (up to \$25,000.00) is available from AZ ST. Parks. It must be applied for through an agency, i.e. BLM, FS. The grants also apply to adopted ranches. Discussion. Becky stated if trails need road work or maintenance contact Becky. Contact local FS persons, agencies and show them what can be done. The FS will supply tools and materials for road repairs. Question - does the FS recognize technical trails? Becky said they are beginning to realize the need for them. If FS can't maintain trails, instead of closures, educate them and have them use volunteer workers. Tonto Recreational Alliance works well with the FS and has hundreds of volunteer members.

**Banners:** Chari displayed the new association banner – very attractive.

G&F Exposition. After a discussion with G&F there may be favorable changes for us at next year's expo. Perhaps a larger booth. G&F showed interest in creating an easier boulder challenge in addition to the hard core – they have plenty of room at the facility. Lengthy discussion.

**August 15th Quarterly** at Flagstaff. Chari has our reservation at the Fat Olives. Some members will be camping at the Cinders with a run on Sunday.

**Az St. Parks** Lengthy discussion. Becky asked that clubs support a letter of concern to Az St. Parks re: an employee who is more involved with ATVs and single track – not really fair and balanced re: all motorized recreation. The employee has built up too much unnecessary expense. He needs to work with all motorized not only Tonto Recreational Alliance. The clubs felt it was not appropriate to support Becky's letter. Ambassador program no longer valid. Jeff Gursh uses his own Sweco machine on trail repairs. St. Parks has a Sweco – however, no one knows where it is. State has a new St. Parks director - Sue Black - Becky really likes her and she's very pro-OHV.

**Lobbyist** Nick Simonetta sent information in early March on what he's been up to. Doug Larson, AZ Classic Broncos, sent the information to his members who had often questioned "what does the lobbyist do?" They were reassured and impressed by what Nick has accomplished for the sport.

**Insurance:** Allan Connor. Member clubs in good standing are covered for one club event per year. If they wish two events they must pay the additional cost for insurance.

Kurt Loga asked if associate members are covered. They are. Briefly, what the policy does:

Covers us for meetings, liability 100%. One million dollars per occurrence. Medical coverage for staff if, during an event, somebody gets hurt. It all depends on the situation.

Question: If a spotter causes a rollover - does insurance cover the vehicle? No, the operator of vehicle is usually at fault and carries his own insurance.

Question: What if someone loses an arm or gets hurt. Depends on the situation. Spotter could be at fault for a bad call. The policy hires an attorney for us to help stop a lawsuit. The policy is in place to protect us.

Motor sports event - every vehicle must have some kind of liability policy. Allan has prepared one that he wants clubs to use.

Club sign-ups/waivers are to advise participants that it's a risky sport. AZ does not accept waivers. A waiver indicates that folks are accepting that they're going on a trail that may be hazardous; one they're not used to doing.

Someone could have a minor injury on a trail then turn in a claim up to two years after the incident. There's a lot of cheating going on with attorneys etc. Documentation is extremely important - time/date/incident. Contact your insurance company with details immediately and, keep a record of everything you send to insurance companies.

Question: Are club officers liable for insurance claims? Normally, not when incorporated. But attorneys can work around anything.

The association has an excellent record which Allan said, has impressed the policy carrier.

It takes two weeks to apply for an event certificate of insurance from Allan.

Allan will send out forms for clubs to fill out and return to him.

**Historian/Event Coordinator:** Chari Ainsworth - no report.

**Region II.** Not much going on. Phil attended a meeting of the Walapai 4 Wheelers out of Kingman in April. Their President seems to have his act together. He was aware that W4Wers once were members of ASA. Jim Brightly, W4W member, whom we encountered on a Princess trail run recently was friendly and chatty.

Bullhead 4 Wheelers presented a check for \$600.00 for the Land Action Fund.

**Region IV.** Not much to report, the TRR's have recently made a lot of road repairs.

Becky - beautiful new club banner cost \$70.00. Question: What happened to the old banner—it was worn out.

**T-shirts** for sale, pick up now from Allan!

**August 15th Quarterly** - Flagstaff at Fat Olives restaurant.

**October 8—11 –Tucson Rough Rider's Trail Dust Days**

**October 30—November 1 Arizona Rough Riders Spook Rally**

**November 8th Quarterly on Sunday.** To be held at 4-Peaks/Sycamore Annual Cleanup which takes place on Saturday the 7th. Try to attend the cleanup and Quarterly. Room for RVs/campers.

**November 12--15 Parker Desert Splash.**

**November Raffle** – we buy a Warn Winch and other items. Ticket prices? 5.00 - 10.00 - 20.00. Price agreed upon \$10.00 for one ticket.

**2016 Jamboree** - Chad would like to have multiple days with trail runs and possibly a winch/safety training. November raffle money would help pay for porta potties, etc. They must start to prepare for the event now.

**Happy Hour:** Becky and Rheal invited everyone to join them at Constellation Park right after the meeting.

**Adjourned 4:12**

**Respectfully submitted,**

Joan Beck, Secretary.

## Charouleau Gap Work Run (Mar 15)

Report by Dave Peterson “Gonzo,” Editor—The Rough Rider

(Editor’s Note: I didn’t receive a report from the run leader, so this is based on my memory of his oral summary at the March meeting.) We had a bunch of vehicles. We had a big hole to fill up; I stood in it and it came up to my neck. A guy brought a wheelbarrow and some 5-gal buckets to haul rocks in. Without those, we wouldn’t have been able to fill in the hole. Thanks! After we did our work, we finished the trail and actually managed to come out in Catalina while it was still light. *It appears that you used fence wiring to help hold the rocks in place. Awesome job. [Ed]*



## Rice Peak Work Run (Apr 19)

Report by Rheal Tetreault—Tucson Rough Riders

I had noticed this rather large hole on the last work run. The water had started creating a big hole and it had worked up to the edge of the road. Instead of starting across the road the water then headed north along the edge of the road. The hole was a good 10-12 feet long, was about 4 feet wide at the widest and about 4 feet deep where it went off the edge. It quickly dropped from there.

I decided we should put 2 fences in. The first was the fence where the water went off the edge. While the fencing was put in and anchored, the rest of the group started moving rock into the hole. It often seems that we are driving on a lot of loose rocks until you get to the work area and then you can’t find much in the way of rocks to fill the washouts. Things were better this time. There was plenty of fill material close by.

I want to thank Mike Di Maria for bringing a wheelbarrow and some buckets to help move the rock. By the time the first fence was done, the hole was well on the way to being filled up.

I moved over to install the second fence just below the first fence. Hopefully, it will keep the first fence from being undercut. When we were done, about 85% of the hole had been filled. We will let Mother Nature work on it and then we might add some more material if needed. I noticed several other washouts that will require our attention on upcoming runs.

Overall it was a great day on the trail with a good group of people. I want to thank everyone who came and helped out with work. The trail work we do is very important to keep these trails open. While the Forest Service might eventually repair the road, it could be some time before they have money to make the repairs. I also want to give special thanks to the Tucson Jeep Club members who came out. It was probably not what they expected for a 4 wheel drive run, having to pick up and move a ton of rocks.



### Charouleau Gap Rice Peak

The TRR is a wonderful example of what our four-wheel drive clubs are able and willing to accomplish in order to help keep our trails open to motorized recreation.

At the May ASA4WDC Delegates Quarterly meeting Rheel explained that the Forest Service provides the basic materials—fencing and posts—while the labor is provided by the clubs. It's a win, win situation...the FS gets volunteer labor and we get to keep our trails.

Thanks for the report Dave Peterson, TRR Editor.

*The Wheel Dust Editor appreciates your help! [Ed]*



# MESA 4 WHEELERS ANNUAL ADOPT-A-RANCH CLEANUP

April 18, 2015—photos by Mike Drawsky



## Followed immediately by the Mesa 4 Wheelers April 25th ANNUAL LOG CORRAL CLEANUP



Great job everyone. A lot of brush trimming on the trail. It wasn't all work, the next page shows some of the technical challenges, repairs and camaraderie enjoyed by all. The M4W always have fun!

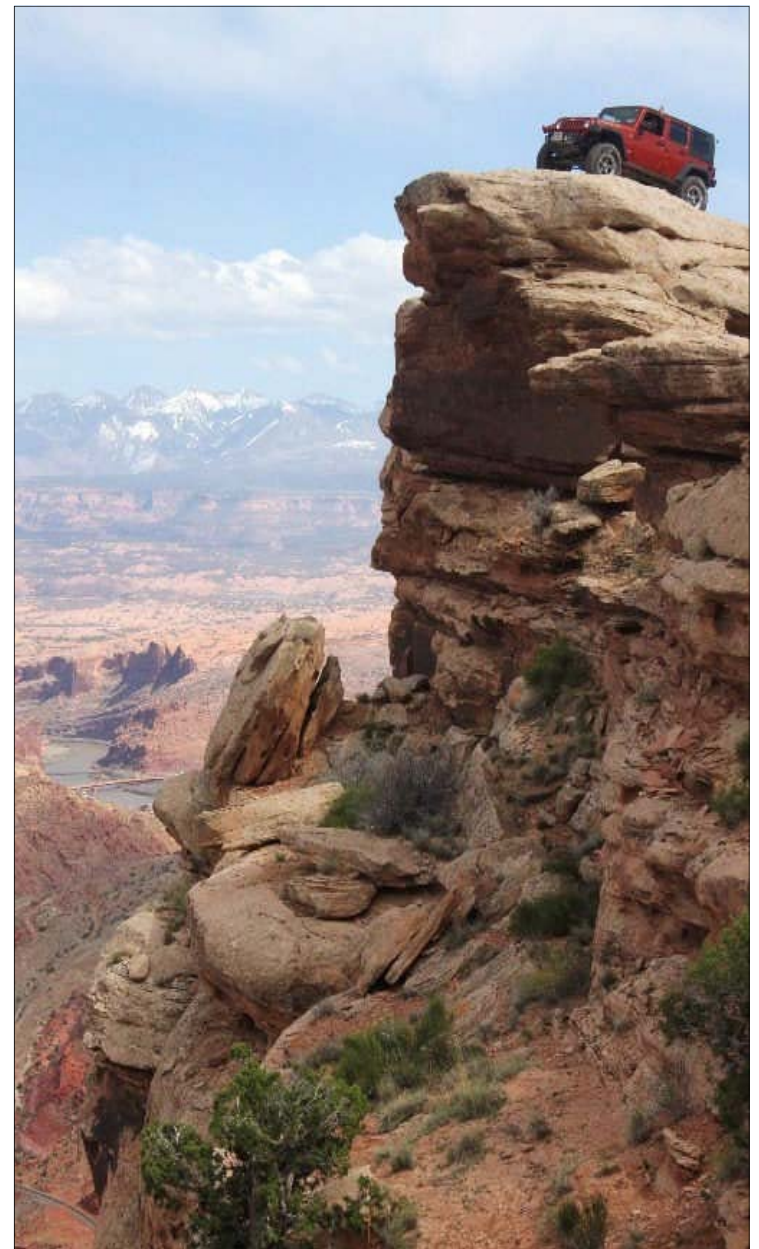




Above photos show the State Association's May Delegates Quarterly meeting at the El Ranchero, Wickenburg. The ASA4WDC sign being held up by Ted and Chari is actually white not beige. Below: Some of the Mesa 4 Wheelers enjoying their trip to the Moab, Utah Easter Jeep Safari.

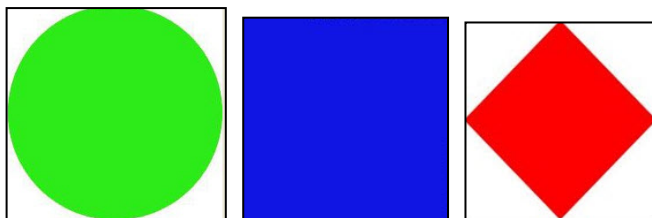


Below: I've had the pleasure of being at this exact same spot, but kept well away from the "seemingly" 20,000 foot drop-off. Scary!





## Trail Ratings by Tim Naylor—Tucson Rough Riders



Trail ratings are used to inform you about what to expect before you start on a trail. Over time, different clubs and organizations have created different systems. Most of them use the basic 2 to 5 rating system. A few are using a 1 to 10 system. There isn't much difference between a 2 to 5 system and a 1 to 10 system because the 2 to 5 system uses  $\frac{1}{2}$  increments in its descriptions, such as  $3\frac{1}{2}$  and 4.5. The rating is usually made based on the most difficult obstacle on the trail that does not have a bypass. Sometimes the rating will come with a - or + or a ++. The plus and minus signs usually are just added for emphasis. The + and - lose their meaning in this case. Why not just give the trail a higher rating? One case I saw a trail rated 5+++ . This was because there is no 6 in the rating system they used. Use of the + and - made more sense in one of the rating systems I saw; the plus and minus signs were used to give an idea of just how many of the most difficult obstacles there were on the trail. For instance, in the past, we have rated Charouleau Gap a 4.5. Using the plus and minus signs, we would rate it a 4.5 -, because the Step is the only 4.5 obstacle on the trail. Highway to Hell, on the other hand, would be rated a 4.5 +, or a 5 + because there are about 6 really hard obstacles on that trail. A 5 rating means that there is a good chance that a winch will be required. Using the - & + signs in this way has never caught on, but it is a good idea. Today we rate Charouleau Gap as a 3.5 because there is a bypass around the Step.

Some clubs have quit using numbering systems altogether. Instead, they use terms like easy, moderate, hard, very hard, difficult, and extreme. These terms help give some sense of what to expect on the trail but they are very subjective and tend to lose their meaning. As an example, one trail rating description labeled as "extreme" shows a picture of a stockish-looking Jeep about to drive over some moderate-size river rocks. Another uses "extreme" to indicate the trail is for rock buggies only. Both the Parker 4 Wheelers and the Lake Havasu clubs used that kind of system at events I have attended. Parker does not have their rating system posted on their site. To see the Havasu rating system requires a member's password.

A good trail rating description page should be accompanied by a list of suggested vehicle upgrades: tires, lockers, winches etc. Some of the websites show a picture (or pictures) of trails that match how they rate it. I like that a lot. (See the Bullhead City and Yuma sites). I intend to steal – I mean adapt – this idea for our website in the future.

Over the last few years, the trails have gotten harder and the rigs are more capable and tougher and the typical old rating system just doesn't fit the need for this "extreme" or "technical" category. There is no official term that I know of to describe this new breed. "Rock Buggy" is the term most often used. A typical rock buggy will have a Dana 60 front and GM 14 bolt rear axle (both of which are normally found under 1-ton trucks), full hydraulic steering, no real body (but all custom-built tubing), 40- to 48-inch tires, an Atlas or similar transfer case, and driveshafts that normally reside in one-ton trucks. I have not seen a formal graduated trail rating system for rock buggies. It's all just "extreme" or "technical" when describing those trails. At the annual Havasu 4 Wheelers run in 2011, the signup sheets said "Most Difficult" in describing the rock buggy trails. There are some trails in the Mammoth, AZ area near Tucson I would rate as rock buggy trails: Seven Sisters, Portal to Hell, and Last Crusade. If you want to see what I would call "Extreme" trails, go to the Picture

Gallery on our website and click the link for Tim Naylor's picture albums. Look at 7 Sisters (Feb 17, 2013), Hard Core at Mammoth AZ (undated), Las Cruces [sic] New Mexico (undated) and Bad Medicine (Nov 2005).

A green circle is for easy, a blue square is for moderate, and a red diamond is for difficult. Using these symbols for trail ratings comes from ski trail signs, although most of the ski trails use a black diamond for hard and a double black diamond for very hard. On a ski trail, signs with these symbols can save your life. If you start to head down a trail and see a black diamond sign posted there, you better stop and think about where you are going. I think using these symbols to relate to Jeep trail ratings is a good idea. We have been using them on trail documents and signs for Trail Dust Days for several years. Using these simple symbols representing Easy, Medium, and Hard is very subjective, though; think of them in the context of the trails we are used to on our club runs.

For links to the Trail Ratings samples mentioned in this article, go to the home page on our website. In the "Trail Boss News" box, check "more" and the link to "Trail Ratings" is there. (Forgive me the sloppiness of this page on the website. It has spelling errors and outdated information. I will update it soon.)

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## We Were All Beginners Once

By Becky Antle, President ASA4WDC  
Member Tucson Rough Riders

I am glad to see that we have so many new people interested in the Rough Riders. It is great to share old and new trails with people who have never been on them before. It makes those of us who have done these trails look at them a little differently.

But we all need to remember: just because you have done a trail more than once and are comfortable with it does not mean that everyone is.

Some people may have just gotten a new vehicle or done some upgrades, and they're not sure how it handles. Or maybe they want to be careful getting that first Arizona pin striping. There are many reasons that people might not be as confident as others.

Everyone sees the trails differently. Those of us who have a lot of experience and/or all of the equipment don't see any difficulty on any trail; the more difficult it is, the more we are challenged. But not everyone is like that. What you see as easy might really be a little intimidating to others, or maybe they are not sure what line should be taken on an obstacle. The vehicle in front of them may be well set up and they try to drive the same line and find that it doesn't work for them.

Everyone needs a little reassurance once in a while. Let's be the people who can hand that out easily. I am sure you can all remember the first time you did a difficult obstacle. Mine cost me \$500. That is because I put in a locker so I could make that obstacle the next time.

[Editor's note—(Dave Peterson): Experience doesn't always cost money. I remember very well the trail where I learned to air down!]

We have all been there. Now it is time to share what we have learned with those who are just starting out. We need to help build each other's confidence.

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