



Trail Tales



January 1, 2017

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

December 10, 2016
by Bobbie Moore



The Christmas party meeting was held at the home of Cliff & Jeanne Meier in Abq., New Mexico. President Jennifer Chapin called the meeting to order at 5:20pm.

GUESTS: Vicki Herst, Aaron Herst, Ross Burchard, Cindy Parson, David Christensen, Lauren Wilson

MEMBERS PRESENT: Cheryle, Tracy&Travis Bakewell, Anthony Baker, Jennifer Chapin, Bill & Chris Dressler, Cathy & Jack Dicky, Fred Gann, NaDeen Jackson, Bob & Carol Provance, Cliff & Jeanne Meier, Bobbie Moore, Tracey Rosenburg, Don Roy & Janie Shows, Chris Sears, Chris Spiak, Don & Sarah Walker, Beth & Frank Whiston, Tahoe Zahn, Anna & Bill Gardner.

SECRETARY'S REPORT –Bobbie Moore. Meeting minutes from Nov. were accepted as published.

TREASURER'S REPORT –Bill Bonahoom. Absent, no report.

VICE PRESIDENT'S REPORT – Leon Duggar. Absent, no report

TRIP CHAIRMAN'S REPORT –Cliff Meier. Cliff explained that there is a need for more trail leaders. If you need help or have never been on a trail you would like to try, contact Cliff and he will help you with whatever you need. Check the website for write ups and photos of past events and the latest info on upcoming events.

Cliff also explained the point system to the guest.

The Christmas Tree run is tomorrow. There will be snow and mud, so be prepared.

The club will be working with the BLM on surveying and documenting new trails. You will need a well built and equipped vehicle for these trails.

It was suggested that there be a run the weekend after a meeting so guest can participate before too much time goes by. If you are interested in being a trip leader check out the website or contact Cliff or Jennifer.

PAST EVENTS:

- Nov.19 Annual NM4W Holiday Food Drive
- Nov.20 North Jemez Trail High Water Road
- Nov.22 The Desert Bar Thanksgiving Trip

UPCOMING EVENTS:

- Dec 29. 9am-Jan.1, 4pm New Years in Sedona
- Jan.7 Sat. 9am Gordy,s Hill Survey Run
- Jan.12 2017 NM4W monthly meeting
- Jan.14 Sat. 8am Explore around Cablezon Peak

Please check the website for changes of times, locations and leaders for rides.

A SPECIAL AWARD was given to Chris Spiak. The DAA award was presented to Chris for leaving his wife, Tracey on the other side of the water. Witnesses say that Tracey was walking through the water (flood) to get back with Chris and Jeep. Cliff mentioned that this award has been around, but no one seems to know what happened to it through the years.????

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton absent, no report

PROGRAM CHAIRMAN’S REPORT: Diego Serna was absent. No report.

HISTORIAN’S REPORT: Frank G. Whiston . Nothing to report

WEBMASTER’S REPORT: Don Roy - Don thanked the club for letting him do the website. He enjoys getting on there and trying new and different things. Don also reported numbers of members and events. In 2012 there were 629 attendees across 44 events; in 2016 there were 1338 attendees across 87 events. He has posted more info on the club website.

EDITOR’S REPORT: Phil Rodacy. absent, no report

PROMOTIONS PROGRAMS: 4WD Hardware provides discounts to club members who have opted to participate in the program. At the end of the year 3% of what club members have spent goes back to the club.

OLD BUSINESS: None

NEW BUSINESS: None

This meeting was short and sweet so we could all enjoy having good food and great company during the Christmas Party. Thanks to all who brought food and gifts! Happy Holidays

- Thank you to Cliff & Jeanne Meiers for hosting the Christmas Party meeting.
- Next meeting will be at the Heights Cumberland Presbyterian Church in ABQ, on Thursday, 12 at 7 PM.

MEETING ADJOURNED at 5:53 PM.

Check the website for new rides and updates!



President's Report

By Jennifer Chapin

As 2016 comes to an end..... It is great to see our club with a variety of 4x4's and not just Jeeps. Along with many events. In 2016 we had 1,338 attendees across 87 different events which is a significant increase from the previous years.

Our club received lots of local, regional, and national attention with the video sponsored by Advanced Auto Parts, and a special thanks to them for the great video release party. We had a very large group help out at the Chile Challenge in October. We even helped the Fun Treks crew map trails for the New Mexico book. We hope to see it in 2018. We had trips all over New Mexico, Colorado, Arizona and a trail in California. In addition, we had some tech sessions on tires, CB's, transfer case rebuilds, and welding. Thanks to everyone who shared their expertise with the rest of us.

There is still plenty of room on the calendar for 2017 if you have ideas for trips or tech sessions please contact any officer and we will get it posted up for you or help you set it up. What keeps us going are new trail leaders, so lead a trail and share some place you know with the rest of us or lead us out to some place you don't know it's not a bad thing to explore and get lost.

Thanks for a great New Mexico 4-Wheelers 2016 and I look forward to more fun on the trail with everyone in 2017.

Jennifer

**LEAD A RUN -
THE TRIP LEADER IS IN CONTROL**





Vice President's Soap Box

By Leon Dugger

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

National Monuments Designated by Lame Duck POTUS

On Wednesday, December 28th, in his waning days in office, President Obama has designated 2 new national monuments to appease special interest groups. They are the Bears Ears National Monument in southeastern Utah and the Gold Butte National Monument in southeastern Nevada.

<https://www.doi.gov/pressreleases/secretaries-jewell-vilsack-applaud-presidents-designation-new-national-monuments-utah>

Bears Ears National Monument

This is an area that covers 1.35 million acres with some of the finest back country 4x4 motorized trails available anywhere. NM 4-Wheeler veterans such as Dr Bob Telepak and Mark Werkmeister have traveled extensively in this region. Plus, others members have visited this region often.

From the DOI press release: “The monument designations maintain currently authorized uses of the land that do not harm the resources protected by the monument, including tribal access and traditional collection of plants and firewood, off-highway vehicle recreation, hunting and fishing and authorized grazing.” Don't believe it. When monument planning proceeds with regards to motorized access, expect strong pressure to close off existing routes to cultural sites. This next spring – fall might just be the time to visit/revisit many of these sites before roads are closed.

Here are just a few memorable locations within the designated national monument that come to mind: Piute Pass and Jacob's Chair, Cedar Mesa, Arch Canyon and Hotel Rock, Comb Ridge, Dark Canyon, plus Beef Basin and Ruin Park. By the way, several very fine archived 4WHEEL DRIVE & Sport Utility Magazine articles that cover 4X4 trails within this region, authored by Mark Werkmeister, can be read at <http://www.fourwheeler.com/> Exploring Dark Canyon & the route up Piute Pass for example.



River House Ruin located at Comb Ridge and the San Juan River

Gold Butte National Monument

Remote, this is an area nearly 300,000 acres south of Mesquite, NV, east and north of Lake Mead, and eastward over to the Arizona state line. Here it meets up with the Grand Canyon-Parashant National Monument in what is known as the Arizona Strip.

When visited 8 years ago, many of the side 4X4 roads were temporarily closed. Said to be for rehabilitation purposes after the 2005 71,131 acre wildfires. Also, existing routes to Red Bluff Spring and Red Rock Springs had recently been closed off with nasty cable fencing.

I was surprised to find my archived article, some photos, and GPS coordinates available at:
<http://www.fourwheeler.com/events/1108-4wd-gold-butte-and-scanlon-dugway/>

My speculation is that all the main roads will be left open for use, yet with other closures implemented as the planning moves forward. The road that continues southward from Gold Butte should remain open as it leads to designated roads within the Lake Mead National Recreation Area.



Scanlon Dugway, south of Gold Butte, NV. Photo by Dr Bob Telepak

No description can do justice to the colors that just pop at Whitney Pocket in the northern part of the monument. Significant mining activity took place in this region and remains can be seen in numerous locations. Gold, of course, was most sought after, yet copper was more abundant. Rock art panels can be observed in several places and are easily accessible.



Near Gold Butte Wash, a side road leads to rock art panels

We will have to follow along with the Gold Butte National Monument planning process to insure motorized recreational opportunities are not eliminated.

Next Phase of the Santa Fe National Forest Plan Revision

(Edited from the Forest Plan Revision Team document)

In January and February 2017, we will have ten general meetings and a two-day technical meeting, all of which are open to the public. These meetings are on the first cut of plan components for the Forest Plan and draft wilderness evaluation maps. Resource specialists and Forest Plan Revision core team members will attend each meeting to discuss these topics with you and gather your input. Initial plan components and the draft wilderness evaluation will be available on our website in advance of the public meetings:

<https://www.fs.usda.gov/detail/santafe/landmanagement/planning/?cid=stelprd3791442>

(www.fs.usda.gov/goto/santafeforestplan). Our website also includes a lot of background material including the assessment, final wilderness inventory map, informational brochures, and summaries of past public meetings.

The general meetings are scheduled for the evening to make it easier for members of the public to participate and will include opportunities to interact with Forest Service staff and provide comments. There is no need to RSVP for the general meetings.

The technical meeting, on February 6th and 7th in Santa Fe, will include more in-depth discussions about our initial plan components and draft wilderness evaluation. Attendees of the technical meetings will have the same opportunity as the attendees of the general public meetings to provide input. We are asking for RSVP s for the technical meetings so we know how many people to expect. Please email [HYPERLINK "mailto:santafeforestplan@fs.fed.us"santafeforestplan@fs.fed.us](mailto:santafeforestplan@fs.fed.us) or call (505-438-5442) the Forest Plan Revision Team and let us know if you plan to attend a technical meeting.

You can comment in person at the meetings, by email (santafeforestplan@fs.fed.us), or by postal mail (11 Forest Lane, Santa Fe, NM 87508). **Comments on either draft plan components or draft wilderness evaluation maps are most useful if we receive them by February 15, 2017.**

In addition to the upcoming winter 2017 meetings, we will have another round of public meetings in spring 2017, likely starting in late February or early March. Those meetings will focus on management areas and alternatives of the Forest Plan. If you have any questions about these upcoming meetings or Forest Plan Revision, please contact us at 505-438-5442 or santafeforestplan@fs.fed.us.

gENERAL PUBLIC mEETINGS

Date	Time	Where	Address
January 17	6-8pm	Pojoaque Middle School <i>Sixth Grade Academy</i>	1797 NM-502 Santa Fe, NM 87501
January 18	6-8pm	Mora Independent School <i>School Board Room</i>	10 Ranger Rd. Mora, NM 87732
January 19	6-8pm	Bernalillo High School <i>High School Cafeteria</i>	148 Spartan Alley Bernalillo, NM 87004
January 23	6-8pm	Coronado High School <i>High School Auditorium</i>	State Hwy 96 #1903 Gallina, NM 87017
January 24	6-8pm	Santa Fe Convention Center <i>Coronado Room</i>	201 W Marcy St. Santa Fe, NM 87501
January 26	6-8pm	Jemez Madonna Hall	0040 Legion Dr. HWY 4 Jemez Springs, NM 87025
January 30	6-8pm	Cuba Fair Grounds	Sandoval County Fairgrounds 37 Rodeo Rd, Cuba, NM 87013
February 1	6-8pm	Santa Fe Community College <i>Jemez Rooms</i>	6401 Richards Ave. Santa Fe, NM 87508
February 2	6-8pm	Rio Arriba Cooperative Extension Office <i>Conference Room</i>	State Road 554 House #122-A El Rito, NM 87530
February 9	6-8pm	Pecos High School <i>School Board Rm</i> (Across from Admin)	28 Panther Parkway Highway 63 N, Pecos, NM 87552 (Park at Track & Field)

TECHNICAL PUBLIC mEETING

Date	Time	Where	Address
February 6 & 7	10-4PM	Santa Fe Community College <i>Jemez Rooms</i>	6401 Richards Ave. Santa Fe, NM 87508



Forest Service Road 31

By Eamonn O'Brien

**Hours Per Mile
Or
A Good Time Was Had By Few**

When you live in New Mexico, you get used to some pretty spectacular evening vistas; high desert views that go on for miles, rainbows on nearly a nightly basis during the summer, and sunsets that paint the sky in a palette of colors across the horizon. The night of August 6th, 2016 featured all of these, and while we noticed all of them, we had more pressing concerns. We were tired after nearly 10 hours on the trail. We were hungry as the last real meal had been at 11:30 that morning when we had stopped for lunch. We were cold and wet because the “slight chance” of thunderstorms had come early, stayed late and dropped inches of rain and hail. And as if all of that was not bad enough, we were not driving our jeeps back toward civilization and a hot shower; we were walking, having abandoned 3 vehicles for the night deep in the Santa Fe National Forest with the trail behind us washed out and the trail ahead impassable. The sun set at 8:02pm that night, and at sunset we still had 12 miles of walking ahead of us, and no one knew where we were.

The plan had been hatched 2 years earlier, during a late night troll through the depths of the Internet. Between ads hawking everything from transmissions and tires to shocks and fully built rigs, and memes about people who should know better, but clearly didn't, was a very small post about an obscure fire road in the Santa Fe National Forest, an area known locally as the Jemez. The post simply said “Anyone been out FS 31 in the Jemez? Fun trail. Turned around before the end; looked like a locker required climb out.” Those 2 little words, “locker required” were what caught my attention.

The Jemez is a wonderful area. Comprising the forested flanks of a giant caldera, it is nestled between the major metropolis of Albuquerque and the smaller capital of Santa Fe. It is a haven for hiking, camping, fishing, and miles upon miles of fire roads. Those who spend much time traversing the roads open to full width vehicles will attest that the Jemez is known for miles of mild. Rarely can a gem approaching wild be found, and so, for most with rigs built taller than a toddler, the Jemez is decidedly not a destination. It was because of this very fact that those two little words “locker required” caught my attention.

For months afterward, I scoured the internet and forums, hunting for anything I could find on FS31, all for naught. Repeated Private Messages to the original poster went unanswered, as did multiple requests throughout the off-road community for information. All I could come up with was a poor GPS track on the Santa Fe National Forest Motor Vehicle Use Map, which the Santa Fe office conveniently posts as a KMZ for Google Earth.

It was two years before work and family finally allowed the opportunity to check out this enigma in the forest, so I posted up a trip the notice board of my local club, the New Mexico 4 Wheelers - "Northern Jemez EXPLORATORY Run", hoping to attract a good crowd of crawling types who usually avoided the Jemez, but would be willing to check out something that might be out of the ordinary.

With blue skies above us, my father-in-law, Chuck, riding shotgun, and my 9 year old son in the backseat, we rolled into the meeting spot to find a small but capable crew of 4 vehicles ready to see what was out there. Bill and Anna were new to the club, still working on becoming members, but ready for something a little more interesting than the typical Saturday ride on fire roads. With 33's stuffed under a bikini-clad Wrangler, they were willing to tackle anything, despite open diffs. Greg and Cassie were there, too, with Greg's JKU on 35's. We had wheeled together before, and I knew them both to be level-headed and capable drivers. Tony and Fred (or, as they are known: "Team Alaska") were Air Force transplants, new to the area having been transferred out of their native Alaska for training. While Fred was relatively new to wheeling with a capable new Wrangler on a 2.5" lift, locked on 33's, Tony was as experienced as they come, running a similar set-up that had wheeled everything from Alaska to Texas, and most points in between. After a quick meeting to make sure everyone was onboard with the plan to follow a poor GPS track and realistic expectations that this could all be for naught, we pulled out and headed north on pavement.

FS31 is not exactly a well-marked turning point from the main road, but after a little exploring through a residential area, we managed to find the trailhead. Stopping briefly to air down, conversation turned to the usual chatter; tire size, tire pressure, the last "great" story from the trail. If we had known then what we know now, we might have just turned around then and there, before we became the next "great" story from the trail. But of course, you don't know what you don't know, so we proceeded in ignorance.

With everyone aired down, and the weather still looking good, calling for a 30% chance of thunderstorms after 3pm, we headed down the trail in 4-High with Tony volunteering to run as tail gunner. With a total off-pavement distance of 31 miles, we kept the pace high. The trail was clearly in a well-travelled area of the National Forest, as multiple trails intersected FS31, resulting in a handful of full group turnarounds where the GPS track did not match the tire treads on the ground. The plot I had pulled from the Motor Vehicle Use Map showed a westward trending trail for about 10 miles, followed by a short mile of trail in dense undergrowth, the presumed "locker required" section, and a bailout option to the west, both of which then met up with a well groomed Forest Service road that wound its way languidly back to pavement in 17 high speed miles.

For the first hour, we worked our way through a shallow canyon, alternately crossing creeks only recently filled by the returning monsoon rains, and climbing up loose, washed out road cuts to the ridge line above, occasionally pinstriping the sides thanks to encroaching branches. Rarely did the trail ever widen beyond vehicle width, but the general chatter on the radio indicated it was a fun trail, and a welcomed break from the typical Forest Service road runs that populated the summer schedule owing to the high temperatures of New Mexico summers, where the only relief was to be found in the mountains. After a brief 10100 by request, we nestled into a shady spot by a flowing creek to avoid the hot sun while we paused for lunch. We were a mere 90 minutes into the trail, but the GPS already showed over



The Easy Part (Note the sunshine!)

10 miles made good, and less than 2 miles until the hard left turn and the “locker required” climb out that would lead to the fast fire road back to pavement. The internet poster had been right; this was a nice trail.

After lunch, we continued, discovering yet more fun trail, rather than road, and a large meadow perfect for a weekend camping trip. It wasn't long after that we came across our first evidence that there might be more to FS31 than what it had shown us. The first sign was a deep creek cut slashing a scar through the forest that put the front end precipitously down, and a steep exit that had us waiting to make sure everyone would be able to climb out. And then another 100 yards along the trail abruptly ended.

Ahead was a dead vertical drop into a wide creek bed scoured to boulders and bedrock and littered with trees. Directly across the creek, another fallen tree blocked what appeared to be the trail. Some quick scouting showed that indeed, the trail continued for another 100 feet or so, bypassing a large deadfall blocking the creek bed, before once again dropping precipitously into the creek. Evidence showed that the original trail continued down another steep bank, across the creek, up onto a high road cut before dropping sharply back into the tumble of water only to exit the creek up via a steep 15 foot bank. With the original trail washed out, we plotted a new line that would drop us directly into the creek bed past the downed tree, up a short but solid boulder field, and then ascend the steep bank.

In every great story, be it heroic, love or complete fuck-up, there comes a moment when, once one gets to the end, you can look back and say “If only...” This was our “If only” moment. In the lead-up to the trip, several people had said they were coming, and then backed out. A good friend, whose modest lift and tire combo would not have been able to make it up the creek bed on the other side of the downed tree had dropped out just the day before. Another club member, whose vehicle would have struggled similarly, had signed up the night before only to call that morning to say he had come down sick and would not make it. Up until 6am that morning, the plan had been to bring

my 7 year old daughter, whose interest in 4 wheeling extends only as far as it allowed her to get up snowy roads to go skiing. Had any of these people been in attendance, as a group, we would have summarily turned around at this point and headed back out on the very pleasant trail we had come in on. But none of them were with us, so we didn't. We were 5 vehicles built for just this sort of thing, with capable drivers, so we set to work finding an alternate descent into the creek bed that would allow us to strap a winch cable to the tree to clear our way. As we would find out only later, this would be the first in a series of events (some might argue bravado or ignorance, on our parts) that would seal our fate on FS 31 that day.



Prepping to move the downed tree

The winching went off without issue. After strapping two vehicles together the tree was easily pulled to the side of the trail, and with some light work with a hand saw and axe, the trail was once again passable. Once through that obstacle, I had the unenviable task of being the first to negotiate down a steep soft embankment back into the creek. After a few tense moments and choice words as my XJ tottered in a three wheel stand, I was back in the creek, whereupon I parked below the first significant step in the boulder field in order to guide others down into the creek. It was just after 12pm.



First climb out. Downed tree on left of picture.

My passage down had done enough to collapse the bank so as to make it less hairy for those who followed, but it still required some technical maneuvering. As the second vehicle dropped its tires into the water, the rain began; big fat drops that grew quickly from a light sprinkle. Once again, had we known then

what we know now, we would have pulled the plug. As I climbed up the bank to give instructions for the tricky wheel placement to the third vehicle, Bill and Anna, our prospective members and least experienced off-roaders, I glanced down into the creek where Cassie stood atop a dry rock amid the burbling water, taking pictures.



“I’ll know it’s time to turn around when your feet are wet,” I joked to her. Little did I know, that time would come.

By the time Bill and Anna dropped into the creek, the light rain had turned into a

The boulder field in the creek bed.

torrential downpour. Sitting in my XJ, with wipers on high, I could still barely see where we were going, but barreled ahead, nonetheless, up the creek, through the boulder field, including two sizeable steps, to the base of 15 foot high embankment.

When we had first scouted, the ground was firm, the sun was shining, and it was a steep but doable climb. Ten minutes of rain had turned the hillside into a soft flour that, with both ends locked, did not even begin to provide purchase. It was quickly determined that the winch was the only way up, and reality was that if I needed to winch, so would everyone else.



Original trail cuts up bank behind jeep



Tony and Fred (Team Alaska) made short work of identifying a secure winch point at the top, and with wheels churning and winch straining, I was soon up the bank back to “dry land”. As Greg and Cassie, in the second vehicle, maneuvered into position, I navigated the narrow gap between a loveseat sized boulder on the right, and the undercut edge of the bank leading to a 20 foot drop

back into the boulder strewn creek on the left.

By the time I made it back to the top of the bank, Greg had negotiated himself into position, Fred and Tony had spooled out the winch cable and hooked it to the anchor (in a fresh downpour that had decided to arrive), and Greg flipped the switch to pull himself up the hill. At least that is how it was *supposed* to go. Instead, there was nada, zip, zero, zilch. There was no power to the winch, and there was no way Greg was going to make it up under his own power. As the only vehicle on top who could pull him up, I scuttled down the trail a 100 yards to a spot wide enough to turn around. Returning to the very large rock, I planted a front tire against it, and allowed Team Alaska to make short work of hooking Greg’s vehicle up to my winch, and in short order we were in business, with Greg assisting my winch with his gas pedal.

Batteries are funny things, and you tend not to think about them very often, unless your job is specifically to think about them. The battery in my XJ had given me no reason to think about it since I had owned it, and it had come with the vehicle when I purchased it. But apparently, the strain of being drained to pull the downed tree out of the way earlier in the day, then recharged perfunctorily, then drained again as we ground up the hill, then barely recharged, only to be set to the task of winching another vehicle up the hill proved too much.

We were nearly at the point where the front wheels would break over the knuckle of the bank and Greg and Cassie would be able to crawl their way onto horizontal land, when my battery simply quit. There was no warning, no sputtering, no dimming of dashboard lights or gradual loss of power. With the tachometer revved to 3500rpm, all electronics simply ceased, including the winch, leaving Greg and Cassie strapped into their rig, dangling precipitously at the crest of a 15 foot drop.

While Bill, Fred and Tony set to hurriedly removing the battery from Bill and Anna's Wrangler amid the latest round of drenching rain which had been joined by heart stopping thunder, my father-in-law and I played the most serious game of Twister imaginable, unwilling to explore the consequences of simply taking my foot off the brake and seeing if Greg and Cassie would slowly slide down the hillside, or plummet at break-neck speed, dragging my jeep behind it.

With our front tire compressed to the rim against the rock, and Chuck standing on the brake for all he was worth, I set to work stripping out the dead battery to make room for the slightly used replacement being trugged up the hill by a now soaked to the bone Tony. Once the new battery was installed, we were able to pull Greg and Cassie to the top without further incident, while also rolling up the electric windows that had been left down through the last downpour. Under the power of the borrowed battery, I carefully picked my way up the trail narrow, in reverse, to the turn around spot, where we then hurriedly yanked Bill's battery in order to run it back down the trail, for in our haste to fix the immediate

problem, we had inadvertently created a second for ourselves, namely that Bill and Anna now blocked the because they did not have a battery. This would become the first series of oversights that would make as a group owing to haste.



trail

in a
we

the
Bill

Greg finally getting up the steep bank after the battery swap

Team Alaska moved small tired, unlocked and Anna up the boulder field and steps

courtesy some rock stacking, and into position for the winch point, as I scrounged a set of jumper cables and, in the pouring rain once again, re-installed my dead battery and bummed a very stubborn jump from Greg in the hopes that maybe I could bring the old battery back to life enough to get us off the trail, and maybe, just maybe, all the way home.

While Tony guided Bill and Anna's winching efforts up the embankment, Chuck and I once again played Twister, this time because any attempt to take a foot of the gas left the engine dead. It was 2pm. We had moved 3 vehicles 200 hundred yards, and still had two more vehicles to go. If we had been looking, we probably could have seen snails passing us on the trail.

With Bill and Anna safely up the hill, Fred was next in line. The rain refused to abate as, with my father-in-law keeping the engine of my vehicle going, I returned to the creek to help navigate Fred up. On the way down the trail, I heard a very close clap of thunder, only to realize that it was not thunder, but rather the undercut edge of the bank next to the large rock collapsing into the creek. What had been a narrow but doable path was, after the passage of 3 two-ton vehicles, quickly turning into a highly technical line with serious consequences for failure.

Prior to this point, the rain had been heavy, and mildly annoying, but warm. But as Fred navigated into winching position, a thunderous clap erupted from the sky, hail began falling in pea sized proportions, and the temperature dropped by twenty degrees. Fred made it up the hill in short order, and as Tony positioned himself as the final winch up the hill, I set about guiding Fred around the large rock. The first route we tried, the one I had taken, took him too close to the new, narrower edge, so he back up for round two. The second try had his rear tire and fender scrubbing the rock, but looking as though he would make it. I was just about to give him the thumbs up, when the ground beneath his left front tire began to crack. Fred must have seen the look in my eyes, because before I could even utter the words, he was already in hard reverse grinding against the rock. No sooner had his wheel pulled off the cracking ground, then it collapsed into the creek below, leaving a trail barely wide enough for an ATV.

Now we had a problem. We had 3 vehicles up the trail and two behind, and now we had a trail that was too narrow to fit a full width vehicle. Three vehicles couldn't go backward, two couldn't go forward. Suddenly, our foray had become a tale of two trips.



Above the winch point where the bank collapsed. Everything between driver's side rear wheel and edge of the bank is now gone!

With thunder pounding down around us, and rain continuing to fill the creek, we hastily turned Tony around in the creek bed and got him out of the way so Fred could lower back down the slope. With two jeeps in the water, a quick meeting was held to determine the next step. We had two options: abandon 3 vehicles and ride out with the two that were heading back out the way we had come, or send Fred and Tony back out while the three of who had made it up the bank pressed on. Since no one really wanted to leave vehicles behind, we opted for plan B.

With the rain still falling in buckets, I stood on the very same rock that Cassie had stood on hours earlier, water now rushing over my feet up to my shins, and guided Fred and Tony out of the creek and back onto "dry" ground. Then I trudged back up the hillside to rejoin Greg and Bill and see if we could limp my vehicle home.

After several minutes and some contortions that would have made a contortionist for Cirque du Soleil proud, Chuck and I were able to switch positions to get him out of the driver's seat and me in, without taking our collective feet off the gas. With the rain beginning to abate, and with my rig at the

back lest the battery die again and trap someone behind me, our motley crew proceeded down the trail...for about 100 yards, where, once again, just around the next corner, the trail dropped steeply back into the creek before crossing it to the other side.

Could we have seen this if we had scouted before we told them to take off? Sure. Should we have scouted it before we sent Tony and Fred on their way? Absolutely. Did we scout it? No. We were tired, and cold, and hungry, and flustered. And now we were paying the price.

The first thought was a quick call to Tony and Fred to tell them to come back and get us, but they were already out of range; we were on our own. After a couple minutes of bushwhacking, Greg found what he thought was a line that would lead us safely down into the creek, and though I had my doubts, as the trip leader, and as the vehicle closest to the new line, I backed down the trail to *exactly* where we had left from not 5 minutes earlier, and followed Greg's new line over a tippy ledge, down an off camber hill, into the creek and out the other side. Some quick guidance had the other two vehicles through the line and out of the creek, and we were off. The GPS showed that the trail only had about 200 yards before it made a hard left turn away from the creek and headed steeply uphill toward the road that sat on the ridge high above us. We were pretty sure that once we were away from the creek, there would be no more washouts and we should be home free. Our spirits were buoyed. We were sure that we had traversed the worst FS31 could throw at us. And then we rounded the last corner, and our hearts sank.

In front of us the trail was plain as day. It lead straight through the trees, made a gentle left bend, and dropped away precipitously over a 5 undercut bank between two large boulders straight into the water, then climbed a similarly sized undercut bank on the opposite side, before meandering gently into the trees.

With sinking futility, we once again explored the bank sides for a way around, but we were now at the top of the narrow gorge the creek ran through; to our right was steep soft soil being held together by tree roots and a prayer. To the left, on the other side of the torrent, was steep rock, impassable in the best of conditions, never mind when soaking wet and covered in leaves and moss, as it now stood. Unwilling to admit defeat, we looked at simply plowing straight ahead over the edge (an endo waiting to happen) only to be met with an impossible climb out owing to the sodden nature of the bank on the other side, and with only 1 working winch between the three vehicles a distinct no go. We would be stuck, literally, between a rock and a hard place, if we weren't already.

And that was when it finally hit me. It was 5:30pm, we were all soaked to the bone, the temperature was dropping, we were going to run out of daylight, and no one knew where we were. It was time to stop thinking about this as a fun adventure and time to start thinking about how we were going to get everyone out safely. The reality was there was only one way to do it: walk.

No one really *wanted* to leave the vehicles behind, let alone walk out 15 miles, in the dark, but in the end, it was the only decision we could make that provided the greatest margin of safety. So we packed up as much water as we could carry and as much food as we could find, and we started across the creek and up the remaining 100 yards of trail where we discovered the all too obvious irony of our predicament; once across that final ford, the remainder of the trail out to the road was easier than any other part of the route we had run that day.



Descending the rebuilt trail the next day. All of the rock in the picture was filled in by hand.

Through some extreme good fortune, as the sun dropped below the horizon and bathed the sky in a typical New Mexico sunset of fire and soft grays, we found ourselves in a confluence of open sky, long views, and well placed cell towers. Some serious phone tag connected us with Tony and Fred, who had only just managed to get themselves off the other end of the trail, having experienced their own mini-epic exiting via the “easy” part, and after several tries, I was able to guide them to the dirt road we were working our way down. Within 45 minutes we had 9 people packed into 2 TJ’s with 4 seats, trundling back toward civilization, though it would be midnight before most of us ever managed to crawl into bed, only to rise far too early the next day to return to the scene of the crime and, with the help of generous friends, spend several hours rebuilding the trail down the steep drop into the creek and winching all three vehicles safely out the other side.

Lessons Learned

You can’t epic like this without at least looking back at the situation to understand what went wrong and how it could have been avoided. As it turns out, this was a case of doing everything wrong.

1. The trail leader (me) was the only one who had the trail info. We (I) left no information with anyone NOT on the trail, let alone an expected time of communication/return/worry. Literally, NO ONE knew where we were or that we *might* be having a problem.
 - a. Always leave your trail plans with someone NOT on the trip, and let them know when to expect to hear from you and when to alert authorities that you might need help.
2. We were unprepared for the conditions. Fred and Tony were the only ones with full rain gear (conditioned into them from their jobs in the military), the rest of us were in cotton t-shirts. We KNEW the forecast called for a possibility of rain, but we blithely ignored it because it was summer.
 - a. Be prepared for as many weather conditions/trail events as you can. You carry spare parts and tools in case you break! Rain gear packs up smaller than a spare tire or a Hi-Lift.
3. We should have turned around WAY before we did. As Tony would point out later, we became “Task Saturated,” so fixated on getting up the steep hillside, we completely lost track of time and ignored EVERY signal telling us to quit; the rain, the thunder, the lightning, the hail, the temperature drop. We got lucky that no one got hypothermia, or worse, struck by lightning. We were stupid.

- a. Know when to say when and err on the side of safety. Jeeping is not worth dying for.
4. We did not set a hard turnaround time. Because we were all used to “playing” in the Jemez, we did not really think about when we should cut our losses. Most people killed on Mt. Everest die because they do NOT turn around at their turnaround time because they are SO close! The EXACT same thing happened to us. We had covered 10 of 11 miles and the end was SO near. If we had had a hard turn around time, we could have saved everyone a lot of danger, misery and hard work.
- a. Have a turnaround time and STICK TO IT!
5. Know your equipment. My battery was 9 years old, never mind NOT being a deep cycle battery. Of COURSE it died after 3 hard winches. Greg hadn’t used his winch in months; he just assumed it would work when he wanted it to. It didn’t.
- a. Make sure the equipment that you take with you will do what you expect it to.

=====



This would be the proper equipment for something – just not sure what that something would be...



Let me start off by wishing all of the New Mexico 4-Wheelers a very Happy New Year! It's always great to be able to reset and have a new outlook on what's to come. Especially, when your future holds new Jeep/truck mods! Haha.

This month I wanted to touch on one important topic most people look over, especially those fresh to the wheeling world. I always run into customers that don't know what recovery equipment is best to keep on hand, so I compiled a list of things to take out on the trails...

- **Tow Strap** - This is as basic as it gets with recovery tools. You should always have a good tow strap and know the towing points on your vehicle. Safe places to pull from are usually the frame itself or objects mounted to the frame like tow hooks and d-rings/shackle rings on your bumper.
- **Hi-Lift Jack** - These can be major life savers when driving a lifted vehicle for obvious reasons - the stock jack is usually too short. These guys can also be used as a come-a-long, a bead breaker to dismount a tire, and if using the Xtreme jack, it can be used to pry open doors. However, be careful though, you need to be familiar with how they work because they can be dangerous.
- **Gloves** - Keep your hands warm and protected. Gloves can help in so many situations and just make rescue situations in cold weather easier to deal with. There's no sense in busting your knuckles open or getting winch line splinters stuck in your hand if you don't need to.
- **Shovel** - When you can't crawl out, dig yourself out! Sometimes the dirt is too soft and you end up digging yourself in... There are special ramps you can buy to gain traction. However, they can be bulky. A simple fix would be removing some of the dirt around the tire with a shovel. All though 4 Wheel Parts doesn't sell it, I love my Crazy Beaver Tool shovel. The serrated edge helps remove dirt quickly and chops through small brush and roots.
- **Tool bag** - The best thing to do is have one bag in your vehicle and stock it with all the random MacGyver tools you need. Examples; screw driver, crescent wrench, hammer, rubber mallet, zip ties (a lot of zip ties), assorted socket tools, tire repair kit, electrical tape, Smittybilt C.A.S.T. tape, fuses and relays. If you have extra hardware at home like screws, nuts, bolts washers, etc., make sure to keep them in your tool bag as well. These are all great trail fix tools!
- **Winch** - The ultimate tool for recovery is hands down the winch. You can pull yourself or others out of just about anything, even when they're flipped over. Be particular when choosing a winch for your vehicle, ask yourself the following... What's your vehicle's weight versus the winch's weight capacity? Are you capable of maneuvering a steel cable or need something easier like the synthetic rope? . Lastly, what are the conditions your winch will be used in? Some winches come water resistant, but not water proof, so if you like to play in water, make sure to get a water proof winch that will perform under the conditions. One last thing, if you're in the middle of nowhere, don't forget a Smittybilt W.A.S.P. ground anchor. It can be a life saver if you're one the crazy people that wheels alone. *(Editor's note: You can also bury your spare tire to use as an anchor, but that's a lot more work!)*

Hopefully this helped prepare you guys for the trails and being involved in a recovery situation. I'm sure most of us have used one or two of these items before. But, it's always good to revisit the basics.

Have a great January :)

Nikki Smalls & Sofia Smalls



Redneck Engineering

In contrast to Nikki's Tech tips, there's Redneck Engineering.....





Christmas Tree Run

By Jennifer Chapin

2016 Christmas tree Run



The day started out at the Visitors center and with 15 rigs we headed out to the north Jemez. We went north on FR144 which is not too difficult but with snow can be challenging with some steep winding uphill's and down hills. After everyone made the first hill that we did not make last year, I thought the group might just make it this year. Well then almost everyone but a Toyota pickup had to get winched up the second big hill. We made it to the turn on FR31 where all the great Christmas Trees are. The few that wanted to cut trees found them while the rest of us were throwing snow balls at the kids and for the dogs. I then told everyone we had a long way back to Highway 126 but the road was easy and mostly downhill. Well I came to a clearing and around a curve and into some deep snow I had to bust through and we had quite a few people stuck so once again more winching. We kept moving on and made it back to the pavement well into the dark. As people got aired up they started heading home. A few of us stopped in for a beer and did not get back to town until after 9PM. I think

everyone enjoyed the day in the snow. A good lesson learned is with a large group in the snow we need to ensure we split people with winches throughout the group.



Be a Trip Leader and Never Eat Dust Again!

Jeep Speak!

Find the Jeep words to solve the puzzle!

- JEEP
- MOAB
- WRANGLER
- ENGINE
- TOOLS
- CHEROKEE
- CLIMB
- MUD

Words can be across,
down or diagonal

B	K	J	F	Q	Z	H	M	U	R
Y	C	E	G	P	Q	U	B	U	S
C	A	E	N	G	I	N	E	A	D
H	R	P	F	V	A	F	J	I	M
E	W	R	A	N	G	L	E	R	B
R	T	U	X	V	Y	M	J	Q	E
O	T	O	O	L	S	N	O	X	I
K	I	H	G	S	V	N	D	A	D
E	M	W	I	T	C	L	I	M	B
E	V	S	T	P	J	W	H	E	R



The Ultimate 4-Wheel Drive Bucket List

Contributed by Jennifer Chapin

By Master Tread Trainer and 4×4 Coach Tom Severin

Have you seen the movie, “The Bucket List”? If not, you’ve probably heard about it. Briefly, it’s the story of two terminally ill men (played by Jack Nicholson and Morgan Freeman), who try to atone for their lives by making the best use of their final days. As they travel the country—ostensibly while terminally ill, though they appear quite healthy—they enjoy all sorts of experiences.

The term “bucket list” stems from that movie, though people don’t feel they need to be dying to create a wish list. Instead, a bucket list is a collection of goals to be accomplished before the person “kicks the bucket”.

January is a time of resolutions. Buy me a good margarita, and I’ll tell you what I think of resolutions. I do like the idea of a bucket list, though. I sort of have one. It’s not written down, but I will continue to chip away at the items as time goes on.

As I have mentioned in other articles, it’s good to have a list before hitting the trail. A bucket list is helpful too, because it helps you plan long term. The list that follows is quite extensive. You can’t possibly accomplish all of them in one year. Heck, even one decade may be a stretch. The key is to stretch your imagination; go beyond thinking of the typical weekend outing.

A bucket list may seem fanciful, but it can serve a very useful purpose. Without one, you are unlikely to fully experience life. And in the process, you deny yourself a more complete enjoyment of four wheeling.

This list is by no means all inclusive. For example, you won’t see “go four wheeling on the moon.” For some youngsters, that may be a possibility. Instead, I tried to make you really think. Of course, you’re welcome to use this list as is, or amend it. If so, try to end up with at least 30 goals. The more, the merrier. Good luck, and have fun!

1. Do the Rubicon trail.
2. Go to Moab. Ideally during Easter Safari, but at least get over there.
3. Grab the latest, greatest model of 4WD vehicle you’ve had your heart set on.

4. Finally create the 4WD vehicle of your dreams. You know: big tires, winch, axle upgrade; the whole enchilada. As you know, even the latest model needs to be reconfigured.
5. Become a member of the nonprofit organization, Tread Lightly!.
6. Participate in an overland expedition. The more challenging the better.
7. Attend a SEMA Show at least once. Use your powers of persuasion to get a ticket.
8. Visit the Off Road Hall of Fame www.ormhof.com in Reno, Nev. The Off-Road Motorsports Hall of Fame honors those individuals and organizations whose lifelong contributions to off-road motorsports have set a standard for others to follow.
9. Attend TDS (Terra Del Sol). Weekend event in southern California. See www.tds4x4.com
10. Make the Guinness Book of World Records. Attend the 75th Bantam Jeep Heritage Festival, <http://www.bantamjeepfestival.com> and participate in the largest parade of Jeep vehicles June 12-14, 2015
11. Find a woman who will go 4-wheeling with you, go camping, and can grease the inside fitting on a CV joint. Marry her! For you women: Find a man who owns a 4WD vehicle that is big enough for 2 car seats.
12. Purchase every tool you need to work on your vehicle.
13. Race, or at least drive, the Baja 1000 track.
14. Be able to start a fire with primitive methods.
15. Drive off road from the border with Mexico to the Canadian border.
16. Take an off-road trip in Alaska.
17. Take an off-road trip in Colorado.
18. Drive the North Rim of the Grand Canyon with your four wheeler.
19. Get a picture of you, your vehicle—or both—published in a national 4WD magazine.
20. Take a 4WD excursion through Iceland.
21. Drive the Australia Outback.

22. Drive through Chile and Argentina.
23. Drive an H1 Hummer. Better yet, buy one!
24. Create the time to accomplish your bucket list. Brush up on those time management skills.
25. Install bolt-on portal axles.
26. Install a hemi or LS7.
27. Earn a ham license and add a ham radio to your vehicle
28. Learn to weld. And not just steel but other metals, as well. Can you spell aluminum?
29. Teach your kids to drive a four wheeler. That's important for their development and appreciation of this great land.
30. Have an obstacle on a trail named after you for something other than the wrong reason.
31. Finally get your vehicle's cockpit in order with all the wiring in its place. All the accessories are organized, wires are loomed, and you've installed waterproof plugs.
32. Visit Ouray and Imogene Pass, as well as the areas around Telluride, Durango and Cortez.
33. Drive through the remote Big Bend, Texas area. Visit the Big Bend National Park and the Big Bend Ranch State Park.
34. Four wheel the Flathead Lake area in Montana.
35. Retrace the Lewis and Clark trail.
36. Earn your 4WD instructor certification (but after I retire!).

Whew! This should give you some great ideas. Note how I included the various aspects of our hobby: vehicle acquisition and development, training/education, and excursions. After completing a bucket list like this, you'll have some mighty fond memories to recollect while relaxing in your rocking chair.

HEY KIDS,
 FINALS? TELL THAT
 TEACHER, THE
 ONLY MATH YOU
 NEED TO KNOW IS
 4 X 4 = OFF-ROAD.

Check your wipers regularly, blades, especially during the winter driving season.

Damaged Metal Rail:



Sometimes caused by freezing conditions, reckless windshield cleaning or automatic car washes. It is very important to replace wiper blades damaged in this way so as to prevent permanent scratching of the windshield.

Split Rubber:

A condition found on blades that are old. Sometimes due to the effects of the sun's ultraviolet rays on the rubber.



Worn Rubber:

General rounding of the wiping edge caused by long service.

Bent Refill Vertebra:

Sometimes caused by ice scrapers, automatic car washes or vandalism.



Bent Wiper Frame:

Sometimes caused by ice scrapers, automatic car washes or vandalism.

Chattering:

Caused by the "permanent set" or "curve" in the rubber that some wiper blades develop while they are parked. This condition is characterized by the chattering sound the blade makes as it passes over the windshield.



Streaking:

Caused by dry rubber that has hardened and cracked. Streaking can also be caused by tree sap, road tar or other foreign substances on the blade rubber. Worn or damaged wipers not only impair your visibility – they can damage your windshield. If your current blades have any of the following problems, it's time to replace them with Genuine Subaru Wiper and Winter Blades.





Is There a Way to Effectively Maintain My Windshield Wiper Blades?

WINDSHIELD WIPER PERFORMANCE, CLEANING INSTRUCTIONS AND MAINTENANCE

Most concerns about windshield wiper performance are the result of dirty wiper blades, damaged wiper blades, or worn-out blades that are continuing to be used beyond their useful life. Depending on environmental conditions, wiper blades can have dramatic differences in lifespan. Here are some tips and guidelines to maximize wiper performance, to avoid damage to the blades, and to avoid unnecessary replacements. Many wiper blades are being replaced under warranty with inspection showing there is nothing wrong with the returned blades other than a buildup of dirt. Additionally, review the information in your Owner's Manual.

INSPECTION AND CLEANING

Scheduled Maintenance

Inspect your wipers' rubber blades every 4-6 months or 7,500 miles (12,000 km) for wear, cracking, or contamination. Clean the windshield and the rubber wiper blades (using the procedure below) if the blades are not clearing the glass satisfactorily. If this does not correct the problem, then replace the rubber elements.

CLEANING PROCEDURE

Warning

Avoid getting windshield washer fluid on your hands. Wear rubber gloves or avoid direct contact with washer fluid. Do not use gasoline, kerosene, or petroleum-based products to clean wiper blades.

- Clean the rubber blades using a lint-free cloth or paper towel soaked with windshield washer fluid or a mild detergent. You should see significant amounts of dirt being removed on the cloth
- Be sure to wash the windshield thoroughly when you clean the blades. Bugs, road grime, sap, and a buildup of car wash/wax treatments may additionally cause wiper streaking
- For a larger-scale buildup on the windshield, apply a nonabrasive cleanser such as Bon Ami® (www.faultless.com) with a wet sponge, being sure to use plenty of water to avoid scratching the glass. Flush the surface and body panels completely

- For day-to-day exterior glass cleaning and to maintain a streak-free appearance, we suggest Vehicle Care Glass Cleaner, P/N 89021822 (in Canada, 992727). This product is an easy-to-use foaming cleanser that quickly removes dirt and grime from glass surfaces

- Interior glass should be cleaned with plain, clean water to eliminate any film or haze on the window and to help prevent fogging, a major customer dissatisfier. Refer to Corporate Bulletin Number 03-00-89-006D for more information. The New Vehicle Pre-Delivery Inspection form also recommends using plain water to clean interior glass

AVOIDING WIPER DAMAGE

- The following are major contributors to wiper damage. Some of these you can control, while others are environmental concerns

- Extremely dusty areas (such as driving on dirt roads) may cause the wipers' rubber edges to wear quickly and unevenly

- Sand and salt used on roads for increasing winter traction and ice control will cause the wiper blades to wear more quickly. Areas with significant snowfall require more frequent blade replacements. Heat and time may cause the rubber blades to take a "permanent set," resulting in the rubber not flexing and turning over uniformly. This condition may result in streaking and/or unwiped areas. Rubber blades are easily cut or torn when using ice scrapers. Likewise, pulling blades up off a frozen windshield can tear the rubber. Exercise caution when clearing ice and snow

- Using your wipers to "wear through" frost and ice, instead of allowing the defrosters to melt the ice, can dull, nick, or tear the rubber blades. Banging wipers on the glass to remove ice and snow may cause the blade to bend, dislodging the rubber and causing potential scratching of the windshield

- Ice can form in the pin joints of the wipers, which can cause streaking and unwiped areas. To remove ice from pin joints, compress the blade and rubber edge with your hand to loosen the frozen joints. Consider using winter blades that have a rubber cover to avoid this condition

*We believe this material to be reliable. There may be additional manufacturers of such material. General Motors does not endorse, indicate any preference for, or assume any responsibility for the products or equipment from these firms or any such items which may be available from other sources.



Easter Jeep Safari Coming Soon

Contributed by Cliff Meier

MOAB UTAH
Easter Jeep
Safari 2017

Safari EXPO
April 13-14

RED ROCK 4-WHEELERS
MOAB, UTAH

38 TRAILS
9 DAYS

APRIL 8 - APRIL 16 2017

The Easter Jeep Safari has a lot of information at <http://www.rr4w.com/online-mag.cfm>

If you click the link, you'll get **180 pages of information**.

**Planning on remodeling this year?
It just doesn't get any better than this!**





Links to more information

The world is dominated by electronic media, so here are some links that you should check out. There's lots of good information in the following links, but way too much to include as text in the newsletter.

Ladies Offroad Network <http://www.ladiesoffroadnetwork.com/>

NM4W Videos on YouTube

https://www.youtube.com/results?search_query=New+Mexico+4-Wheelers

Here's an article from Four-Wheeler Magazine that features New Mexico Four Wheelers:

<https://www.fourwheeler.com/events/1611-chile-challenges-spicy-trails/>

The Easter Jeep Safari has a lot of information (180 pages, in fact), at

<http://www.rr4w.com/online-mag.cfm>

The Bantam Jeep Gathering Website is at <http://www.bantamjeepfestival.com/>

**Thinking about going on a ride, but not
sure if you can handle the trail?
Call the trip leader to find out.**



If you're wishing for something for your Jeep for Christmas, then we have the perfect gift for you! Take your Jeep to Bantam on June 9-11!

We're excited to announce that our new [website](#) is now live! You can read about the new activities we're offering in 2017, look for your Jeep in all of the photos, and see some video highlights of the Festival.

2017 is going to be even more exciting than last year! You'll find new and expanded opportunities for trail rides, more fun for your family and even more reasons to come to Bantam.

Festival registration will begin in late January so be sure to start planning your trip to Bantam as you gather with friends and family over the next few weeks. Also, if you plan to camp at Cooper's Lake Campground, they will be accepting reservations online starting January 1 at 10 a.m.

We wish all of a you a very Merry Christmas and a wonderful new year!

[Visit our website!](#)



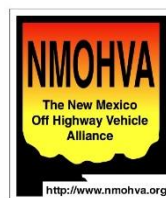
The Bantam Jeep Website is at <http://www.bantamjeepfestival.com/> in case the above link doesn't work.

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

<p>President Mark Wolf 505-856-8539 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 505-235-8988 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
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Trail Tales



February 1, 2017

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

January 12, 2017

by Bobbie Moore



The meeting was held at the Heights Presbyterian Church. President Jennifer Chapin called meeting to order at 7:00pm.

GUESTS: Ross Burchard, Mark Beam, Matthew Mora, and Brian Leist

MEMBERS PRESENT: Tracey Bakewell, Travis Bakewell, Joseph Barfoot, Bill Bonahoom, Richard Brooks, Anthony Barker, Jennifer Chapin, Cathy Dickey, Jack Dickey, Leon Duggar, Bill Dressler, Chris Dressler, Anna Gardner, Bill Gardner, Nadeen Jackson, Cliff Meier, Jeanne Meier, Bobbie Moore, KW Moore, John Nolen, Bob Norton, Ilene Rodacy, Phil Rodacy, Tracy Rosenburg, Chris Spiak, Richard Steele, Mark Werkmeister, Frank G. Whiston, Vicki Herst

SECRETARY'S REPORT –Bobbie Moore. Meeting minutes from December were accepted as published.

TREASURER'S REPORT –Bill Bonahoom. The treasury balance is \$6,083.41

VICE PRESIDENT'S REPORT – Leon Duggar. Sheriff Leon explained the point system. He also explained the fines, then collected from Jennifer and himself. It was noted that Tom and Fred should be fined also, but they were not present. He advised members to check your own points, make sure your name is on the attendance sheet at meetings, and circle your name as this is our record of your attendance at the meetings.

TRIP CHAIRMAN'S REPORT –Cliff Meier Cliff explained that there is a need for more trail leaders. If you need help or have never been on a trail, contact Cliff and he will help you in whatever you need. There were two events in December. One was the Christmas party that was well attended, with 40 some members present. The Meiers now know how many of us can fit into their home. Thanks to Tracey Bakewell for the smoked turkey and all who brought food. The next day was the Christmas tree run, with a little snow, winching and moving a tree. The first run of the new year was the Gordy's Hill run. The trail was moderate to hard with Jack leaving his mark on a few branches and bark. Check the website for write ups and photos of past events and the latest info on upcoming events.

PAST EVENTS:

Dec.10 Christmas Party

Dec.11 Christmas tree run

Jan.7 Gordy's Hill survey run

UPCOMING EVENTS:

Jan.22 West Mesa Run

Jan.29 Gordy's Extreme Run

Feb.9 Thur. 7pm NM4W meeting at Heights Presbyterian Church in Abq.

Feb.10-12 Sedona Valentine Weekend

Feb.11 Cedro Peak Snow Run (maybe)

Feb.14 Cabezon Peak Exploration

Feb.17-20 NM Winter Meltdown -- Elephant Butte

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton

Bob told us there are lots of "Plan Component "Public meetings for the Santa Fe National Forest. Jan.19 there will be a meeting at the Bernalillo High School, 6-8pm. This meeting will discuss and comment on the first cut of plan components for the Forest Plan and draft Wilderness Evaluation Maps. He also told us the lawsuit filed by NMOHVA against the Santa Fe Forest was dismissed. The lawyers want to try again.

On Feb.6, the Santa Fe National Forest Technical meeting will be held. The public is invited. It is important that we try and attend these meetings to make our voices heard and ensure that the Forest Service knows that we are interested. We need to keep up on what is happening in our state. More information on the www.nmohva.org website.

PROGRAM CHAIRMAN'S REPORT: Diego Serna was absent. Tracey Bakewell sold tickets for the 50/50 raffle. \$81.00 was total with half going to Phil Rodacy. Thanks Tracey.

HISTORIAN'S REPORT: Frank G. Whiston

Frank said members are doing well posting pictures of runs and if needed, he'll start an album for the trip leaders. If you need help please contact him. With all our rides he is trying to keep up. Good job!

Frank also reported that members had spent \$37,000 at 4Wheel Parts & Hardware. The club will get \$1,100 back. If you are interested on using this promotion as a club member, go to website and follow directions.

WEBMASTER'S REPORT: Don Roy was absent. Jennifer reported problems closing out attendance.

EDITOR'S REPORT: Phil Rodacy. If you have any pictures and stories you would like to share please post or contact Phil. He welcomes all. Thank you to Jennifer for always contributing.

OLD BUSINESS: No Old Business

NEW BUSINESS: New member voted in was Ross Burchard. WELCOME !

It was voted and approved that the annual picnic be held on June 10th.

It was voted and approved to allocate \$200.00 for the Feb.17 NM Winter Meltdown at Elephant Butte

Thanks to Nadine Jackson for being the hostess, providing us with wonderful treats once again.

The next meeting will be at the Heights Presbyterian Church in ABQ, Feb.9th at 6:00 pm.

MEETING ADJOURNED at 7:00 pm.

Check the website for new rides and updates!



President's Report

By Jennifer Chapin

Well with all the interesting political events happening currently, it seems we are all inundated with the constant news, comments, and pictures especially on social media. I am not sure about anyone else but it sure is great to see the fun 4-wheeling pictures and Jeep pictures and information instead. Keep sharing all those positive things about our sport on social media and with our club newsletter.

It's great to see new people joining us on the trails and at our meetings. Let's all make them feel welcome and welcome those we don't see as often either.

As always we need new trip leaders, it's what keeps us out on the trails and having fun. Please contact any of the officers if you need help setting up a trip.

The Chile Challenge Committee is getting together soon. They can always use volunteers. If you have interest in helping or would like to be a trail leader, please contact the Las Cruces Four Wheel Drive Club. Info@lascrucesfourwheeldriveclub.com

***Lead a Run -
the trip leader is in control***



Vice President's Soap Box

By Leon Dugger

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

There is no Environmental report this month.



Gordy's Hill Survey Run

By Joe Barfoot

First order of business - Jennifer didn't break anything but she got stuck (Tony strapped her off) and she gets to pay a \$0.25 fine. Second order of business - I (Joe) guess I'd have to own up to missing the turnoff from the main arroyo to the Byway and leading my group through a rock field (but it was a fun rock field).

Other attendees included:

Joe Barfoot - Trip Lead
Donnie Walker
John Burke
Fred Gann
Robert Wilbur
Douglas Wilbur
Ralph Vigil
Tom Coston
Anthony Barker
Jennifer Chapin - Coyote Canyon Tail Gunner
Jack Dickey - Group 2 Lead and Coyote Canyon Lead
Cathy Dickey

The purpose of trip was twofold:

1. Survey potential (or actual but undriven by NM4W) routes to add to the NM4W inventory and for presentation to BLM for clearing to allow travel and/or (as appropriate) for designation as an authorized route in the eventual Travel Management Plan.
- 2.
3. Select an interesting but challenging trail suitable for all of the trip participants and have some "rocking" fun.

For the survey, we decided to split into two groups. I (Joe) led a group to the area south of Doug's Dilemma. This group included of Bob and Douglas Wilbur, Donnie Walker, Tom Coston, and Ralph Vigil - John Burke was riding with me as his Jeep was not quite ready. Jack had Fred Gann, Cathy Dickey, Tony Barker, and Jennifer Chapin. We (the first group) walked into the Secret Canyon wash which looked pretty gnarly but doable until we turned the first corner which led to a 30-foot wall. We looked around for a bypass to the wall and John Burke found a possible bypass on the right (south) side of the wash over a small ridge and back into the canyon above the wall. That's as far as we went up that route but it seems worth another look at some point going forward. We then went further along the main arroyo to find what is known as Secret Canyon Exit. There certainly wasn't anything recent but we did find traces of an old road. Ralph and Donnie walked the track to a point where it seemed to disappear into a boulder field. Again, probably worth another look - perhaps from the top which would be accessed by going up the exit to Doug's Dilemma. We didn't record the tracks but will on an upcoming trip.



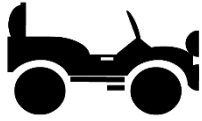
Jack led the other group through Hidden Valley and Upper Amado to a series of trails in the area - one of which they named Fred's Shortcut. They got GPS tracks that they will send along to Don Roy.

The rocking fun part of the trip was to the upper part of Coyote Canyon - described as a moderate trail with a lot of rocks, a lot of bushes and trees, and a pretty good ledge (a pretty good imitation of a "hard" Gordy's trail). A great trail for the assembled group. All made it through with minimal damage.

Be sure to check out all of the other great photos in the Website Gallery!

**NOBODY REALLY KNOWS WHERE THE
WORD "JEEP" ORIGINATES FROM...**

**BUT ONE THING'S FOR SURE,
IT MEANS THE BEST DAMN
VEHICLE ON AND OFF ROAD.**



West Mesa Run

January 22, 2017

By Jennifer Chapin

Thanks to Jeff Boggs, for leading us out on the West Mesa. There were a great variety of 4x4's once again which always adds to the excitement. Wheels in the air, people getting stuck nose down in the ditches. We kept following a variety of hills and arroyos, roads out past some new homes and towards Cabazon Peak. We had some great views of the Jemez Mountains too.

Jeff, left us after lunch and the plan was to go out to the lookout point and we came across a gate with signs for "No Trespassing" Santa Anna Pueblo" we did not go through their land and found another route past the east side of the gun club. Then found our way back to a large sandy arroyo where everyone could play in the sand. KW found the way out and we climbed out of the arroyo and to a nice parking lot to air up and call it a day. Check the website for more great pictures from the day.





Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....



Convoy Safety

By Jennifer Chapin



As many of our trips we start on public highways and interstates, we need to be aware of the safety of all drivers on the road with us. The definition of a convoy:

A convoy in the Road Traffic Legislation is seen as 6 or more vehicles that are operating in a group.

It is everyone's responsibility to obey the traffic laws and keep a safe following distance. It is helpful for our group that we have communications throughout the group. However others not in our group will not and may be distracted by seeing a large group of Jeeps and 4x4's together. This will ensure the safety of all

drivers and get us to our destination safely.

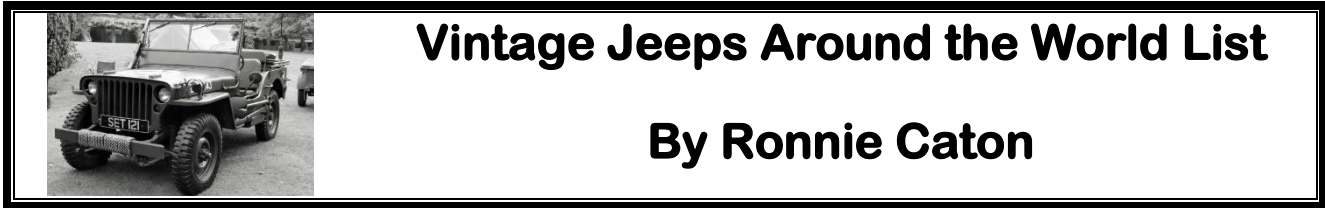
Some Good tips to remember:

1. Pay attention to all traffic
2. Follow at a safe distance
3. When exiting the interstate, pull to the shoulder if it appears we could be blocking traffic on the travel lanes.
4. Be courteous to other drivers.



www.alamy.com - AEWYGY

Be a Trip Leader and Never Eat Dust Again!



October and November 2016 found me splitting time between islands in the Atlantic and the Pacific.

My first stop was a business trip to Ascension Island, a small volcanic island half-way between South America and Africa. The terrain is extremely rugged and I made good use of a rental 4x4 getting to and from the work site every day. The island was discovered on Ascension Day in 1503 by Portuguese explorer Alfonso de Albuquerque. Despite occasional visits by such notables as the pirate William Dampier, Captain Cook, and Charles Darwin, it remained uninhabited until the British Royal Navy set up a base of operations in the early 1800s to prevent the French from mounting a rescue attempt of Napoleon who was imprisoned on the nearest neighboring island 800 miles to the south, St. Helena. During WWII, the US built an airbase on the island and used it as a stopping point for aircraft on the way to the European theater. Proudly displayed in a small museum on the island is a Willys Jeep belonging to Sgt. Lawrence S. Davies.



After only a few days at home, it was time to head in the opposite direction across the Pacific for a visit with Yi-Jiun's family in Taiwan. We spent a few days in the Formosa Straits on the islands of Kinmen and Penghu just off the Chinese coast, both hotspots during the Taiwan Straits Crises in 1949 and 1958.

We visited a museum at the site of the Battle of Kuningtou, a 3-day fight in 1949 in which Chaing Kai-Shek and the People's Republic of China held off Mao's Communist army resulting in more than 7000 combined casualties. Included among the displays was a 1944 Ford GPW used to chauffeur Chaing as he inspected the troops after the battle.



Next time, I'll have to ask if they'll let me take one of the Jeeps for a ride!

Cactus Identification

Here are some cacti you may see in the Southwest.





Penetrating Oils

Contributed by Phil Rodacy

PENETRATING OILS

Machinist's Workshop Mag published some information on various penetrating oils. Some of you might find this interesting. The magazine reports they tested penetrates for break out torque on rusted nuts.

The results are arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment. All nuts and bolts were "rusted" as one batch, so they should be fairly similar.

Type of Oil	Force Required to Free nut
None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF*-Acetone mix	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid (ATF) and acetone. Note the "home brew" was better than any commercial product in this one particular test. *(Editor's note: Be cautious using acetone as it can attack and make some plastics and rubbers brittle.)*

Also note also that "Liquid Wrench" is almost as good as "Kroil" for about 20% of the price.

Triv?d

What Years were the FC (Forward Control) Model Jeeps made?



Answer at the end of the newsletter.

**Thinking about going on a ride, but not sure if you can handle the trail?
Call the trip leader to find out.**

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

Answer to Trivia Question:

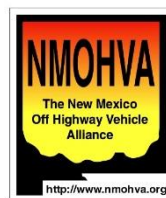
1956 to 1965 and to learn more visit: <http://thefcconnection.com/>

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Web Site Administrator Don Roy, wa@nm4w.org

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Trail Tales



March 1, 2017

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

February 9, 2017
by Bobbie Moore



The meeting was held at the Heights Cumberland Presbyterian Church in Abq. Treasurer Bill Bonahoom called the meeting to order at 7:00 p.m.

GUESTS: Greg Roberts, Brian Leist, George & Marie Szymisowski, Terrill Wade, Bryan & Natalie Adams, Mark Beam, Pete Boyd, Vicki Hearst, Jerry Vaughn, Val Burch, Adrian & Jennifer Griego.

MEMBERS PRESENT: Steve Andreson, Tracy Bakewell, Travis Bakewell, Joseph Barfoot, Bill Bonahoom, Richard Brooks, Ross Burchard, Jack & Cathy Dickey, Chris & Bill Dressler, Thomas Coston, Anna & Bill Gardner, Nadeen Jackson, Linn Jenkins, Roger Kane, Jimmy Lloyd, KW & Bobbie Moore, Lauri Rector, Ilene & Phil Rodacy, Ben Romero, Don Roy, Chris Sears, Richard Steele, Andy Townes, Frank G. Whiston, Jim Werkmeister, Bob Wilbur.

SECRETARY'S REPORT –Bobbie Moore The minutes from the Jan.12 meeting were accepted as written.

TREASURER'S REPORT - Bill Bonahoom. The treasury operating balance is \$6,219.25.

VICE PRESIDENT'S REPORT – Leon Duggar. Absent Bill Bonahoom explained how members and guests can earn points. Then he explained the fines, resulting in a few paying the \$0.25 fine. Bill forgot his passenger and KW made the leader, Jennifer, late for a run.

TRIP CHAIRMAN'S REPORT –Cliff Meier. Absent. Bill took over once again.

Check the website for write-ups and photos of past events and the latest info on upcoming events.

PAST EVENTS: Not much to discuss on this subject, most trail leaders were in Sedona, not at the meeting

UPCOMING EVENTS:

Feb.10 Valentine's day run at Sedona, AZ

Feb.11 Cedro Peak run

Feb.17-20 Southern NM Melt Down, Elephant Butte, NM

March 4 Galena Mesa Exploratory ride

March 7 Tech. session--Gears and Lockers

March 9 NM4W monthly meeting Abq. NM

March 11 Chama, CO. Exploratory ride

March 12 Gordys for the little guys ride

April 1 Vests for K9 Car show & 4x4 Skills

April 8 2017 Easter Jeep Safari

April 8 NMOHVA Annual meeting

April 15 First Jemez run of the year

April 23 USFS Volunteer Trail Ambassador training

Check website for times, meet up address, trail leaders, new rides and updates

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT –Bob Norton. Absent.

PROGRAM CHAIRMAN’S REPORT –Diego Serna. Absent

WEBMASTER’S REPORT – Don Roy. Don has been doing a little on background work. Not much going on this month.

EDITOR’S REPORT – Phil Rodacy. Phil reminds all to send in information, articles for our sport. Anything that you think other members would be interested in, such as modifications and work you do on your rigs etc. Thank you to Jennifer for everything she sends in.

Be a Trip Leader and Get a Discount on Dues!

Historians Report– Frank G. Whiston. Frank reported that everyone is doing a good job sending in pictures. He is trying to keep up with runs.

OLD BUSINESS: On April 23, the members who signed up to be Volunteer Trail Ambassadors will have a training session with the USFS, meeting at the Ranger station at Tijeras.

NEW BUSINESS: The subject of our logo being used on another club's website was brought up. No one seemed to know anything about it. Several members are going to check into this.

New Members voted in: Vicki Herst. Congratulations !!, Remember new members must be present to be voted in.

Raffle Winners: No raffle tonight.

Even though we had a room full of members and guests, the meeting was short with Bill Bonahoom filling several offices. Thank you Bill.

Thank you Nadeen Jackson for hostessing once again with delicious sweets.

Next month's meeting will be at the Heights Cumberland Presbyterian Church in Abq. March 9, at 7pm

MEETING ADJOURNED at 7:48 p.m.

Check the website for new rides and updates!



President's Report

By Jennifer Chapin

February a short month but busy for the club. There were quite a few of us out on the trails in Sedona Arizona for the first time. If you have not been there I defiantly recommend a trip out there. We had planned for a snow run at Cedro Peak, however no snow for that trip. Then thanks to Bill for putting together another Winter Meltdown trip to Elephant Butte.

We have some great trail rides coming up in March along with a tech session at 4-Wheel Parts in Albuquerque.

April 1st Saturday in Rio Rancho, we have the Vests for New Mexico K9's Event. Come out and show off your 4x4 or try the Flex ramp, balance test, and third skill still in the works. We need volunteers to help with registration and other areas too.

As always, we need new trip leaders, it's what keeps us out on the trails and having fun. Please contact any of the officers if you need help setting up a trip.

The Chile Challenge Committee is getting together soon. They can always use volunteers. If you have interest in helping or would like to be a trail leader please contact the Las Cruces Four Wheel Drive Club. Info@lascrucesfourwheeldriveclub.com

**LEAD A RUN -
THE TRIP LEADER IS IN CONTROL**



Vice President's Soap Box

By Leon Dugger

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

CIBOLA NATIONAL FOREST & NATIONAL GRASSLANDS

Invitation to Attend Collaborative Team Meeting in Gallup

Release Date: Feb 24, 2017

Albuquerque, NM, February 24, 2017 – The next Zuni Mountain Collaborative Team meeting will take place in Gallup, NM, on February 28, from 10:00 AM until 4:00 PM. It will be at the Octavia Fellin Public Library meeting room, located at 115 West Hill Avenue.

The group will discuss various topics including the future of collaboration in the Zuni Mountains, monitoring updates, restoration treatments, and an update of the Rio Puerco portion of the Zuni Mountain Collaborative Forest Landscape Restoration Project.

Anyone who is interested in learning more or potentially getting involved with the Zuni Mountain Collaborative is invited to attend. If you have questions about this meeting, please call the Mount Taylor Ranger District at 505-287-8833. For more information about the Zuni Mountain Collaborative Team, please visit <http://www.zunimountainscollaborative.org>

SANTA FE NATIONAL FOREST

SFNF Launches Next Phase of Public Engagement on New Forest Plan

In March 2017, we will have four general meetings and one technical meeting, all of which are open to the public. These meetings are on Alternatives and Management Areas. Resource specialists and Forest Plan Revision core team members will attend each meeting to discuss these topics with you and gather your input.

Materials used at the meetings including themes for Alternatives and suggested Management Areas will be available on our website in advance of the public meetings:

www.fs.usda.gov/goto/santafeforestplan. Our website also includes a lot of background material

including the assessment, initial plan components, informational brochures, and summaries of past public meetings.

The general meetings are scheduled for the evening to make it easier for members of the public to participate and will include opportunities to interact with Forest Service staff and provide comments. There is no need to RSVP for the general meetings.

The technical meeting, on March 2nd in Santa Fe, will include more in-depth discussions about Alternatives and Management Areas. Attendees of the technical meetings will have the same opportunity as the attendees of the general public meetings to provide input. **We are asking for RSVPs for the technical meetings so we know how many people to expect.** Please email (santafeforestplan@fs.fed.us) or call (505-438-5442) the Forest Plan Revision Team and let us know if you plan to attend a technical meeting.

You can comment in person at the meetings, by email (santafeforestplan@fs.fed.us), or by postal mail (11 Forest Lane, Santa Fe, NM 87508). **Comments on either Alternatives or Management Areas are most useful if we receive them by March 22nd. Although it is past the best-by date for the Initial Plan Components and Draft Wilderness Evaluation Maps, we are still accepting comments, so please send those in as soon as possible.**

We anticipate that the Draft Plan and Draft Environmental Impact Statement will be released in August 2017. The Wilderness Evaluation should come out in spring 2017, and the Wilderness Analysis will come out with the Draft Environmental Impact Statement in August 2017. If you have any questions about these upcoming meetings or Forest Plan Revision, please contact us at 505-438-5442 or santafeforestplan@fs.fed.us.

We look forward to your continued involvement.

Forest Plan Revision Team

Date	Time	Where	Address
March 1	6-8pm	New Mexico Highlands University <i>STEC 203 (#30 on Campus Map)</i>	1031 11 th Street Las Vegas, NM 87701
March 2	10am-4pm	Technical Meeting Santa Fe Community College <i>Jemez Rooms</i> RSVP for the Technical Meeting at santafeforestplan@fs.fed.us or 505.438.5442	6401 Richards Ave. Santa Fe, NM 87508
March 2	6-8pm	Santa Fe Community College <i>Jemez Rooms</i>	6401 Richards Ave. Santa Fe, NM 87508
March 6	6-8pm	Rio Arriba Cooperative Extension Office <i>Conference Room</i>	State Road 554 House #122-A Abiquiu NM 87510
March 7	6-8pm	Cuba Fair Grounds	

VESTS FOR NEW MEXICO K9'S

BROUGHT TO YOU BY:



ABQ 4x4



New Mexico
Jeep Group



New Mexico
4-Wheelers

The New Mexico Jeep Group, New Mexico 4 Wheelers, ABQ 4x4 the National Police Dog Foundation invite you to come out April 1st for our New Mexico Show and Shine and Off-Road Skills Day to raise money and Purchase Bulletproof Vests for our K9 dogs protecting you and our community. Come out and enjoy Police dog demonstrations, 4x4 skills, car and 4x4 show and shine, along with food and vendors.

Flex Ramp

Balance



Saturday April 1, 10:00 AM to 2:00 PM

<p>Rio Rancho PD 500 Quantum Road NE Rio Rancho, NM 87124</p>	<p>There will be food, games, displays from our local Law Enforcement and demonstrations by the K9 dogs themselves</p>
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<https://www.facebook.com/events/1858137944469040/> for more information



2017 Southern New Mexico Winter Meltdown Elephant Butte, NM

By Bill Bonahoom

Over Presidents weekend (February 18-19, 2017) the NM4Wheelers, Hardcore Underground, Turtle Mountain 4x4, and Las Cruces 4x4 clubs all met up at Elephant Butte Lake for the annual Southern New Mexico Winter Meltdown. There were 6 trails ran over the two days with an easy/moderate, hard, and extreme trail each day.

On Saturday Jen Chapin lead the easy group into the historic and now mostly closed Monticello Box Canyon which requires a permit from the state land office. Steve Andreson lead the hard group through Hair Ball, and Curtis Hill (NM Underground) started the Extreme group through Mammoth.

Mammoth: Curtis started the group up Mammoth but unfortunately suffered a broken transfer case on the first extreme obstacle and had to retire his rig from the fun. Not 10 feet from where Curtis was finished a LC member shattered a front coil spring, and not but a few feet further down the trail some other folks attempted a Pysco line up a parallel arroyo which proved to work but claimed two flops and a bunch of paint from those three rigs. Now up to the second hard spot and we saw yet another flop and a near flop from me on the Pysco line there, while the others wisely opted against the line. The final hard spot took a bit of work but everyone made it through just fine. We started this trail with 15 rigs and managed to get them all off the trail before dark, albeit two of them did not make it past the first hard obstacle and turned around and went back out the start.



Mammoth Group Photo



Nathan's second flop



Bill Bonahoom doing some leaning



Devin Cannady Flexing

On Sunday the group split into three again with the Trueblood's (Turtle Mountain 4x4) leading Palomas pass, Bill Bonahoom leading Pick and Shovel, and Jeffery Jacobson (NM Underground) leading Door Basher.

Pick and Shovel: This trail is rated a Hard but has several optional lines that ratchet things up as far as you want to take them. We began the day with 10 vehicles but quickly lost two of them. The start of the trail has been washed out pretty badly creating an exciting gate keeper type entrance for all but the super narrow vehicles but does have a go-around. It's not much further past the gate keeper where the trail really starts to get big. If the lines are picked just right you can walk right through, but one miss calculation and you're in for some work. There were several people who had to pull the winch line and have a little help getting through this section. Once past that and Devin found an optional Pysco line, he made it but needed the spotters strap to keep from ending upside down. This trail has two exits canyon bottoms you can run, and we ran them both. The first has a 5 ft high water fall full of water in the bottom, which denied several vehicles. The second exit is harder and the rocks are larger but everyone made it through fairly well until turtle rock. This 3 ft high rock is right in the middle of the trail, if your tires stay on it your golden... if you slip off it might just find all 4 tires in the air while balancing on a point in the middle of your skid plate.

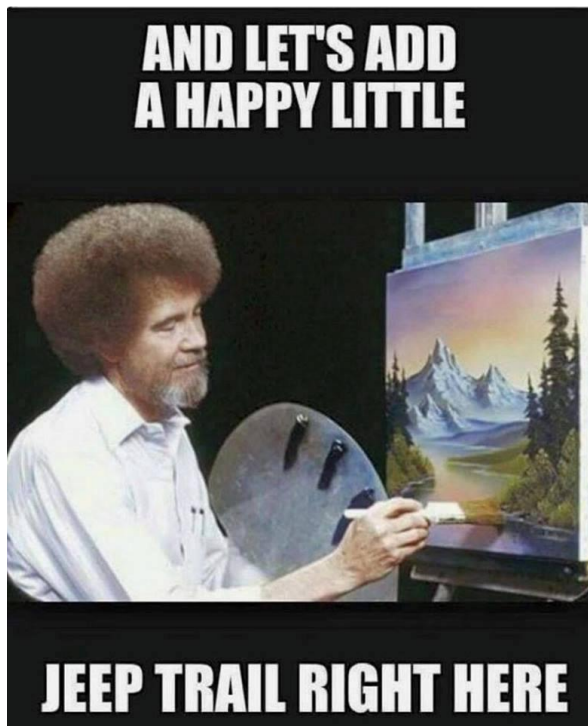


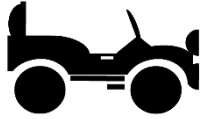
Jack Dicky making it look easy



Devin Cannady hiding behind the bush

The entire weekend was a blast. The BBQ Saturday at the Desert Cove campsite had nearly 50 people hanging out and telling stories from the day. A big thanks to all the trail leaders, BBQ cooks, and everyone who attended, I cannot wait till next year to do this again.





Extreme Run Socorro, NM By Bill Bonahoom

On January 29 2017 the NM4Wheelers traveled down south near Socorro for some fun on the rocks. We started the trail with six rigs and headed up into an arroyo which promised to have some large rocks. The further up the arroyo we went the larger the rock got and the promise was not broken. It was not long before Jim's 40" front tire slipped down the back side of a rock with the weight of the rig landing on the slider folding a body mount washer in half and pulling the bolt through the mount. This was a show stopper for him as the fear is losing additional body mounts. As Jim was turning around and parking his rig, just a few feet further up the trail Matthew experienced a locker problem, which while looking at the wiring then turned into a fuel pump wiring problem as well leaving the jeep dead. This left us scratching our heads figuring out what just happened. The group pulled together and with some exceptional trouble shooting found and fixed both problems in fairly short order. The rocks just above that spot however proved to be too large for Matthew and he parked his rig as well.

The group continued up the trail until the rocks go too big for even Devin's light weight Toyota powered buggy. Instead of winching up that spot the group decided we had better simply turn around and head back down before we ran out of day light.



Extreme Group Photo



Matthew Wheeler Showing how its done



Devin Cannady has to go up what?



Jim Werkmeister's 40" tires look so tiny.

The day was a blast. Getting back to the trailers at dusk on Sunday evening had wiped all of us out, so much that no one was even interested in eating dinner or sharing a drink, we just wanted to get home.



Nikki Small's Off Road Tech Tip

The Benefits of Airing Down

A lot of people that are new to off-roading often get frustrated seeing other vehicles crawl and walk up sandy hills and steep rocks, while they are left at the bottom spinning out in their new tires. It's not because your vehicle is incapable. It's not because you chose the wrong tires. It's not because you don't know how to drive, hopefully, haha. Odds are, it's because you haven't air down like the others...

Airing down is pretty simple to explain. You let the air out of your tires... Why? It increases your traction on just about all types of terrain. Most vehicles on the streets take about 45-30 PSI, but when on the trails, me, personally, I take my tires down to about 13-9 PSI. It sounds drastic, but it makes off roading soooooo much easier!

If you want to air down the easy way you can buy tire deflators that actually help remove the valve core and release the air very fast and have an air gauge attached so that you may monitor your PSI. This is my favorite tool in my jeep! Other methods of airing down can take 4-5 minutes per tire, this tool cuts air down time to about 4-5 minutes for all 4 tires! ARB and Currie both make this style of deflator.

There are other types of deflators out there, like the Staun and Smittybilt tire deflators. These deflators come in a 4 pack, one for each tire, and you can preset them to the desired PSI, however, these confuse me to be honest and are very inaccurate after 15 PSI.

How you air down, is all up to you, but the benefits will always remain the same. If you don't believe, all I ask is for you to try it out next time you are out on the trail. If you're stubborn and get yourself stuck, try airing down a little and seeing if that helps you crawl out of the obstacle you're in.

I DO NOT RECOMMEND AIRING DOWN FOR DAILY STREET DRIVING! Please do not read this and daily drive aired down thinking it will help your driving quality. You can hurt yourself and your rig.

Finally, you'll need a compressor (or friend with a compressor) to air your tires back up before heading for home.

Have a great month guys :)



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....





Snow Crawling Safety

Contributed by Jennifer Chapin

Snow Crawling Safety



There are lots of ways to drive in snow, but where I live in the in the western Cascades near Seattle, the snow is deep and wet. Too deep and wet to drive through. To travel in these conditions, you need to be able to drive on top of it. In this article, I will discuss how to drive effectively in these potentially treacherous conditions.

Snow shoes are used to walk on top of deep snow in order to increase the surface area under your feet and reduce the pressure loading on the snow. This happens by distributing the weight of your body over a much larger area. If the area is big enough, the snow will

support the weight of your body. This same concept can be used to help your vehicle ride on top of snow.

But how? Big tires help, but the real key is reducing the air pressure in the tires. The goal is to get the tires as flat as you can while keeping them on the rim so they hold air.



Snow is unique because it rarely will push the tire off the rim like a rock will. However, every tire/wheel/vehicle combination works differently. On my Wrangler Unlimited I have 37" BFGoodrich KO2 tires on AEV Salta wheels. Depending on conditions, I have been able to air-down as low as 3 psi without incident. I don't always need to go this low to get the vehicle to "float" enough to travel over the snow. The key here is to experiment until you know what works for your set up in the type of snow you are in. I usually start at 7 psi and go lower if needed. The real key is that you want to tire to go flat looking, which increases the surface area presented to the snow. As pressure reduces, the tire widens, but mostly the contact patch gets longer, like a snow shoe. Less air pressure makes the contact patch bigger. It amazes me the difference 1 psi can make. The difference between 5 psi and 4 psi on my vehicle can be the difference between driving over the snow and becoming hopelessly stuck.

How low is too low? When the tire won't hold air, you've gone too far. That can be 2 psi, or over 10 psi. It depends on your tire and wheel combination and how heavy your vehicle is. There are two risks when running a tire at very low air pressures. The most obvious is having the tire go completely flat because the tire bead falls off the rim. This is called losing the bead. There are various ways to fix this, but the easiest is to simply jack the tire up so it is not holding air, use a ratchet strap around the tire to push the beads out and add air so the tire resets the bead. The second, less obvious, risk is having the wheel spin inside the tire, which takes the wheel/tire system out of balance. If this happens you probably won't know until you air up and are driving home at highway speed. To fix this you need to have

the tire rebalanced by a tire service center, which may be free depending on where you buy your tires.



Ok, you are aired down. Now what? When driving on top of snow it is important to use driving finesse. Low wheel speed and gentle torque is your friend. Think 4-low range. As the tire rotates, it packs the snow that supports the vehicle.



If you spin the tires, especially with a mud terrain tire, you will dig through this layer of packed snow and likely become high-centered. “As slow as possible, as fast as

necessary” certainly applies here. If you start to spin, stop the vehicle using the brakes if necessary to stop the spinning wheel. Back up if you can, and slowly progress forward using a little momentum to get you through. If you get stuck, it is best to recover the vehicle earlier than later as it is much less work to recover a little bit stuck than buried to the frame. But play around and experience will be your best guide.





A HiLift can be your friend when digging out.

Make sure when you first try this you go with other vehicles and have recovery gear. Plan ahead and turn around before it is too much. Mostly, have fun and stay safe.



Article and Photos by Ken Beahm.

Ken has spent 7 years as a volunteer for the Snohomish County Search and Rescue where he leads the 4x4 team. He's been an off-road driving trainer for 4

years and has been off-roading for 25 years. For info on training -
sar4x4training@gmail.com

Be a Trip Leader and Never Eat Dust Again!

	<p>Colorado Trails requiring an OHV Permit</p> <p>Contributed by Jennifer Chapin</p>
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Everyone has been asking for it. After tons of work Stay The Trail has finally finished it! Here is a list of the Full-Size Trails in Colorado that require a Colorado OHV Permit.

http://www.staythetrail.org/content.aspx?page_id=22&club_id=266593&module_id=247561

Remember all of the money from these permits goes to the Colorado OHV Grant Fund to maintain our trails, build new trails, and to educate the users. Over 4 million dollars in Colorado OHV Grants will be given out in 2017 and almost 50 million in Colorado OHV Grants have been given out since the program was started in 1991!!!

**Thinking about going on a ride, but not sure if you can handle the trail?
Call the trip leader to find out.**



MAG MOSS ACT

Contributed by Jennifer Chapin



CAN AN AUTOMOTIVE DEALER VOID MY WARRANTY FOR INSTALLING AFTERMARKET PARTS?



MAGNUSON-MOSS WARRANTY ACT EXPLAINED

Whether you're shopping for a replacement exhaust system or in the market for an aftermarket cold air intake – and you're worried about your vehicle's warranty – have no fear. 4WP is here to give you the info you need on the Magnuson-Moss Warranty Act, which protects consumers from being wrongfully denied warranty coverage when they customize their rides.

If you're an auto enthusiast, chances are, you've heard the myth that modifying your ride with aftermarket accessories automatically cancels your warranty. While this may be true in certain circumstances, you shouldn't take this as an absolute. According to the Magnuson-Moss Warranty Act, a vehicle manufacturer cannot void the warranty of your vehicle due to an aftermarket part unless they can prove that the aftermarket part was the cause of or contributed to the failure of the vehicle (15 U.S.C. 2302 (C)). This means that a vehicle's warranty cannot be "voided;" the dealer can only deny a claim if the stock part failed due to damage or unreasonable use.

SUMMARY

When accessorizing your vehicle with aftermarket parts, your warranty claim cannot be automatically denied, nor can your warranty be voided, if you install non-OEM parts in your vehicle. The burden is on the dealer to prove the aftermarket parts caused the failure. For example, if your windshield wiper motors fail, your vehicle's warranty claim can't be denied because you installed aftermarket windshield wipers that are different from OEM (Original Equipment Manufacturer) parts. Similarly, if a wheel bearing fails or a fan belt snaps and you have an aftermarket exhaust installed, the dealership would have to prove the exhaust system caused the bearing failure or the belt to snap in order to deny a warranty claim. In these types of scenarios, the dealership should have no reason to deny your claims.

In addition to the Magnuson-Moss Warranty Act, you also have SEMA (Specialty Equipment Market Association) working to protect your rights. Because SEMA represents U.S. aftermarket wholesalers, retailers, distributors and manufacturers, they often keep car manufacturers in check by supporting legislation that prevents dealership service providers from denying warranty coverage. This means dealerships have become less stringent when it comes to aftermarket parts that modify performance or suspension.

TIPS & TRICKS

At 4WP, we only sell and install reputable brands that thoroughly test their products to ensure your vehicle stays in "the safe zone." Most of our performance parts are bolt-ons, which give you nice performance gains without requiring major modifications or internal engine work. In all reality, you shouldn't have any problems due to installation of the parts we sell. But, here are a few pointers to avoid some potential pitfalls.

Make sure you install the part properly. Carefully follow the installation guides and make sure you check any tolerances. Educate yourself on the parts you're installing; that's half the fun of working on your vehicle. If the part is outside your comfort zone, have a professional install it for you.

If you need to go to the dealership for any type of warranty issue, choose them wisely, as they will vary in how they handle warranty claims. Check the Internet for reviews to see how they handle problems. If you've modified your vehicle with performance parts, it's always best to work with a dealer that is performance-oriented. In smaller towns, you may not have a choice of dealerships, but rest assured that you're still protected by the law. Also, if you have a performance tuner installed, it's not a bad idea to program your vehicle back to stock to ensure the dealer doesn't accidentally reprogram your ride. Simply arm yourself with the knowledge contained on this page, and go in with a smile. No service department wants to deal with (or help) an irate customer. If they don't want to cover your claim, simply ask them to prove what caused the failure and get it in writing. Remember, legally, you're protected under the Magnuson-Moss Act.

HISTORY OF THE MAGNUSON-MOSS ACT

Passed in 1975, the Magnuson-Moss Warranty Act is a federal law that governs warranties on consumer products. Under this Act, sellers and manufacturers of consumer products must provide consumers with detailed information about warranty coverage. Sponsored by Senator Warren G. Magnuson of Washington and U.S. Representative John E. Moss of California, this Act affects both the obligations of warrantors and the rights of consumers under written warranties.

For more information google Magnuson-Moss Warranty Act

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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Trail Tales



April 1, 2017

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

March 9, 2017
by Bobbie Moore



The meeting was held at the Heights Cumberland Presbyterian Church in Albuquerque, New Mexico.

President Jennifer Chapin called the meeting to order at 7:00pm.

GUESTS: Louis Adams, Natalie Adams, Cheryl Babcock, Joe Berg, Pete Boyd, Marie Crites, Javier Fraga, Brian Leist, Chris McGrath, Matthew Mora, Greg Roberts, George Szymkowski, Terrill Wade, Berrett Harrison, Renata Harrison, Bruce England, Mike Slavik

MEMBERS PRESENT: Tracy Bakewll, Travis Bakewell, Joseph Barfoot, Anthony Baker, Jeff Boggs, Bill Bonahoom, Ronnie Caton, Jennifer Chapin, Guy Conway, Cathy & Jack Dickey, Leon Duggar, Lucille Ellis, Terry Ellis, Anna & Bill Gardner, Karen Grohman, Gary Hirokawa, Ed Kausche, Cliff & Jeanne Meier, Daniel Montano, Bobbie & KW Moore, Bob Norton, Eamonn O'Brien, Don Owen, Bob Provance, Tracy Rosenberg, Don Roy, Chris Sears, Diego Serna, Chris Spiak, Donald Tyler, Ralph Vigil, Jim Werkmeister, Matthew Wheeler, Frank Whiston, Bob Wilbur

SECRETARY'S REPORT –Bobbie Moore. Meeting minutes from February were accepted as published.

TREASURER'S REPORT –Bill Bonahoom. The treasury balance is \$5,978.82. A motion was made and passed to accept treasurers report.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the point system and how members and guest can receive them. He also explained how to get a fine, then Sheriff Duggar started to collect. Still quiet on that part, but with spring here and more runs, should be more fines. All quarters go towards the Christmas party.

TRIP CHAIRMAN'S REPORT –Cliff Meier. Cliff explained that there is a need for more trail leaders. If you need help or have never been on a trail, contact Cliff and he will help you with whatever you need. Check the website for write ups and photos of past events and the latest info on upcoming events. There is a lot of events and runs coming up. Be sure and check website for pictures, dates and runs.

PAST EVENTS :

Feb.10-12 Sedona Valentine Weekend. This run was attended by 12 members. This was Tracy's first time as a trail leader and she did well. There was a history lesson included. She will be leading another in June in this area.

Feb.11 Cedro Peak Snow Run Everyone made it through....No snow

Feb.14 Cabezon Peak Exploration

Feb. 17-20 NM Winter Meltdown Attended by 50 or so 4 Wheelers. Two groups went on extreme trails and easy trails. There were a few breakdowns on the extreme trails, including Bill shearing a bolt, but everyone enjoyed 3 days of runs.

March 4 Gallena Mesa Exploratory They had to turn around once, but found more roads and trails to use. Lots of members went on this run. The Gardners power steering pump went out, so Ross followed them back to Albuquerque.

March 7 Tech session Gears and Lockers Well attended and good information was shared.

UPCOMING EVENTS:

March 12 Gordy,s for the little guys run

March 18 West Mesa Run

March 25 Chama CO Exploratory Run

March 26 Gordys Extreme run

April 8 NMOHVA Annual Meeting

April 8-16 Easter Jeep Safari

April 13 NM4W monthly meeting

April 15 First Jemez Run of the year

April 23 USFS Volunteer Trail Ambassador Training

April 29 Spring Manzano Run

Please check the website for changes in times, locations and leaders.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton Bob said he has put updates in the newsletter. If you can attend any meetings, please do, as our voice needs to be heard. Check for times, dates and locations on our website. Much discussion was voiced about MNOHVA, the work they do, and how we can help out. MNOHVA will be having their annual meeting April 8.

PROGRAM CHAIRMAN'S REPORT: Diego Serna. Diego asked that members email or text him the size and colors we would like him to order for T-shirts and hats. Don mentioned he could put a site up to help out. The 50/50 drawing at \$ 54.00 was won by visitor Mike Slavik.

HISTORIAN'S REPORT: Frank G. Whiston reported everyone is doing well sending in pictures and he is trying to keep up.

WEBMASTER'S REPORT: Don Roy - Don reported he has been working on keeping the website cleaned up, working on profile pictures. Said the frequency attendance is at 81%.

EDITOR'S REPORT: Phil Rodacy. -Absent If you have any pictures and/or stories you would like to share please post or send them to Phil.

PROMOTIONS PROGRAMS: 4WD Hardware provides discounts to club members who have signed up with them. At the end of the year 3% of what club members have spent goes back to the club. The amount of last year's check was \$1,100.00.

OLD BUSINESS: Discussion was held about MNOHVA, Blue Ribbon, United, and Tread Lightly, and our membership with them and what it all means. It was voted and approved to pay the amount to join United. It will be paid through our dues per family. Our club will revisit United 4 Wheel Drive Association and how the year went in 2017 next year.

For trip leaders, there is a waiver form to print out for drivers. Give the completed forms to Cliff Meier to keep for the club.

NEW BUSINESS:

We had several people who had enough points to be voted in. Welcome to Pete Boyd and Terrill Wade.

Reminder: If you have enough points to be voted on to become a member, you have to be at a meeting for that to happen.

The subject was brought up about pictures being put on the web of a member from another 4 wheel group in the Abq. area disrespecting the trail. Our goal is for this sort of act to not happen. It was reported that a meeting with this person will be on Monday with leaders from other 4 Wheel groups, to advise on trail respect. This effects all of us!

- Thanks to Tracy Rosenberg for hosting the meeting.
-
- Next meeting will be at the Heights Cumberland Presbyterian Church in ABQ, on Thursday, April 13 at 7 PM.

MEETING ADJOURNED at 7:19 PM.

Check the website for new rides and updates!



President's Report

By Jennifer Chapin

March went by really quickly for me with being out of town for work for a week and missing a trail ride for the day to install the lift on my new Jeep. We have lots of great trail rides coming up in town, Utah, Colorado and Arizona. We always need more trail leaders so if you have an idea of someplace you would like to go let's set it up. Don't forget the April meeting coming up on April 13th. We will have some gift cards for the 50/50 drawing as well. Have a great Easter and I will see you on the trail.

**LEAD A RUN -
THE TRIP LEADER IS IN CONTROL**



Vice President's Soap Box

By Leon Dugger

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

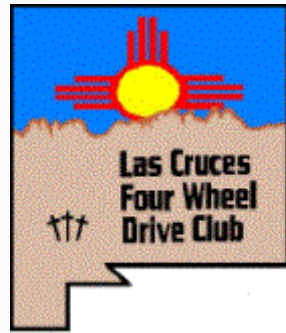
By Bob Norton

There is no Environmental Affairs report this month.

Be a Trip Leader and Get a Discount on Dues!

Chile Challenge T-Shirt Contest

Contributed by Jennifer Chapin



Chile Challenge T Shirt Contest

It is time to start thinking about the 2017 Chile Challenge, only eight months away. My name is Barry Prah. My wife Tammy Prah and Micheal Riley are the Merchandise, Hat and T-shirt committee members this year. We want to bring back an old tradition. We are asking members and CC participants to submit a photo of their 4Wheel Drive Vehicle they participated in past CC with. We are going to make this a contest with the winner getting not only bragging rights for a year with their vehicle on the 2017 CC T-shirt but also a free entry into this year's CC (October 11-14 at Caballo).

We ask you to submit a digital photo to (genesisbuildersinc@gmail.com /subject line Photo Contest) to be considered. We will accept submissions until April15, at which time the team will review and decide upon the winner. All submission will become the property of the Las Cruces Four Wheel Drive Club and can be used for advertising the event, or be shown at this years event as a slide show. So what are you waiting for to show off your 4Wheel Drive? Please email your photos.

The Team Thanks You and Looks Forward to seeing you at this year's 2017 Chile Challenge



Rock Junction 4x4 Meet - Preview

By Don Lee

With Grand Mesa Jeep Club's "Rock Junction 4X4 Meet" and "Rocky Mountain Off Road Expo" being on the club calendar for this year I thought I would give everyone a teaser for this year.

I attended this event last year and had a blast. Although I did not stay for the entire event and missed the Expo it is a really good event. It began with a meet and greet/registration and inspection the first evening with a hot dog and chip dinner. It was a good time to look at some rigs and talk with other 4 wheelers. The trails runs are set up for all levels from stock to buggies and cover a wide area around Grand Junction! For the big tire guys does Road 21 peak your interest? Yes, they run it. I was able to run two days and pretty much stayed on the easy trails and both ran out of the De Beque area little ways east of Grand Junction on I70. I ran Speers Outlook the first day and Coon Hollow the next both are very scenic!



At the end of each day there was a BBQ Dinner served by different Grand Mesa Club members. Great food and good company both evenings. The Grand Mesa Member were very friendly and great hosts. If you have the time to make this event I recommend do it.

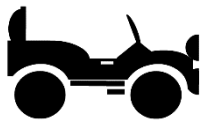




THAT FACE WHEN



I LOOK BACK AT MY JEEP



Zero Dark Thirty Extreme Run

By Eamonn OBrien

“What are we running today?” I asked Bill, in response to a text message from my wife as we cruised down I-25 South in Bill’s truck, trailer and trail rig humming along behind us.

Ever since a certain incident the previous August involving rigs left on the trail, a long hike out in the dark, and her having to come pick us up at a gas station in the middle of the night, my wife has become fairly particular about knowing the details of my “jeeping” boondoggles.

“Arches,” he replied.

“What other trails is it near?” I asked, thumbs poised, knowing this was info she would most likely want.

“I don’t know, I’ve never run it,” he answered.



I dutifully typed on my phone; “Going to Gordy’s in Socorro. Exit 152 on I-25. Running Arches. Bill knows it.”

A few seconds later my phone chirped.

“When will we be back?” I asked him.

“Depends on how much [stuff] we break?” Bill answered, deadpan.

“Late.” I typed into my

phone. “Save me some dinner, please.”

It was dark when I woke up that Sunday morning to embark on this adventure. It was dark when I choked down some breakfast, slapped together a couple peanut butter and jelly sandwiches and headed out the door. It was dark when I pulled up to Bill’s house, and when we left his house, and it was still dark while I was having this conversation with my wife on a Sunday morning.

I found the whole exercise of leaving that early in the morning a bit peculiar. Why the hell did we need to leave so early? It's not like the rocks were going anywhere. Generally, when I head out to go "jeeping", as we call it at my house, the meetup occurs at a reasonable time that allows one to enjoy the niceties of life; coffee, if you are so inclined, maybe a shower, gas stations that are actually open, sunlight. But not these guys. Despite our predawn departure, it turned out that Bill and I were the last to arrive at the meetup. *Why the hell do these extreme guys start so early* I found myself wondering? I soon found out.

The group ended up being a pretty good size that day. There was, of course, Bill and his hideous white XJ with its equally hideous international orange exo-cage on Dana 60 axles and 42" tires. Jeff would be our guide for the day, in his propane powered TJ-thing on 2 ½ ton Rockwells and 49's, *with* rear-steer. (A point of honesty here, I have no idea what the difference is between an LJ a TJ, a CJ or JK is; they all look the same to me, so henceforth I'll just refer to everyone's rig as a _J, except for Jim, who has a CJ. I know this because I looked it up on the club website!) Curtis, from Elephant Butte, was there with his only slight smaller _J-thing on 1 tons and 49's. Bruce and his son, Maddox, and Terrell and his daughter were there, with their more than capable rigs on 60's and 42's. Devin brought his Toyota-axled 39"-tired buggy, and there was Kevin and his wife Cindy, with their _J on portal axles (I had to look up what those were) and 44's, who clearly won the "best in show" category, and Jim with his CJ-7 on 40's and his two boys, Max and Sam. Out of all of them, it was Bill who would thoroughly demonstrate to me *why* the extreme guys leave so freaking early.



It turns out that Arches is not that far from the trailer turnout at Gordy's, but unless you know where it is, you'll never find it. Bill and I were bumping down a wash, following the rig in front of us, until there was no longer a rig in front us. Bill stomped on the brakes, and we managed to make out a flash of color to our left before turning a hard 210 degrees through a narrow gap in the brush lining the wash. After another 100 feet of weaving through brush just wide enough to fit a vehicle, we came to a stop in a long line of rigs. I glanced up, and caught sight of Jeff's roof line tipping at a precarious angle, before disappearing behind a rock ledge into an arroyo. *This* was what we had come for.

I've seen a lot of "gatekeepers" in my time on the trail; rarely do they live up to the hype. A good number are passable by a stock rig and a moderately competent driver. This was not one of these. This was a no-[kidding] 40" tire minimum and a willingness to get seriously unstable gate-

keeper. A V-shaped cut through the rock, it appeared innocuous enough, until one realized that while navigating the V, one also needed to navigate up two steps, the second larger than the first, both of them with your right front tire dangling in the air, and a solid 6 feet up on the second step. Getting through it was no guarantee that you would make it up the rest of the trail, but it did at least prove that you had the gear and “mental fortitude” (read: “cajones”) to give what came afterward a go.



Curtis made relatively short work of the thing on his first pass. Kevin and Cindy also danced up in fine style, as they would throughout the day. Then it was Jim’s turn. I don’t know if it was his wheelbase or tire size, or just the sun shining in his eyes that morning, but Jim just could not find a line that would let him crest without looking seriously like he was going to flip over backwards. After 30 minutes, he called for the winch and hauled his rig over. I sent my wife a text “100 yds up the trail, and we’re already using the winch.” I was beginning to understand why they had

started so early. If the first obstacle could bring out the winch after just 3 vehicles, what did the *rest* of the trail look like?

Next up was Bill. After some bumping and grinding over the lower section, Bill crested the first step and promptly broke his front shock. The first clue was the impressive articulation the front end managed. Turns out that the entire lower eye of the shock had simply opened up, leaving his axle supported by... nothing. It was 9:45 in the morning, we had already winched 1 rig over the gatekeeper, we now had our first breakdown on the trail, and we still had 4 rigs to get through the first obstacle. Now I knew why they wanted to start so early.



Eventually some creative engineering involving a whole lot of hands and a re-routed suck down winch cable got things squared away on Bills rig, and he was able to find a passable line that left some orange paint on the wall. Bruce let Maddox drive next, while Bruce spotted, and after a few good attempts, they finally found the line that would get them up.

Terrell, as he was want to do for the better part of the day, put on a good show, displaying more undercarriage than paint to anyone up the trail, and more than once we wondered aloud whether we were about to watch him flop, but eventually he managed to will the thing up a line. Devin brought up the rear, eschewing everybody else's approach and taking advantage of his buggy's nimbleness, he flexed his way relatively easily past.



From there it was a relatively simple 200 yards over boulders the size of couches and office desks to the next test, a tight squeeze between a set of very high steps on the right, a very large and undercut boulder on the left, and up and over a king-bed sized, turtle shaped boulder that was high enough to leave virtually every rig that tried to simply climb over it high centered with all 4 wheels spinning, all while navigating around and over bean-bag sized boulders in the way. Jeff opted to climb the high wall, though his verticality and lean in doing so left Curtis opting to try

going over the turtle. Alas, it was not meant to be as, even with his massive tires, he just could not find the line. Eventually, he managed to work himself into a position where his left rear corner was tucked neatly below the undercut boulder, while his left rear wheel was jammed against the turtle. With nothing left to do, he called for the winch and, after nearly tearing the rear axle off owing to the limited movement the position he had worked himself into allowed, he finally managed to drag himself over.

Kevin, in typical Kevin style, mounted high line and, with left front wheel 8 feet in the air clambered up and over as if it was not big deal. Learning from the lessons of others, Jim managed to work his slightly shorter, slightly lower rig onto the turtle, and crawl right off; whatever had stymied him on the gatekeeper proved to be his friend here.

Once again, Bill bashed and beat his rig over the turtle. Bruce, like Curtis, wanted nothing to do with the high line, so opted for getting stuck repeatedly on the giant turtle, eventually calling a winch that, instead of nearly tearing off his rear axle, pretty impressively deformed his front springs under pressure. Terrell valiantly tried (and repeatedly failed) the high line, time and time again getting his front driver's wheel 8 feet into the air, then losing traction on the rear end, and



the air,

for leaf



slamming the front diff housing onto the turtle. In a last ditch effort, he managed to rock and roar and bounce and bang his way across the top of the turtle, roughly following Bill's line, without use of a winch. Bringing up the rear, Devon catwalked up in the most peculiar, but ultimately successful way.

Meanwhile, a mere 50 yards up the trail, Jeff was stuck. Apparently the old line went to the right, up the face of a bread-truck sized boulder, but that boulder had recently opted to roll down the hill and block half the trail, so the new line appeared to scale two only slightly smaller boulders that had come to rest against each other leaving another V up the middle. Try as he might, Jeff could not get enough traction to pull his rear tires out from the undercuts of the big boulders once the front wheels got on top. If there was an option up it, he tried it... for an hour. Then into a second hour. Most of us ate lunch while we watched him struggle. Eventually someone figured that since he had tried every other line, maybe he should try going *waaaaaay* left *around* the boulder. It took a couple tries, but eventually he made it up. It was 11:45am. We had been on the trail for nearly three hours, had covered less than half a mile, and still had 7 vehicles to get up the third and final obstacle.

In a display of "I wonder if I can do it?" bravado, Curtis waltzed up to the two boulders, planted a wheel on either side of the V notch and simply climbed right over, much to the astonishment of virtually everyone. Not one to be out done, Kevin figured "If he can do it, so can I." It took maybe 3 tries, but before anyone knew it, Kevin and Cindy were also sitting pretty on top of the trail.



Once again, Jim's wheelbase/tire size worked in his favor going straight over top. Bill figured he had have a go at the straight forward line, and there was the first (though not the last) *BANG!* of the day. Fortunately, the breakage was nothing new, it was simply the jury rigged suck down winch line that parted. The fix took another half an hour, and Bill was ultimately forced to work the left line, as well.

Maddox rolled Bruce's rig to the front. Made several good runs at the straight-up approach, then tried several more times on the left side, only to discover that, like Jim on the gatekeeper, he just could not get over it. The winch was spooled out, Maddox worked the gas over the boulders and *BANG!* Bruce and Maddox finished winching up the trail in what appeared to be 3 wheel drive, and

while Terrell crawled right up the V notch, Bruce discovered a broken stub shaft; their day was over. Finally, Devon worked his own unique line, not left, not center, but somewhere in the middle, and pawed his way to the top. The only thing left to do was strap Bruce and Maddox the rest of the way up the trail on their 3 wheel drive, pack up the trailers, and head home. Or so I thought.



Pausing briefly at the trailhead, Bruce and Terrell headed left, back to the trailers, while Curtis announced that next on the list was The Edge, figuring that “we went through all the work to come out here, we might as well run as much as we can.” It was 3:45pm and we were about to head onto *another* extreme trail; the first one only took 6 hours, what was the worst that could happen, I wondered?

Once again Jeff led us up the trail, and promptly got stuck on the first major obstacle (there are only two on the whole trail!). Again, his wheelbase and tire size proved to be disadvantages as he was too long to climb the standard line to the left up the vertical wall, and too wide to finagle the line to the right. Eventually, with the help of a whole lot of people giving directions, he managed to crack the code, through a delicate balancing act up a fin and a steeply off-angled slope. It was 5pm and we still had to get 4 more rigs up the *first* obstacle.

With Jeff safely up the obstacle and ready to attack the main attraction of the trail, the waterfall, next up was Curtis. Given his previous performance making light work of what Jeff struggled on, expectations were high that Curtis would similarly waltz right up. Alas, it was not be.

After trying Jeff’s eventual line a couple times with no success, attention switched to climbing the wall to the left. After several attempts, he once again reverted to the fin/slope line.

Hopes ran high as Curtis found a better approach and appeared to be about to crest when, quite literally, the air went out of his effort as he blew a bead. As the driver’s front tire collapsed, we all waited with baited breath to see if it



would be enough to flop Curtis onto his side. Fortunately, it was not, and he was able to back down enough to perch his axle on a large rock as a makeshift jack. Several attempts were made to utilize the “flamethrower” technique to reinflate the tire, to no avail, so eventually the whole wheel was removed and through some ingenuity with stacked rocks and Devon hopping around on the tire like a monkey, eventually a repair was affected that allowed Curtis to retry the line. This time the bead held, and Curtis was up.

With the code to the first obstacle cracked, Kevin, Jim and Bill quickly followed suite,



trusting in some careful spotting to keep them on the precarious line against all instincts. Meanwhile, Jeff mounted the waterfall with relative ease, followed quickly by Curtis, who blew the bead on the front passenger this time. Having already figured out how to get his enormous tires back onto his tiny rims, the second remounting went considerably faster, and within 15 minutes, Kevin and Jim were scrambling up the waterfall after him, with only a couple attempts each.

As the second bead was being remounted, Devon brought up the rear on the first obstacle. For the first time all day his articulation was not able to overcome his narrow width and short wheelbase, and he managed to wedge his right front wheel under two undercut boulders, one in front and one behind, with no good way out. In the ensuing effort to extricate himself, yet another *BANG!* was heard, and everyone knew his day was over. What remained for Devon was a series of winches off of Bill's rig out of the obstacle, up the main waterfall, then up a series of smaller waterfalls, before finally crawling up to flat ground on 3 wheel drive. Diagnosis, sheared hub bolts.

Tired and dirty, everybody made it back to the trailers under their own power around 6:30pm. As the official trail leader for the day, Bill made sure everyone got loaded up and headed out, before we finally pulled out at 7:15pm, only to encounter Jim a mile from the freeway with a flat on his trail. In a brilliant stroke of luck, Bill had a fancy new toy that made jacking up the trailer almost instantaneous, and in a time that would have made most Nascar pit crews jealous, Jim had the spare mounted, and everyone headed north.



It was 9pm by the time I pulled into my own driveway. I had left in the dark and returned in the dark. My wife had saved me some dinner, but it was so cold it was back to room temperature. I

was sunburned on so badly it would take 4 days to fade. My jeans, which had started out blue, were now a distinct sandy brown. In 9 ½ hours we had fought our way up less than 2 miles of trail in 4 (and sometimes 3) wheel drive, for an average speed of less than ¼ mile/hour. I was beginning to understand why extreme guys leave so early.



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....





Gallina / Cimmaron Mesa Ride

By Jeff Boggs

The NM4W had an exploratory ride on 3/4/17 through BLM land surrounding Gallina and Cimmaron mesa, southwest of Albuquerque. This is a large BLM tract south of I-40 and Hwy 6.

We had good weather, dry roads and 19 vehicles. A lot of 4x4's for an exploratory, but we all worked together to have a very good day. We aired down off the main dirt road going south toward Alamo, NM off of HWY 6 just south of I-40. Last time I was down there was in 2012. The road has changed. Still dirt road through the Laguna Reservation, but new pavement area down near our mesas. ????? Not sure why and not sure how much further south this pavement goes, as we turned off road in this area. Does the pavement go all the way to Alamo?

Went through the gate and got to BLM sign. I led the group up the 1st switch back and took a break. Bill Gardner said his automatic steering pump was leaking and he and Anna would head back into town. A friend (sorry, I do not know everybody's names) went back with them. Cliff got a text later that day saying they made it back. Hope they did not have too much difficulty.

I had only been into this area once and not very far back, so soon we were truly exploring. We found several roads going in different directions. We went east and then south around the high mesas. We followed a very rugged road that was always turning and going up and down. We had lunch next to an arroyo with some nice sandstone ledges. Joe tried them out with good success. We turned around there and doubled back on the same road. The next time out there we will continue to follow this road down off the Mesa. I am sure there are more play areas as the road crisscrosses the arroyo several more times.

Once we got back to a junction, we took a road north and got some great views all around, with Mt Taylor to the northwest, and the Rio Grande Valley / Sandias / Manzanos to the east and Ladron Peak to the south. Only then can you realize the high elevation of this area. We followed the road north and eventually came to the Laguna Res. boundary fence. We turned around and soon found a road going generally west. Up and down several mesas and canyons, working back to where we started.

We finished off by airing up near I-40. Some of the group headed home and some went back to the Route 66 "Pit Stop" for a Laguna Burger. A much-deserved reward for a great day in the back country of this area of New Mexico.

This area needs more exploration. We need to find all the access roads into there. We found several arroyos that will need at least 33 inch tires and larger, to explore. We did not get to the extreme canyons out in this area. There are other roads that need to be followed out. There was talk of finding a connecting road to roads around Ladron Peak/Riley area. The roads we took were good for stock 4x4's, so this will always be a fun ride for the club to do. Thanks to everyone for hanging in there. Exploratory rides usually do not have this many vehicles, but we did well all day. Everybody I talked to said they enjoyed this area. I know I did. "WE"LL BE BACK!"

Be a Trip Leader and Never Eat Dust Again!



Sign in a West Texas Gas Station

Contributed by Jennifer Chapin



**Thinking about going on a ride, but not sure if you can handle the trail?
Call the trip leader to find out.**

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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May 1, 2017

Trail Tales

Official Newsletter
of the
New Mexico 4-Wheelers



www.nm4w.org

Meeting Minutes

April 13 2017
by Jeanne Meier



The meeting was held on April 13th, 2017 at Height Presbyterian Church. Vice-President Leon Duggar called the meeting to order at 7:03 p.m.

GUESTS: Michael Mora

MEMBERS PRESENT: Attendance List is not available.

SECRETARY'S REPORT – Jeanne Meier, acting secretary. The minutes from the March meeting were accepted as published.

TREASURER'S REPORT – Bill Bonahoom. Bill reported the club had paid \$1425.00 in dues to United Four Wheel Drive Association as authorized at the March meeting. This was the amount for the club and 80 members. We received \$1720 from Four Wheel Drive Parts Hardware Rewards Program for 2015 and 2016. We also received \$179 in dues. The balance is \$6453.95.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained how members and guests can earn points. As usual there were discussions of possible fines but in the end no fines were paid. On the Jemez run Jennifer had an issue with the snow and mud being too deep to precede and a guest had an issue with tires. The Gordy's run there were multiple winchings and multiple parts broken. Bill Bonahoom's limiting strap broke.

TRIP CHAIRMAN'S REPORT – Cliff Meier. Cliff reported that some of the retired members or those with non-standard work schedules were starting runs during the week. They had done a couple of exploratory runs south of I-40 trying to locate some trails that had been used in the past. These runs will be posted on the club website as they are scheduled.

PAST EVENTS:

March 18th West Mesa Run – Thomas Coston. Thomas was not present but others indicated a good time was had.

March 26th Extreme Gordy's – Bill Bonahoom There were multiple winching and some broken parts which is consistent with the level of difficulties.

April 1st – Eureka Mesa North Jemez – Jennifer Chapin. Jennifer was not present but others reported a good time was had by most.

UPCOMING EVENTS:

April 22nd let's explore Chama – Tracy Rosenberg. Exploratory run to the Chama area. See website for more details.

April 22nd Chokecherry Springtime Trash Cleanup and Campout The cleanup is not sponsored by NM4W but since we use the area members and guests are encouraged to participate.

April 23rd USFS Volunteer Trail Ambassador Training – Frank Whiston. The Forest Service is providing training for their Trail Ambassador program at the Sandia Ranger Station in Tijeras beginning at 1:00 pm.

April 24th Monzano Pre-Run Cliff Meier. See website for more information.

April 29th Spring Monzano Mountain Run – Cliff Meier. An easy run leaving promptly at 9:00am from the Sandia Ranger Station in Tijeras. Those living south of Albuquerque that want to go by way of Mountaineer you should be at the Manzano Community Center by 10:00a.m. More information is on the website.

May 3rd-May 14th Annual Moab/Green River UT Trip – Cliff Meier. Travel day is Wednesday May 3rd. There are runs in the Moab area Thursday through Saturday, Sunday the group moves to Green River and daily runs resume Monday till the end of the week.

May 7th Riley Ghost Town and Area Run – Don Roy. Run will leave at 9:00am from the Kiva RV Park & Horse Motel off I-25 exit 175 Bernardo. A long run with no gas available in the area be sure to start with a full tank of gas. See website for more information which includes information for those towing a vehicle.

May 12th-May 14th – 9th Annual Overland Expo West. This is not a NM4W event. See website for more information.

May 13th Club Meeting 5:00 pm – Jack and Cathy Dickey. The first summer pot-luck and meeting at member's homes will be at 40 Marquez Rd Los Lunas NM. Bring a dish to share and your chairs. See the website for more information. Guest's should email the host for directions.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Bob Norton.

Bob reported that the La Bajada trail is now closed. The trail was gated where it crosses into the reservation. The top end is open but the gate is in the middle and anyone going down would need to turn around.

The Friends of the Box lawsuit has been settled. While the outcome was not what was hoped FOTB decided they could not pursue the matter further.

The Carson National Forest Planning team will be holding meeting throughout the summer. These are informational meetings only; they are not taking comments. For information on these meetings check their website.

BLM has an opening on ABQ Resource Advisory Committee. For more information visit their website.

PROGRAM CHAIRMAN'S REPORT – Diego Serna. Diego was not present. Cliff Meier sold tickets for the 50/50 raffle.

HISTORIAN'S REPORT – Frank G. Whiston. Frank has added a summary of logos used over the years. Check the website.

PROMOTION'S REPORT – Frank G Whiston. Frank explained the Four Wheel Parts Merchandise program and reminded everybody that they must opt-in on the website to participate.

WEBMASTER'S REPORT – Don Roy. There was no report.

EDITOR'S REPORT – Phil Rodacy. There was no report.

OLD BUSINESS:

Anyone with completed liability waivers should give them to Cliff Meier.

NEW BUSINESS

Ina Bustard would like to be an associate member of the club. Tracy Bakewell sponsored her request. She currently resides in California but has participated in the Moab/Green River trip for four or five years.

Leon Duggar indicated that Bruce England and Brian Leist have enough points for membership. A motion was made and passed to admit them to the club.

Bob Telepak won \$50.00 from the 50/50 raffle. Gift cards from Four Wheel Drive Parts and some baseball caps were won by other attendees.

Leon thanked Cliff and Jeanne Meier for hosting the meeting.

MEETING ADJOURNED

**Please check the website for changes in trip times,
locations and leaders.**



President's Report

By Jennifer Chapin

Well, April ended with a winter storm warning and once again canceling our spring Marzano's ride. However, with quite a few of us sitting in traffic on I40 and some at the Sandia Ranger Station we decided to do a Cedro Peak Snow Run, since when that was scheduled during winter there was no snow. It was a beautiful day in the snow with some great views and a few tow straps coming out.

April was a busy month with Easter Jeep Safari and some great trail rides for our club too. We also had a valuable volunteer forest service training put on by Kerry Woods at the Sandia Ranger station. If you missed out it is not too late to help still be one of the volunteers and help out. Kerry will be providing new documents to our club soon

If you have not made plan for May, check the calendar there are a bunch of different events this coming month. Be safe and I will see you on the trails.

**LEAD A RUN -
THE TRIP LEADER IS IN CONTROL**



Vice President's Soap Box

By Leon Dugger

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

An important reminder as we enter our dry and windy season:

Forest Service Plea to Visitors: Put Out Your Campfire

Release Date: Apr 24, 2017

Contact(s): [Julie Anne Overton](#)

SANTA FE, NM – April 24, 2017 – For Immediate Release. For the second weekend in a row, irresponsible campers left multiple unattended and abandoned campfires on the Jemez Ranger District of the Santa Fe National Forest (SFNF). Luckily, 11 still-burning campfires were discovered and extinguished before they could spark or spread.

But with the fire danger level on the SFNF at HIGH and most of northern and central New Mexico under a fire weather watch, it takes very little for a campfire to become a human-caused wildfire, putting lives and property at unnecessary risk.

Current conditions include temperatures above normal, very low humidity and strong, gusty winds. Combine that with human negligence, and you have the formula for a potentially severe wildfire.

“As we enter the 2017 fire season, we are asking everyone to remember that the Forest Service and our cooperators have a finite number of fire personnel and equipment,” SFNF Forest Supervisor James Melonas said. “When we have to use those valuable resources to fight human-caused fires, we impact our ability to fight the fires we cannot prevent, the lightning-caused fires that we see every year.”

Violators of regulations that prohibit abandoning a campfire are subject to a fine and/or imprisonment. If the abandoned campfire causes a wildfire, violators can also be charged with felony arson and held responsible for fire suppression costs.

Visitors to national forests are asked to follow [campfire safety procedures](http://bit.ly/2pudJRz) (<http://bit.ly/2pudJRz>) to prevent wildfire and ensure public safety.

Bring a shovel and plenty of water to make sure you can put your campfire completely out.

Build campfires away from overhanging branches, steep slopes, rotten stumps, logs, dry grass and leaves.

It's always preferable to use an existing fire ring or a rock-ringed fire pit. Clear all flammable material at least five feet away from the fire in all directions.

Don't build a campfire on a windy day.

Building and maintaining campfires should always be done under adult supervision.

Never leave a campfire unattended, even for a few minutes.

Use dry wood no bigger than the fire ring or pit.

Extinguish your campfire before you call it a night and crawl into your sleeping bag.

To completely extinguish a campfire, pour water on the embers until the hissing and steaming stops. Then use the shovel to mix dirt and water with the ashes until what remains of your fire is cold to the touch of a bare hand.

Don't cover the ashes with rocks to extinguish your fire. Rocks can hold heat and create a funnel for air to reignite the coals.

Don't head for home until you are sure your campfire is DEAD OUT. If it's too hot to touch, it's too hot to leave.

If you discover an unattended fire, use 911 to report it and do what you can to put it out. Report suspicious smoke.

Santa Fe Forest Service Summer Open House Dates & Topics

The Santa Fe National Forest (SFNF) is revising its Land and Resource Management Plan (Forest Plan), which will guide management of all forest resources for 10 to 15 years.

They have selected summer Open House dates (all are 1-3:30pm) and topics (see below).

- There will not be a presentation or an agenda at the Open Houses. It is a casual opportunity to engage with Forest Service specialists about Forest Plan Revision.
- You can arrive any time (not just at 1 pm), stay for as little or long as you like, and can circulate among Forest Service specialists discussing various resources.
- Open Houses are not part of a comment period so we will not be recording public comments, but specialists may take informal notes during conversations.
- We will bring our current work to share with you and answer your questions, but we will be reviewing pre-draft material which will not be made available to the public either as a handout or on our website. This is an informal, intermediary step. We will bring handouts from previous public meetings, which are available on our website, and there will be opportunities later for public comment on draft work products.

1. Thursday, April 27, at the Walatowa Visitor Center

Topics: Heritage, Tribal Relations, and Forest Plan

Address: 7413 NM-4, Jemez Pueblo, NM 87024

2. Monday, May 15, at the Supervisor's Office

Topics: Engineering, Wildlife, and Forest Plan

Address: 11 Forest Lane, Santa Fe, NM 87508

3. Monday, May 15, at the Mesa Public Library

Topics: **Recreation**, Tribal Relations, and Forest Plan

Address: 2400 Central Ave, Los Alamos, NM 87544

4. Wednesday, June 21, at the Coyote District Office

Topics: Grazing, Heritage, and Forest Plan

Address: State Hwy 96, Drive 1707, Coyote, NM 87012

5. Tuesday, July 18, at the Supervisor's Office

Topics: Grazing, **Recreation**, and Forest Plan

Address: 11 Forest Lane, Santa Fe, NM 87508

6. Tuesday, July 18, Pecos High School (School Board Rm)

Topics: Archaeology, Forest Plan, and TBD

Address: 28 Panther Pkwy, Hwy 63 N, Pecos NM 87552

7. Wednesday, August 16, at the Cuba District Office

Topics: Archaeology, Oil & Gas, and Forest Plan

Address: 04b, County Road 11, Cuba, NM 87013

Be a Trip Leader and Get a Discount on Dues!



Eureka Mesa Trail Ride

Contributed by Jennifer Chapin

The day started off in Albuquerque then once driving through San Isidro there was rain, sleet, snow on the road all the way to Cuba, some of us arrived in Cuba and the sun was out but that changed quickly. However, we all left to hit the trail. There was a little sun and mostly foggy at the trail head. We headed up the washed out trail up the mountain. As we kept climbing there was more snow on the ground. We made the turn by the small steps to stay on FR 267 which is hard to follow. As we traveled up and up, the snow pack got deeper and deeper. This road at times is mostly rocky with steps along the way and water running down the entire way. Of course, with the small group we had going it was enough to break the snow pack and open up the water flow. After various people getting stuck some of us getting swamp feet from stepping in the deep snow pack and through to the water. We got Tony in front to see if he could break some more trail. He got to a stopping point and then we decided to have lunch and turn back after. During lunch, we had sleet or hail, I don't know what to call it but it sure looked like ice melt coming down really hard. After turning around this leader got stuck going down the spot where I actually pulled Chris and Tracy up through. It was deeper now. With the winching and messing around then pulling the tire completely off the back of my Jeep we jacked it up all while most were helping and laughing at me with a poncho on and laying the wet muddy snow pack under my Jeep. After much work, we got going down and then I pulled a bead on my front tire. So back under the Jeep again to jack it up. This time we used the Co2 tank and got the tire back on. We all continued on down the mountain. We had gotten enough snow as we were up there that it was difficult to see our track from just a short time ago. It turned out we went 8 miles in a little over 8 hours. Back to the gas station

and air up. Everyone took off for home. Tony and Bill stopped to help Bob, pull out 10lbs of mud from his wheel so he was not bouncing around the road. Then Tony and Ronnie stopped to help me jack the passenger side and switch my very unbalanced tire to the back of the Jeep. On the road again. It was for sure the Team Alaska day of working on the trail to get us all home. Everyone still had smiles on their faces even though everyone had wet feet and beyond. Lessons learned, with smaller tires don't let so much air out, make sure the extra boots are in the Jeep, and some extra clothes. However, I had six pairs of gloves so I still had 2 pairs that were dry. Check out the videos on the website.





NEW MEXICO BACKING THE BLUE



AUTOMOTIVE RALLY AND FUNDRAISER SUPPORTING THE TEN-82 FOUNDATION

On Saturday, June 17, 2017, members of our local off-road, truck, car & motorcycle will be hosting a "BACKING THE BLUE" rally to support our men and women in law enforcement and let them know that

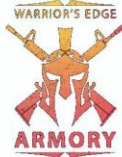
WE SUPPORT YOU!

This collaborative event is a fundraiser for the Ten-82 Fund set up by local law enforcement agencies to assist families of law enforcement officers during times of need. 100% of all proceeds will go to local law enforcement.



FOR MORE INFORMATION VISIT

NMBACKINGTHEBLUE.COM



Omni Arms
Gun shop, Ammunition & Training





Manzano Mountains Pre-Run and Run

By Cliff Meier

This trip report is not quite what I planned to write. The report was going to cover the April 24th Manzano Mountains Pre-run and the run it's self on April 29th. In case you were sleeping the 29th a major snow storm happened making the 40 mile + drive on unplowed roads to the trail head unsafe and the weather was not forecast to improve during the day. Adding to this I-40 east bound out of Albuquerque was a "parking lot" with at least two semis jack knifed across it between the Cedar Crest exist and town. One of these jack knives had a snow plow involved. Ask Jen or Tony about it as they were caught up in it! It was amazing how the road conditions were fine in Albuquerque but



deteriorated rapidly as soon as you reached Tijeras Canyon. I used old 66, which itself was bad, to get to the Ranger Station to make sure everyone got my e-mail canceling the run, a couple of folks still made it out there. This was the second year in a row that Mother Nature did this to us!

Moving on to the pre-run, the weather was great and we had 10 vehicles with 11 folks come out. We all met at the Sandia Ranger Station at 8:30 am. This run was a little different than in past years.

I wanted to run it in reverse, starting off Forest Road 422 about 15 miles north of HWY 60. I also wanted to explore a couple of side trails that I haven't been on in years. We stopped for lunch in the bottom of a small canyon.



After lunch we explored a side trail that I hadn't been on years but was on the Mountainair Ranger District MVUM. This was fun trail up a small canyon mostly that followed in and out of a streambed. It



in

was a little more challenging than most of the trails on the MVUM but was narrow with pin striping brush, definitely not good for unscratched new vehicles! Only one issue occurred.



After exploring, we proceeded back up to FR 422. Several members left the group at the top due the lateness of the hour. The remainder of the group went on to remove the tree that had fallen across the trail. After removing the tree it was decided that we had all the fun we could stand for the day and it was time to come home.



Fuel Injection

By Shayne Halter

Fuel Injection May Not be as Difficult or Expensive as You Think

Hey you early Bronco owners out there! I know there's at least one of you. Conversion to fuel injection that doesn't break the bank is now a reality. This article is intended for anyone who has a V8-powered vehicle that is old enough to be carbureted. I will explain how I made the entire fuel system upgrade for under \$2,000.

I have had my '70 Bronco for over 22 years. It has a '72 302 under the hood, with an RV camshaft, and is tuned for low rpm, off-road use. For the past 15 years, it has been fed through an Edelbrock Performer 4-barrel, with mechanical secondary throttles. As carburetors go, it's reliable and tunable. I installed an off-road needle and seat kit, which improved its off-road performance, but as you might suspect, there were always limitations. The first obvious one is that no matter what you do to the floats, you will eventually encounter an angle that will either flood, or starve the engine. This is embarrassing when you are wheeling with people in new Rubicons and Raptors. The second problem is inability to easily adjust for altitude changes. I hate to be the guy bent over under the hood changing metering rods in the high country. Oh, and don't forget vapor lock! Fuel injection has been on my mind for a long time.

A few years ago, I began to think about it seriously. I saw three options. The first one was to convert to port fuel injection. This is the best way to go, but is usually very expensive. Additionally, my engine, being a Torino/Fairlane 302 (D2OE for Ford part number geeks) has an outdated firing order, so I would have had to change the camshaft to make it work. The second option was either an Edelbrock, or MSD throttle body kit, but these throttle bodies cost well over \$2,000, and I knew I would have to spend another grand to replace my entire fuel system to accommodate Electronic Fuel Injection (EFI). The third option became clear to me when a Riverside, CA company called FiTech, released it's Go-EFI 4 throttle body kit for under \$1,000, using mostly off-the-shelf GM components. Holly has since followed up with a competitor, but it wasn't available last year when I made the leap. Please read on to see how I did it.

I ordered all the parts from Wild Horses 4x4; however, you could easily get everything you need from Summit Racing, or Yearwood. EFI runs at high pressure (58 psi), so in addition to the throttle body kit, you need a high-pressure fuel pump, and for my application, 25 feet of high pressure fuel hose. Of note, FiTech makes an alternative fuel module that mounts under the hood, using your old 5 psi Carb fuel pump to fill a reservoir. This might be okay for a 68 GTO, but it uses a float system (like a carb), and is not recommended for off-road use. I went for the fancy braided stainless steel fuel line that had to be cut with a grinding disc or a huge pair of cable cutters. You could save a bit of money and effort by using rubber high pressure hose if you like. The reason for the 25 feet of hose is that in addition to the supply line, the system requires a return line, from the throttle body, all the way back to the tank. This brings me to my next challenge, the fuel tank. Tanks for old carb-vehicles are usually very simple, with nothing more than a line from tank to fuel

pump, and maybe a vent. My auxiliary tank was ventless, which made it almost impossible to fill without taking a fuel bath. My Bronco had two of these antiquated tanks, both fairly small. It is possible to drill holes and install fittings in old tanks to accommodate the return line. In fact, it's even possible to install an in-tank pump into an old tank, but I didn't want to go there. Switching and returning fuel with two tanks is also a complexity I didn't want to take on. I bought a single aftermarket 22-gallon steel tank with all the correct fittings. With my 3" body lift, it fit just fine behind the rear axle. Concerning the pump, there are two options. I could have gone with an in-tank fuel pump, which is quieter and runs cooler, but I chose a frame-mounted pump, figuring I can carry a spare, and if it fails, it's very easy to replace on the trail.

Once I amassed all the parts, my next step was to lay them all out to make sure I hadn't missed anything. Here's a concise list of what I bought for this project:

FiTech Go-EFI 4 throttle body kit (also includes an O2 sensor and bung, engine temperature sensor, gasket, wiring and a really cool handheld computer for monitoring and tuning).

25 feet of high pressure fuel line and all required fittings and clamps (I bought the fittings and clamps at Yearwood).

Frame-mounted fuel pump (It's a standard, widely available EFI pump).

In-line tank pre-filter and EFI frame-mounted fuel filter.

22-gallon early Bronco-specific fuel tank with sender and pick-up tube.

Stock fuel pump boss cover (in place of the old engine-mounted fuel pump to cover the hole).

Assured that I had all the parts, my next step was to cut a hole into the exhaust system and install the O2 sensor. The FiTech kit comes with a non-weld, easy to install fitting, but I decided to do it right and have the bung welded to the pipe. Thanks, Leon! I then pulled out both tanks, all the old fuel lines, pump and carburetor. Getting the new fuel tank to fit took a bit of effort, but that's a personal (early Bronco) problem. Next, I installed the throttle body, which was a direct replacement to the Edelbrock Performer. My old throttle linkage snapped right into place. After that, it was a matter of plumbing the fuel lines and mounting the filters and pump, making sure to put the pump as close as possible to the tank. The final installation steps were to hook up the O2 and coolant temp sensor wiring and main wiring harness. I then programmed the handheld computer with basic engine parameters, such as idle speed, camshaft info, and ignition timing per the instructions.

With 5 gallons of fresh gas in the tank, it was turn-key time. At first, the engine would crank, but wouldn't start. After a bit of troubleshooting, we found a broken (not blown) fuse in the EFI harness. A quick trip to True Value provided a replacement fuse, plus a few spares. I turned the key to ignition, and the pump cycled as advertised for about four seconds to pick up fuel from the tank. I cranked, and the engine started immediately. The idle speed fluctuated a few times, as the computer inside the throttle body learned my engine. Basically, the system took over, and there was very little tuning to do after that.

I have been driving my Bronco with this system for about a year, and have noted many pros, and a few cons. Here they are:

First the pros. This system really woke up my engine. It used to have a rich fuel smell, characteristic of an old car, and I always thought it was a bit sluggish. Now the air/fuel mixture is computer controlled, and constantly optimized. It includes a barometric sensor to automatically correct for altitude. I haven't checked it, but I'm sure I get much better gas mileage. No more vapor lock in the summer time, and the engine fires up immediately, every time. I had no cold start problems this past winter, but I keep it in a heated garage, so that's not surprising. Now, my Bronco would probably run upside down, but I have no plans to test that hypothesis. The throttle response is much better than before because unlike the progressive primary/secondary plates on a carb, on EFI, all four plates open equally, with all four annular injectors supplying fuel. This makes for much better fuel atomization and distribution. It's much more powerful in every way, and doesn't sound or smell anything like the old carbureted engine. Of course, that might be partly due to having to cut my tailpipes off to accommodate the larger gas tank.

As for cons, there are a few that I either resolved, or just learned to live with. I initially had a problem with the rear throttle plates occasionally not completely closing at idle. This would result in a high idle speed that was difficult to diagnose, because the throttle position sensor is only connected to the front plates. I hooked up a mild return spring to the rear plate linkage, and never had the problem again. The other minor problem is related to my vintage Performer dual-plane intake manifold (I think). If I really mash the pedal from an idle, I get a slight hesitation. Some tech articles suggested that it may be due to the intake manifold being designed for a traditional four-barrel carb with primary/secondary throttle progression. At any rate, I consider it to be a minor issue, and have adapted to it.

If you have managed to read this entire article, you might have an old CJ, Bronco, or Scout, etc. with a carburetor. Based on my experience, The FiTech Go-EFI 4 was an economical, easy-to-install option for upgrading from the obsolete carb to modern, computerized EFI. Please feel free to contact me if you have any questions on my experience. Happy Wheeling!

Check the website for new rides and updates!



Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....





Trail Ride Leaders Needed

By Cliff Meier

I am sure you all have heard the on-going requests for ride leaders. The club rides cannot exist without leaders. We seem to have two groups of members Daring Leaders (DL) and Consistent Followers (CF). Many of the same members have been DLs and even more have been CFs. It's time for some of the CFs to step up to DL ranks. It's not hard to be a DL! If you have been on rides, especially during dry weather and have suffered the "cough, hack, cough" dust syndrome I have a cure for that. DLs do not have this problem, they are in the front where there is no dust! In addition, they see many more animals than the CF in the back see. Leading is not hard. Depending on the run, it can be really easy such as Cedro Peak which is in our back yard. It's close enough so that if you are unsure of the route you can pre-run it, also the Ranger Station has an excellent map and all roads lead out. In addition to Cedro, all the National Forests have Motorized Vehicle usage Maps (MVUM) available on-line or at the respective Ranger Stations. Don't worry about getting lost, there normally is some on the run that knows about where you are and getting lost is part of the fun! The DL gets to decide where the run will be, what time, etc. If the DL is not a club officer then the DL just has to ask any officer to include the run on the club calendar with the DL as the Leader and then you can fill in the details. Also, on the club website, in the Articles Section there are instructions on how to open a run, fill out the information and close the run out. It's real easy. One of the club goals is to have a run directly after the monthly meeting. These runs for June and July still do not have a volunteer for leader yet. So what are waiting for, leave the dull and boring ranks of the CF and join the exciting/no dusty ranks of the DLs!!

Check out the next article for great Trail Leader tips, too! Don't let it scare you – you probably have all of the skills but just won't admit it.



Help for Trail Leaders

Contributed By Jennifer Chapin

Ten Qualities of a Great Trail Leader



Going off-roading, overlanding or primitive camping this week-end with your friends? How far out of reach are you going and are you prepared to do so safely? Take a look at this article from in-field author Tom Severin before taking the leadership role on your next excursion and TAP into Adventure, safely!

You've driven the trails numerous times. Have hundreds of hours of 4WD experience under your belt (some of which, of course, is spent outside of the vehicle). You're good with people, and feel your managerial skills are top notch. You'd like to be Trail Leader for an upcoming excursion. What's next?

First, I commend you for wanting to take on a leadership role. As a certified professional 4WD Trainer with more than 40 years of off-road experience, I know the value of a good Trail Leader. Our hobby could use more people willing to step forward and fulfill this role.

Being a Trail Leader is not an easy task. It involves skills, personality and patience. Here are my Top 10 qualities of a great Trail Leader.

- 1. You must have good 4WD skills.** This is a huge category, and includes reading the terrain, picking lines, spotting, recovery, vehicle repair and the Tread Lightly philosophy, to name a few.
- 2. Know the trail.** Drive it at least one time. Get familiar with the terrain and trail. Learn the difficulty level of the obstacles. Know the location of campsites, gas stations, parts store(s) and rest areas. Pick out back up campsites and a safe spot to air up at the end. Contact the responsible agency (BLM, parks department, state DNR) for the latest information. Is there a fire ban? Any trail closure? Does the group need permits? A phone call can minimize the surprises.
- 3. Keep the gang together, especially at difficult obstacles.** Don't let the drivers split up or spread out. A driver can peel off in the wrong direction. Others follow him, and pretty soon several drivers are lost. Have you heard of the accordion concept? Everyone keeps an eye on the vehicle behind and slows down as needed so as not to lose him. Don't rely on that as it doesn't work well. Keep an eye on three vehicles behind you. Stop and let the group close up frequently.
 - Schedule your stops for photo ops.
 - Don't split the group unless absolutely necessary. The most common reason for a group division is due to a breakdown that can't be repaired on the spot. Make sure everyone knows what they are to do, where and when you'll meet up again.
 - Stay in radio or phone contact. Follow the buddy system: No vehicle goes off by itself.
- 4. Start on time, and keep the team on time.** You can adjust trail time by adding or deleting stops. Don't cajole or push the team, but don't linger at a stop longer than necessary. Maintain a good pace throughout so you arrive at your destination on time.
- 5. Develop a good communications plan.** This includes written instructions before the trip, as well as briefings on how to properly use radio gear. Include spotting hand signals too. Your tail gate briefing at the trailhead is an important part of your communications package. Do a radio check before leaving.
 - Know some history of the area and names of geographic features you can share with the group during the trip.
 - Please note that your communication responsibility extends outside your own group. Talk to other Leaders you meet on the trail. Ask how many vehicles, where



they are going, tell him the trail condition you just came over, ask what's ahead of you, if there are any other groups, etc.

-If they pulled over to let your group pass, tell him which is your last vehicle. I also like to thank each vehicle (if I can) as I go by for stopping for

us.

6. Know how to sequence the vehicles. High difficulty – alternate those with winches. Place ham radio guys in back. They have the power to ask for a repeat of information that was difficult to hear on the less powerful radios. Have any newbies right behind you. They will follow your cues. Lay down an easy line so the newer driver can follow you. Once identified, put the slowest driver behind you to pace yourself.

7. Be a people person. Any number of issues can crop up during a ride. Your guests come first; do everything you can to deliver a quality experience. Patience and understanding are a necessity in any Trail Leader. You'll encounter a wide variety of skill sets and personalities under a wide range of circumstances.

8. Handle pressure well. Being the lead vehicle can be a nerve-wracking position, especially during inclement weather, vehicle breakdowns, if there are very slow drivers, bad behavior etc. If the risk is too high, be willing to change plans.

9. Be considerate of others you encounter, and encourage the same in your group. Slow down when approaching vehicles, pedestrians, campsites and cabins. This will minimize dust. When passing, don't insist on right of way even if it's normally yours. If you have only two or three vehicles, pull over and let the larger group pass. Adjust to the situation, and be polite.

Generally speaking, four wheelers are a nice bunch. So are other types of trail users. No need to think or act competitively. Always be friendly, and encourage that in your team. Be willing to share gear or a campsite with someone in need outside your group. The good deed will be repaid someday.

10. Treat your position as Trail Leader with respect. Since you reach a rest area or campsite first, hold back and let others grab the prime spots.

Being a Trail Leader carries with it much responsibility. You are expected to know the route, coach others through difficult obstacles, deal with bad behavior, have a backup plan for many unknowns, and keep a cheerful attitude throughout. This can all be challenging, but the rewards are tremendous.

A note to clubs: Everyone needs to start somewhere. Let a willing member be the Trail Leader even if you are uncertain of his or her skills and ability. Pair them up with an experienced Trail Leader who will not let them fail! The same goes for spotting. Get some new blood out there learning to spot and building the trust of the group. Have your normal go-to-spotting-guy stand behind them coaching, but not giving the drive instruction himself.

Get out there and TAP into Adventure!

A note about the author:

Tom Severin is an International 4-Wheel Drive Trainers Association© certified professional 4WD Trainer and a Wilderness First Responder (WFR). He is an instructor for the United Four Wheel Drive Associations (UFWDA) and the California Association of 4WD Clubs. Tom is the owner of Badlands off-Road Adventures. Badlands Off-Road Adventures offers 4WD training and 4WD guided tours specializing in Four Wheel Drive vehicles. The company has trained hundreds of students, including the Orange County (CA) Sheriff's Department, the Gas Company, the National Park Service, and the US Marine Corps. Check out their website at 4X4training.com

Be a Trip Leader and Never Eat Dust Again!



My First Easter Jeep Safari

By Jennifer Chapin

I have been to Moab many times but never had the opportunity to attend Easter Jeep Safari. This year was going to be the year. Then I had issues with my Jeep in late January going into February, I was thinking I might miss another year at Jeep Safari. I then got my new 2017 Jeep and I was going even if I did not have any modifications done to it yet. I had time to get the lift on and some other small things done but it was stock otherwise.



Jeep Safari started out with a great opportunity to go on the Fins n' Things trail as one of the sponsors. By the way the first modification to my Jeep when I got home was to install the Dirt Girl logo on the windshield. I along with my friend Mandy who owns Dirt Girl Off Road passed out some great t-shirts that she designed just for the breast cancer trail ride that day. Attendees also received t-shirts from Ready Lift who was the other sponsor on the trail.

Thanks to some volunteer members of Red Rock 4-Wheelers, they provided lunch on the trail for everyone to enjoy at the great lookout with an opportunity to donate some additional cash that Red Rock 4-Wheelers would match for the breast cancer fund.

After the great time on the trail, it was head time to head over to the B.F. Goodrich area for the Ladies

Off Road Network Ladies event.



This was a great opportunity to meet other ladies and gentleman from BFG, Warn, and Hi-Lift. They had training for the ladies on changing tires, using a winch, and using an H-Lift Jack. BFG provided all the ladies with some great mechanics gloves along with snacks and beverages. I change tires, use my winch all the time and Hi-Lift jack but it was great to see some young girls and ladies learning and trying these things.



Charlene, did a Facebook live post and talked to ladies around event. Charlene and Jessi gave out some prizes of shirt, hats, and various other items. The ladies were

great hosts and spent time meeting and talking with everyone. All the ladies and young girls were welcome. Some even got autographs. I got my Jeep autographed by Jessi, such a unique opportunity. After the success of this year's event, I am sure it will be even bigger and better next year, just what we need more opportunities for us ladies in the off road community.

Day 2, was setting up the Dirt Girl Off Road booth for the vendor show. It was interesting to see all of the people and time that is put into setting up for the show. It was easy to see that everyone took pride in their products and how there booth was presented for the vendor show.



Mandy at the Booth

Day 3, Thursday first day for Easter Jeep Safari vendor show. I had a great time helping my friend out at her booth and meeting so many new people through the day. I took a little time to meet and speak to some of the other vendors. A wind storm came in late in the afternoon and most of the vendors outside had closed up early and it gave us a nice dust storm inside the area too. Mandy and I were thirsty and I found



the Rockstar booth. A special thanks to them for providing us an armful of great drinks. At the Warn booth.

Day 4, Friday the big day for the vendor show and night of the raffle. There lots more people, once again I got to meet many new people and see friends from all over stop by to say hello. Again, I went out and met with some various vendors to learn about some more products for my Jeep and

make some special requests for some pink items to be made. I spoke to the owner of the company for one of my favorite products I use all the time. I will not share yet, but they will be making me some pink items to test for them and will likely produce them to sell. When they are tested and ready, I will certainly share. I know there are more ladies out there that would like some pink things for their Jeeps. After all this excitement for the day, it was time to take the booth down and pack the trailer. While vendors were doing all that people kept coming into the arena and finding places to sit for the raffle. I could feel the excitement by everyone wanting to win some parts for their Jeeps. It was truly amazing to see the amount of items that filled the stage for the raffle. As the raffle went on they threw out t-shirts and other items into the crowd. It was an experience for sure. I can't wait to come back again Moab was a great host town.





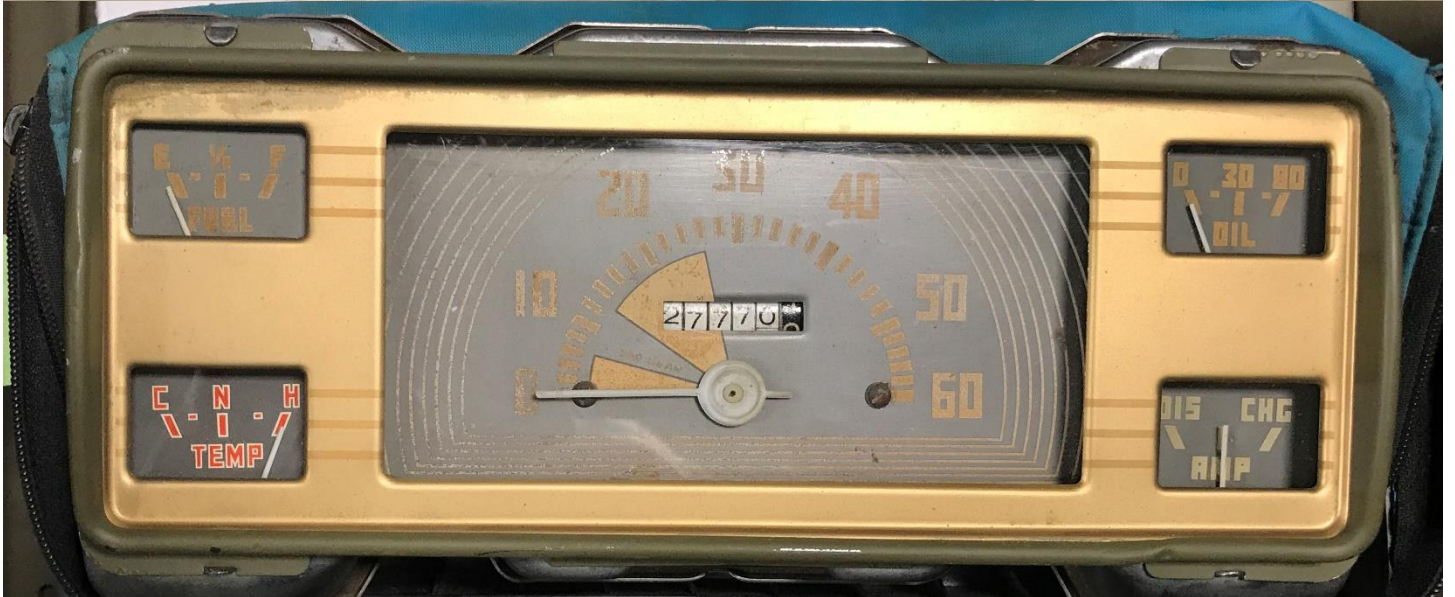
1941 Ford Jeep

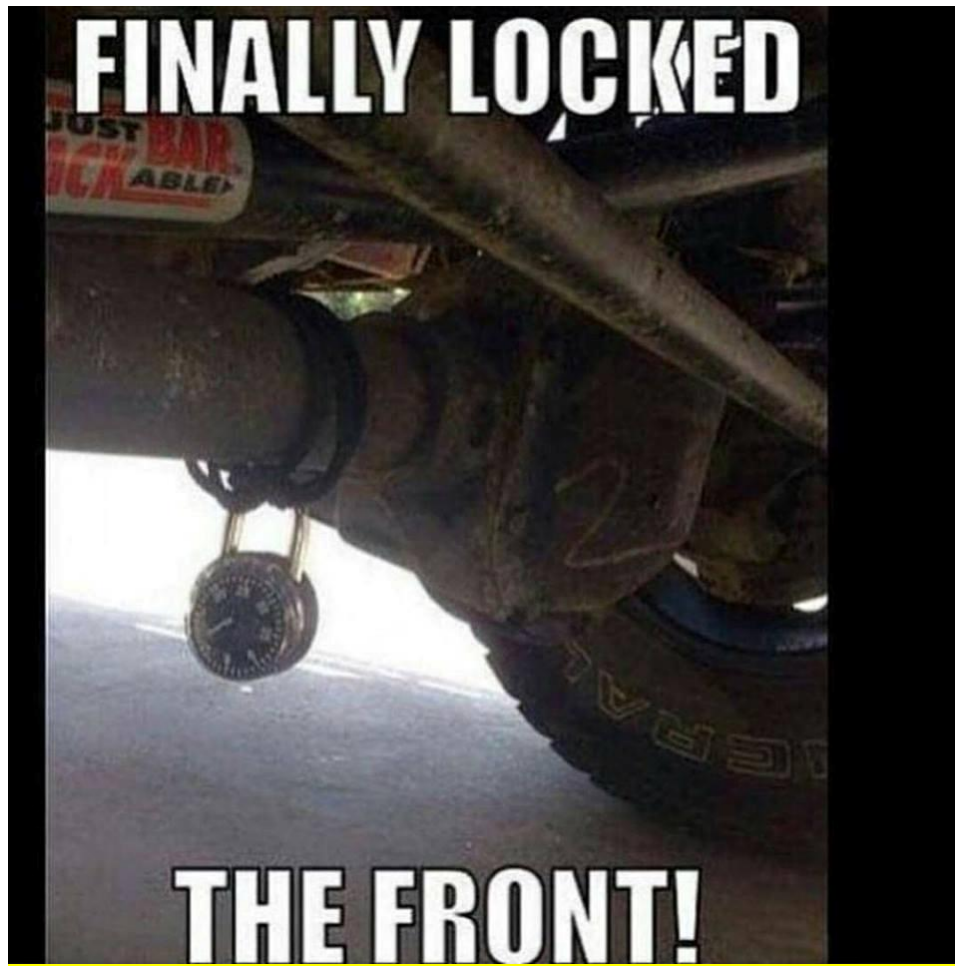
Contributed by Jennifer Chapin

Have you ever seen a 1941 Ford Jeep?

Well, I had a unique opportunity to see this 1 of 600 1941 Ford Jeep, Notice the grill, It actually runs and can be driven at this point but the work will continue on it.







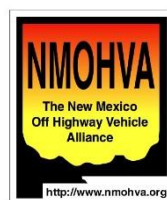
**Thinking about going on a ride, but not sure if you can handle the trail?
Call the trip leader to find out.**

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

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June 1, 2017

Trail Tales

Official Newsletter
of the
New Mexico 4-Wheelers



www.nm4w.org

Meeting Minutes

May 13 2017
by Bobbie Moore



The meeting was held at the home of members Jack and Cathy Dickey, in Los Lunas NM. President Jennifer Chapin called the meeting to order at 5:58pm.

GUESTS: Nathan Buquoi, Javier Fraga, Jeff McClintic, Greg Roberts, Greg St.John.

MEMBERS PRESENT: Ross Burchard, Jennifer Chapin, Cathy & Jack Dickey, Leon Duggar, Karen Grohman, Shayne Halter, Brian & Michele Leist, Bobbie & KW Moore, Don Owen, Tracey Rosenberg, Don Roy, Chris Spiak, Jim Werkmeister.

SECRETARY'S REPORT –Bobbie Moore. Meeting minutes from April were accepted as published. Thank you Jeanne Meier.

TREASURER'S REPORT –Bill Bonahoom. Absent, no report

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the point system and how to receive fines. Club members have not been tattling much, so not many fines so far this year. Although Cliff was absent, it was decided he would have to pay for cancelling his ride 3 times and especially the last one AFTER members arrived at starting location. Snow was the excuse. Also Tom's name was brought up ,something about not getting out of 2 low.

TRIP CHAIRMAN'S REPORT – Cliff Meier Absent. Jennifer explained that there is a need for more trail leaders. If you need help or have never been on a trail, contact Cliff and he will help you with whatever you need. Check the website for write ups and photos of past events and the latest info on upcoming events.

PAST EVENTS:

April 8-16 Easter Jeep Safari Moab,Utah

April 15 First Jemez Run of the year Bill Gardner

April 22 Chama Run Tracey Rosenberg

April 23 USFS Trail Ambassador training Frank Whiston

April 29 Cedro Peak Run Ross Burchard

April 29 Spring Manzano Run Cliff Meier canceled

May 3-14 Annual Moab ,Green River, Utah trip Cliff Meier

May 7 Riley Ghost town run Don Roy

UPCOMING EVENTS:

May 20 Go Topless Day Jemez Pueblo Ross Burchard

May 26-29 1st annual 4 Wheel parts Butte customer appreciation weekend. Elephant Butte state park

May 30-June 1 Colorado Extreme Buena Vista Colo. Bill Bonahoom

May 31- June 3 Grand Mesa's Jeep Club Rock junction Grand Junction, Colo. Eamonn OBrien

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton Absent No report.

PROGRAM CHAIRMAN'S REPORT: Diego Serna Absent. No report, however the T shirt web site was discussed and needs to be updated.

HISTORIAN'S REPORT: Frank G. Whiston Absent No report.

WEBMASTER'S REPORT: Don Roy - He reported that he has been working on the calender, the Ambassador program and fixing some underground things. If any member has a problem with any of the clubs website please contact Don. He also told us that he received an overlay map of all the trails in New Mexico. Now the job will be to figure out 4 wheel trails from hiking, mountain bike etc.

EDITOR'S REPORT: Phil Rodacy. Absent Jennifer reminded members that if you have any pictures and/or stories you would like to share please post or send them to Phil. These are always welcome in our newsletter.

PROMOTIONS PROGRAMS: No Report

OLD BUSINESS: Ambassador program. If you are interested please contact Jennifer. They had their first meeting but more members are welcome. Sounds like some interesting jobs coming up

NEW BUSINESS: The club will be holding election of officers in July. If you are interested in being an officer please contact any of the present officers.

The club voted on two new members: Javier Fraga and Greg Roberts. Welcome. Remember - even if you have enough points you must be present at a meeting to be voted in.

June 10th meeting will be the picnic at Oak Flat Picnic Area at 5pm. South Hwy 337 from Tijeras. It was voted and approved to spend around \$250 for meat etc. for club picnic.

Thank you to Jack and Cathy Dickey for hosting the May meeting.

MEETING ADJOURNED at 6:45PM.

**Please check the website for changes in trip times,
locations and leaders.**



President's Report

By Jennifer Chapin

May was a busy month, with trips to Utah and multiple trips to Colorado for the club. Also some local trips and Elephant Butte. Don't forget our club picnic coming up on June 10th. Now that the kids are out of school bring them out for a day of wheeling. It might have been cold and dusty for the Go Topless day this year but it was not rain, sleet, snow and mud like previous years.

Team Alaska update: In case you did not know Fred is back home in Alaska and Tony is driving back home Thursday June 1st. They both brought a lot of knowledge, fun and friendship to our club. Best Wishes to them and hopefully they can join us on the trail when they are back in town for training again.

A few people went to Gordy's Hill with Tony on Saturday the 27th and then Tony joined the group at Elephant Butte Lake, Sunday some of us took him to Chloride, through the canyon and up to the lookout tower. If you have not been to that Taylor Peak Lookout. It is one of the best I have been too.

As a reminder, we always need trail leaders, so if you have an idea, let's get it on our calendar.

I hope to see you on the trail and at the Club Picnic. Jen

**LEAD A RUN -
THE TRIP LEADER IS IN CONTROL**



Vice President's Soap Box

By Leon Dugger

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

There is no Environmental Affairs report this month.

Be a Trip Leader and Get a Discount on Dues!



Chloride Canyon and Lookout

Contributed by Jennifer Chapin

A great day in southern New Mexico and a so long ride with Tony. We went to Chloride checked out the museum. Aired down, and hit the canyon trail. There was a little water in places but not much. Even with all the snow they had they could still use some rain. We had lunch at the Monument Guard Station where quite a few people were camping for the holiday weekend. Then there were some deep water crossing along the trail. Still dusty, we turned and headed the 8 miles to the lookout. Easy forest road so of course more dust but kept climbing to the top. The forest guy at the tower invited us up the tower which is about 100 feet up, a little scary for some of us to climb the steps but worth it. 360 degree views for miles. We even got to see a fire that was in the works to help preserve the forest. If you have not been to the lookout put it on your list.





Elephant Butte

Contributed by Jennifer Chapin

4-Wheel Parts Customer Appreciation Weekend

It was hot at Elephant Butte State Park but a sunny and nice day. There were plenty of cold drinks and ice for everyone at the 4-Wheel Parts tents. There were plenty of stickers from various places and information including Tread Lightly.

There was a free raffle witch everyone received a ticket, also there was a donation raffle where all the funds went to Tread Lightly to help keep our trails open. Lots of great prizes from all the vendors. A special thanks to 4-Wheel Parts, Yukon Gear, Rubicon Express, Pro Comp and Dirt Girl Off-Road.

We had a line-up of 30 Jeeps with most of them mounted on the other. It attracted many visitors to come by and see the Jeeps and ask questions about them.

The first event was a tug a war with some tow straps. Team New Mexico vs. Texas, Best 2 of 3. Yay Team New Mexico won even with 2 ladies on their team. There was a New Mexico Ladies vs. Texas Ladies and again New Mexico won. There was one for the boys and girls so the kids got involved.

We had a Jeep pull with the Bubba Rope hooked to the front. Sounds easy, wrong, in the sand it took at least 4 big strong guys to move the Jeep. The crowd seemed to enjoy it when the Jeep actually moved.

Our own Art from 4-Wheel Parts Albuquerque cooked up some great food for us to all enjoy for the day.

Look for pictures on the 4-Wheel Parts event page on Facebook or our website.



How Go Topless Day Began

Contributed by Jennifer Chapin

The Secret of how All Things Jeep's Go Topless Day began

Posted by Jean Wnuk

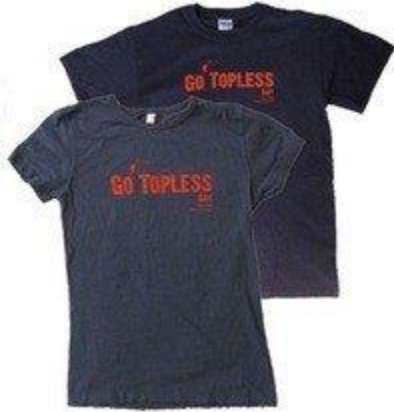
A customer recently asked us how All Things Jeep's Go Topless Day got started. That's a dirty little secret I never really wanted to give away but feeling nostalgic as 2017 marks the 10th anniversary of this event, I thought I'd share the story. It's a perfect example of small business bootstrap marketing! If any of you are small business owners, you will nod your head in appreciation.

Back in the early part of 2008, All Things Jeep was still a fledgling company. We were about to turn 5 years old. We had gained enough traction to just recently move into a real warehouse, in a larger office park, and outside vendors were showing up at our door regularly. The guy who wanted to sell us retirement services for our employees, the company who wanted to sell us an alarm system for the warehouse, and the local newspaper that wanted us to advertise were just a few of the people ringing our door bell.

Turns out the woman wanting to sell ad space in the local paper also did some writing for it. And she happened to be working on the Springtime section of the paper, "Happenings around Boston this Spring" which was going to be published the following week. It was April 2008. Did All Things Jeep have a springtime "Happening" for the paper? It did not. **A small e-commerce company selling hats and t-shirts to Jeep enthusiasts doesn't have "happenings"**. But if it meant getting a write-up in the local paper for 1000s to see, well then, heck, we were going to have a happening!

The 2nd week of April 2008 we came up with the idea that Jeep owners in New

England have the spring ritual of taking the top off their Jeeps and let's celebrate it as the national holiday it should be! Let's pick a day and call for a celebration and let's see if we can get free publicity for the company. Thus, Go Topless Day was born. Once the "Happening" was submitted to the paper, we had no choice but to make it happen, just in case the paper published the event! We called a local farm stand with a big parking lot and asked if we could hold an event there. We got our designer to create a logo for Go Topless Day, and we started talking it up to the local Jeep community.



The paper never published our event (I suppose the name had something to do with it), but by then, we had the t-shirts (above) and were marching forward with the event. And to incent people to show up, we said that we were going to cut the top off a Cherokee so it could go topless too!

Thus the opportunity for free publicity became local Go Topless Day. But you know Jeep enthusiasts! But they time the day arrived, it had become the **First Annual International Go Topless Day for Jeeps**! Our local event occurred in Lancaster, MA and about 80 Jeeps and owners showed up. Through word of mouth, we had Jeep clubs all over the world also participate. We had a photo contest and gave away cool prizes. We had some kick-ass entries! Here's a [2008 Go Topless Day write-up a blogger did.](#)

Here's one of our all time favorite entries into our Go Topless Day Photo Contest.



The event that was invented to get our name in a local paper has become a phenomena in the Jeep community and next spring, we celebrate the 10th Annual International Go Topless Day! We are thinking about ideas on how to celebrate a Ten Years of Topless Day! If you have suggestions, post them in the comments section. And remember, when opportunity knocks, go topless!

Check the website for new rides and updates!

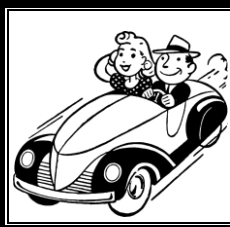


Redneck Engineering

Here's our monthly Redneck Engineering Inspiration.....

The two extremes of lighting your way.....





Treasure Trove of Old Car Ads and Videos

Contributed by Phil Rodacy

Do you enjoy looking at old movies and car ads? Here's a website that has nearly 200 of them. Hours of stuff you're never seen, including old Jeep ads. Enjoy.

<http://www.tvraaca.org/oldmovies.htm#movie>

**Thinking about going on a ride, but not sure if you can handle the trail?
Call the trip leader to find out.**



Be a Trip Leader and Never Eat Dust Again!

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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Trail Tales



July 1, 2017

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

June 10 2017

by Bobbie Moore



The meeting was held at the Oak Flats Picnic Area, Tijeras, New Mexico. President Jennifer Chapin called the meeting to order at 6:04pm.

GUESTS: John Scott, Mark Beam, Tammy Kesler, Jose Lucero, Greg St.John, Jeanna DeVecchio

MEMBERS PRESENT: Bill & Lisa Bonahoom, Pete Boyd, Val Burch, Ross Burchard, Ronnie Caton, Jennifer Chapin, Tom Coston, Jack Dickey, Bill & Chris Dressler, Leon & Marcia Duggar, Bill Gardner, Vicki Herst, Karen Grohman, Shayne Halter, Ed & Lyn Kausche, KW & Bobbie Moore, Bob Norton, Don Owen, Bob & Carol Provance, Tracey Rosenberg, Gordan Rowley, Don Roy, Chris Spiak, Chris Sears, Diego Serna, Janie Shows, Andy & Rhonda Townes, Jim Werkmeister, Beth & Frank G. Whiston, Donna & Frank R. Whiston.

SECRETARY'S REPORT –Bobbie Moore. Meeting minutes from May were accepted as published.

TREASURER'S REPORT –Bill Bonahoom \$6,323.66 Bill reminded everyone dues are due on August 1.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained the point system and how to receive them. He also explained how to get a fine. Then, Sheriff Duggar started to collect. There was not much tattling, with Bill and Jennifer paying their fines. Been quiet in that area for a couple of months. There was discussion about a couple other members that need to pay but they have not attended a meeting lately.

TRIP CHAIRMAN'S REPORT –Cliff Meier. Absent Jennifer explained that there is a need for more trail leaders. If you need help or have never been on a trail, contact Cliff or Jennifer and they will help you with whatever you need. Frank brought up more information about the ride in Fairplay, Colo. Check the website for write ups and photos of past events and the latest info on upcoming events.

PAST EVENTS:

May 13 NM4W meeting

May 20 Go Topless Day 2017

May 26-29 1st Annual 4 Wheel Parts Event Elephant Butte, New Mexico

May 30-June 1 Colorado Extreme

May 31-June 3 Grand Mesa Jeep Clubs Rock Junction

UPCOMING EVENTS:

June 16-June 18 June Sedona Weekend Ride

June 17 9am. New Mexico Backing The Blue Rally Event

June 21 5pm Jeep Meet at Lithia Jeep in Santa Fe Event

July 8 5pm Club Meeting

July 9 TBD Post Meeting Run

July 15 8am Vest for NM K9's Car Show & 4x4 Skills Event

July 18 6pm Pizza & Parts Ladies Event

July 22-29 Fairplay, Colorado

July 29 - Aug 5 All 4 Fun Leadville, Colorado

**Please check the website for changes in trip times,
locations and leaders.**

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT: Bob Norton. No report

PROGRAM CHAIRMAN'S REPORT: Diego Serna Diego has been working on getting the shirt and hat order together. He still needs more information on colors and sizes. Please contact him if you want something special. Do this before the end of the month.

HISTORIAN'S REPORT: Frank Whiston told members to keep posting their pictures. He has put a lot of galleries in the que.

WEBMASTER'S REPORT: Don Roy - Don reported that not much has been done to the web, all looks good.

EDITOR'S REPORT: Phil Rodacy. - Absent If you have any pictures and/or stories you would like to share please post or send them to Phil.

PROMOTIONS PROGRAMS: 4WD Hardware They provide discounts on purchases and, at the end of the year, return 3% of what club members have spent to the club.

OLD BUSINESS: All positions for officers are open, so if you're interested, let one of them know. We will vote on officers at July meeting.

NEW BUSINESS: No new business

We have several people who have enough points to be voted in, but have not been present at meetings.

Reminder: If you have enough points to be voted on to become a member, you have to be present at a meeting for that to happen.

- Thank you to Leon Duggar for doing most the work for the club's picnic and members who helped out.
- Next meeting will be July 8, Saturday 5pm. Address is 8220 San Diego NE in Abq. Please bring a covered dish to share.

MEETING ADJOURNED at 6:40 PM.

Be a Trip Leader and Never Eat Dust Again!



President's Report

By Jennifer Chapin

It's been another busy year for the club and everyone. We have gotten some new people out on the trails. We have had some members move out of state and our Alaska guys Tony and Fred make it back to their homes in Alaska. The summer calendar is pretty full with lots of great events out of town. I am sure there will be more local rides coming up too. The club elections are at this July's meeting please nominate or volunteer to help keep our club moving forward. As always we need trail leaders so if you have an idea for where to go let's get out there and explore.

I wanted to say thanks to everyone that helps make our club great. See you all on the trail.

**LEAD A RUN -
THE TRIP LEADER IS IN CONTROL**



Vice President's Soap Box

By Leon Dugger

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Bob Norton

- **OHV park in works at Glade Run Recreation Area**
- *From United Four Wheel Drive Associations May 2017 E-News*
- **Project will be paid for using \$600,000 in state funding**
- FARMINGTON — Local outdoors enthusiasts who prefer to do their exploring over the roar of an engine will have a new, easy-to-access option soon as an off-highway vehicle park is being constructed in the Brown Springs area of the Glade Run Recreation Area.
-
- The Bureau of Land Management, which oversees Glade Run, is constructing the park using a \$600,000 contribution from the New Mexico Department of Game and Fish's Trail Safety Fund. The park will feature a small riding track for young people, a skills training track, primitive camp sites, toilets and a pavilion.
-
- Doug McKim, an outdoor recreation planner for the BLM's Farmington field office, said work on the project has begun, and officials hope to have the campground completed and ready for use this summer.
-
- See the Farmington Daily Times May 15, 2017 article at:
- <http://www.daily-times.com/story/news/local/2017/05/15/ohv-park-works-glade-run-recreation-area/101658212/>

Secretary Zinke Submits 45-Day Interim Report on Bears Ears National Monument

Excerpt From: Blue Ribbon Action Alert - June 14, 2017

<https://sharetrails.org/alert/national-secretary-zinke-submits-45-day-interim-report-on-bears-ears-national-monument/>

Formal Public Comment Period for Bears Ears Extended Through July 10

On Saturday, June 10, 2017, U.S. Secretary of the Interior Ryan Zinke submitted a 45-day interim report on Bears Ears National Monument to President Trump. <https://sharetrails.org/wp-content/uploads/2017/06/BearsEarsNM-InterimReport.pdf>

At the same time Secretary Zinke announced that due to the 120-day final review period for Bears Ears National Monument, the formal public comment period for Bears Ears will be extended through July 10, 2017, and will close with the overall comment period.

Comments may be submitted at <https://www.regulations.gov/document?D=DOI-2017-0002-0001> or by mail to Monument Review, MS-1530, U.S. Department of the Interior, 1849 C Street NW, Washington, DC 20240. If you submitted a comment on Bears Ears during the initial comment period, you do not need to resubmit.

You can read the Department of Interior News Release on the interim report at <https://www.doi.gov/pressreleases/secretary-zinke-submits-45-day-interim-report-bears-ears-national-monument-and-extends/>

and a list of suggested talking points is available in our previous alert at <https://sharetrails.org/alert/national-action-alert-rare-opportunity-for-off-roaders/>

Be a Trip Leader and Get a Discount on Dues!



Colorado Extreme Run

By Bill Bonahoom

On May 28 through May 31, 2017, the NM4Wheelers traveled north to Colorado, to tackle some the hardest trails that Colorado has to offer. The first couple days were spent at the Stone Quarry which is BLM land not far from Del Norte, Co. The quarry provides an excellent opportunity for everyone as the trail around the quarry itself is relatively easy but the obstacles off the trail are as extreme as they come.



Andy T. way up high



Jim W. followed by Devin C.

Other than being terrified from time to time everyone kept their rigs upright and other than yours truly suffering some power steering hose challenges the group survived the quarry before taking the couple hour drive further north to Buena Vista Co.

Not far from the KOA campground in Buena Vista exists a well-known trail named Carnage Canyon. This trail is rated as the 4th hardest public trail in Co and it lived up to all the hype surrounding it. The group of 5 very well-prepared rigs and drivers met at the trail head first thing in the morning ready for the challenge. The trail starts off with a large bolder blocking the path and a sign that states two lockers, 39" tires recommended and a winch 'will' be required to navigate Carnage Canyon, and the sign did not lie, as everyone in the group winched at least 2 times.

Carnage did set in around the midpoint of the trail, once again yours truly broke the truss going over the top of my rear differential. It flat tore the metal right in half, and in the process wiped out both my rear shocks, rear u-joint, and rear pinion yolk. After 4 hours with the welder and grinder and thanks to the help of my buddies we had the XJ back up and running (and who needs rear shocks anyway).

From there it was a pretty short distance to the exit which forces the rigs to make a crazy Z turn up a steep water fall on the edge of a 100 ft high ridgeline to get to the top. There were winch anchor points all over this hill side and we were not exactly sure how the heck to get any rigs to the top, meanwhile the sun was starting to get low in the sky, increasing the nervousness. The nice thing is things were dry and traction was great. It took just one vehicle to find the line and after that every rig drove the exit without the use of a winch, including our underdog, an LJ on 37" tires.

It took us all day to go less than 1 mile, which is not uncommon at all for the extreme trails, but everyone had a really good time, on a tuff trail, that will not soon be forgotten.



The Group at the Entrance to Carnage



Bill B. flexing



David M on the V-Notch



KOA Campground B.V.

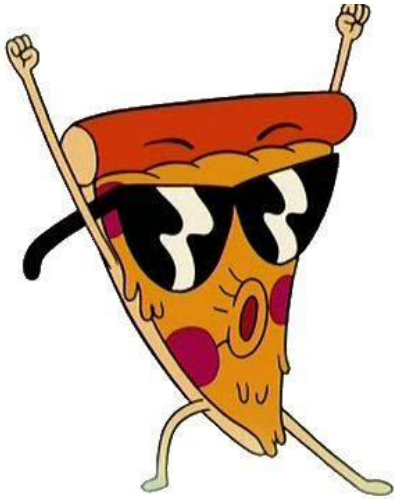
New Mexico Backing the Blue Event Statistics



148+ Vehicles with 89 Jeeps
The Caravan was 4.5 Miles long
\$ 7000 + funds raised for Ten-82
Thanks to everyone who participated and/or
donated.

Special Thanks

New Mexico State Police
Albuquerque Police Department
Bernalillo County Sherriff
Rio Rancho Police Department
Cibola County Sherriff
Sandoval County Sherriff
Town of Bernalillo
Santa Anna Pueblo
City of Santa Fe Police Department



July 18th
6PM to 8:15PM

This is a message from yours truly, Nikki Smalls!

I love the fact that more women are getting involved and passionate about off-roading! I want to make sure all my girls are taken of, so Jennifer and I decided to do a Ladies only "Pizza and Parts" night.

If you guys have any questions on parts, upgrades, wheeling strategies, etc., we want you there!

This meeting will take place inside 4 Wheel Parts shop, and we will have food and drinks for everyone attending.

Please share to all your lady off-roaders :)



Tony and Fred out wheeling

Contributed by Jennifer Chapin



Check the website for new rides and updates!



Redneck Engineering

Contributed by Phil Rodacy

Here's our monthly Redneck Engineering Inspiration.....



**Thinking about going on a ride, but not sure if you can handle the trail?
Call the trip leader to find out.**

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

<p>President Jennifer Chapin 305-333-3375 pr@nm4w.org</p>	<p>Vice-President Leon Duggar 505-235-8988 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Diego Serna 505-323-4362 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Cliff Meier 505-507-8188 tc@nm4w.org</p>	<p>Environmental Affairs Bob Norton 505-861-0526 de@nm4w.org</p>	<p>SWFWDA Delegate Bob Norton 281-5315 n5epa@flash.net</p>

Web Site Administrator Don Roy, wa@nm4w.org
 Newsletter editor, Phil Rodacy, ed@nm4w.org





Trail Tales



August 1, 2017

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

July 8 2017

by Bobbie Moore



The meeting was held at the home of Jim & Nicole Werkmeister in Abq. Vice President Leon Duggar called the meeting to order at 6:00 p.m.

GUESTS: Kevin Cox, Greg St.John, Jose Lucero, Chris McGrath

MEMBERS PRESENT: Ross Burchard, Cathy & Jack Dickey, Leon Duggar, Bruce England, Javier Fraga, Bill Gardner, Karen Grohman, Vicki Herst, NaDeen Jackson, Brian Leist, Michele Leist, Bobbie Moore, Bob Norton, Don Owen, Don Roy, Chris Sears, Janie Shows, Andy & Rhonda Townes, Terrill Wade, Frank R. & Donna Whiston, Jim Werkmeister

SECRETARY'S REPORT –Bobbie Moore The minutes from the June 2017 meeting were accepted as written.

TREASURER'S REPORT - Bill Bonahoom. Absent Don Roy reminded members that dues need to be paid. 81 members have NOT paid. If your dues are not paid by August 1st, you will have to start over as a new prospective member and accumulate your points before being voted back into the club.

VICE PRESIDENT'S REPORT – Leon Duggar. Leon explained how members and guests can earn points. Then Sheriff Leon launched onto the fines, resulting in 2 members paying. He also reported that the total for the "Backing The Blue" event raised \$7,000. Good job everyone.

TRIP CHAIRMAN'S REPORT –Cliff Meiers. Absent

Past Events:

June 11 Cuba Mesa Run

June 16 Sedona Weekend Run

June 17 New Mexico Backing The Blue Event

June 21 Jeep Meet at Lithia Jeep in Santa Fe

June 24 Mount Taylor & Laguna burger Run

UPCOMING EVENTS:

Sat. July 15 8am Vest for New Mexico K'9s, Car Show & 4x4 Skills Event
500 Quantum Rd NE Rio Rancho

Tue. July 18 6pm Pizza & Parts with Nikki & Jennifer, Ladies Event
4 Wheel Parts, 2445 Menaul Blvd NE Abq.

July 22 -29 Fairplay, Colorado Frank Whiston
255 US Hwy 285 Fairplay

Sat. & Sun July 22 & 23 Extreme Night Run
Arrey, New Mexico Bill Bonahoom

Sat. July 29-Aug 5 2017 All 4-Fun
Leadville, Colorado Cliff Meier

Sat. July 30 10:00 am Mark's Casa Jeep Jam
9733 Coors Blvd NW Abq Jennifer Chapin

Sat. Aug 12 6pm 7th Annual Four Corners 4x4 Show & Shine
Farmington, New Mexico Don Walker

Sat. Aug 12 5pm NM4W monthly meeting
3710 Cedar Brook CT. NW Abq Frank G. Whiston

**Please check the website for changes in trip times,
locations and leaders.**

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT –Bob Norton No Report

PROGRAM CHAIRMAN'S REPORT –Diego Serna Absent No report.

HISTORIAN'S REPORT – Frank G. Whiston. Absent No report

WEBMASTER'S REPORT – Don Roy reported that he fixed the lead to the ride box and put new graphics on the logo. Looks good !

EDITOR'S REPORT – Phil Rodacy. Phil was absent.

Be a Trip Leader and Get a Discount on Dues!

PROMOTIONS PROGRAMS – Frank G. Whiston. Absent

OLD BUSINESS: None to report

NEW BUSINESS: Election of officers. They are as follows:

President: Jennifer Chapin

Vice President: Ross Burchard

Secretary: Bobbie Moore

Treasurer: Bill Bonahoom

Trip Chairperson: Bill Gardner

Program Chairperson: Tracey Bakewell

Historian: Frank G. Whiston

Membership Chairperson: Ross Burchard

Appointed Positions:

Newsletter Editor: Phil Rodacy

Promotional Program Chairperson: Frank G Whiston

Ambassador Program Chairperson: Frank G Whiston

Web Administrator: Don Roy

The position of Director of Environmental Affairs is open so if you have an interest please let an officer know so we can fill it.

We voted on a new member to join. Greg St. John. Welcome and pay your dues please.

Leon thanked Jim & Nicole Werkmeister for hosting the club meeting.

Next meeting will be August 12th at 5pm. Address is 4710 Cedarbrook Ct. NE Abq.

Another short summertime meeting with good attendance. Thanks to all who came.

Attention!

NM4W dues are now past due.

The final late payment deadline is 8/31/17

Member Dues \$45 per year

Associate Dues \$22.50 per year.

There are several ways to pay:

1. Pay Pal by logging into the club website
2. Bring money to the August meeting
3. Hand money to the Treasurer (Bill) or the President (Jen)
4. Mail a check to:

New Mexico 4 Wheelers
P.O. Box 90154
Albuquerque, NM 87199-0154

Thanks

Bill Bonahoom

NM4W Treasurer



President's Report

By Jennifer Chapin

July was a busy month with lots of local and out of town trail rides. We also had a ladies' tech session and a great community event Vests for New Mexico K9's. Also, the Jeep Jam show at Casa Jeep. Our club started another fiscal year as of August 1st which is the clubs 60th year. We should start thinking of something to celebrate in 2018. See you all at the next meeting or on the trail.

LEAD A RUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Ross Burchard

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

The NM 4 Wheelers need someone to assume the position of Director of Environmental Affairs. If you'd like to help keep our trails open, please consider volunteering for this position.



Forest Plan Revision Update from NMOHVA

Carson National Forest: The first draft of the revised plan is scheduled to be released for public comment later this year. The Carson is also still holding informal monthly "open house" meetings at the Supervisor's office. The next scheduled meeting is July 19th from noon to 2:00 pm. You can keep up with the Carson National Forest Plan revision process [HERE](#).

Santa Fe National Forest: There has been no change in status this past month. The Santa Fe is roughly the same stage of the plan revision process as the Carson. Their current timeline shows a draft EIS released for public comment this fall. They have announced information on a series of public open houses throughout the summer. The locations/times/dates and the place to keep tabs on everything related to the Santa Fe National Forest Plan revision process is [HERE](#).

Gila National Forest:

The Gila National Forest is holding a pair of two-day works on "Frequent Fire Desired Conditions". While these workshops are not directly related to the ongoing Forest Plan revision, the desired conditions are very closely related to the information that will appear in the draft revised Forest Plan. These workshops are being held August 1-2 in Reserve, New Mexico and August 3-4 in Silver City, NM.

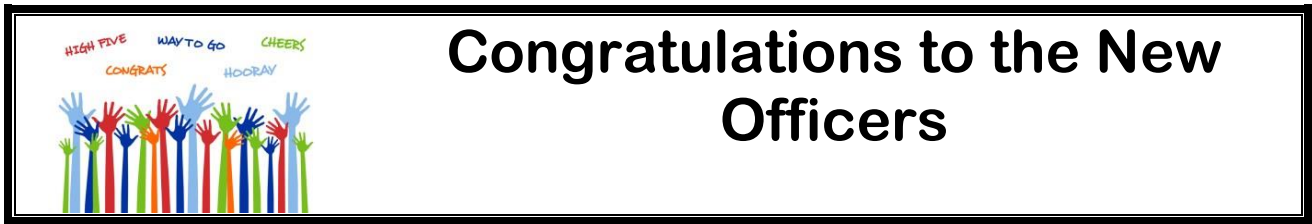
Everything related to the Gila National Forest Plan revision process can be found at the Gila Forest Plan Revision page located [HERE](#).

Cibola National Forest: There has been no change in status this past month. The Cibola has announced that their schedule is slipping due to a short staffing situation. The draft revised EIS/Forest Plan is now scheduled to be released for public comment late this year. All of the Cibola National Forest Plan revision process updates can be found [HERE](#).

Lincoln National Forest: No changes or updates for the past month. They are still working on the first draft of their initial "Assessment". It should be out for public scrutiny early in 2017 when they will also have a series of public workshops on drafting the "Need for Change" document. The best place to keep track of the Lincoln's Forest Plan revision process is [HERE](#).

These revised Forest Plans for all five of our New Mexico National Forests will be the basis for our recreation on Forest lands for at least the next fifteen years. That makes them IMPORTANT! Please continue to stay actively involved during the LONG Forest Plan revision process.

Be a Trip Leader and Get a Discount on Dues!



Congratulations to the 2018 NM4W Officers. Your willingness to step up and lead the club is greatly appreciated. The new officers are:

President: Jennifer Chapin

Vice President: Ross Burchard

Secretary: Bobbie Moore

Treasurer: Bill Bonahoom

Trip Chairperson: Bill Gardner

Program Chairperson: Tracey Bakewell

Historian: Frank G. Whiston

Membership Chairperson: Ross Burchard

Appointed Positions:

Newsletter Editor: Phil Rodacy

Promotional Program Chairperson: Frank G Whiston

Ambassador Program Chairperson: Frank G Whiston

Web Administrator: Don Roy



Extreme Night Run

Green Canyon OHV Caballo, NM

By Bill Bonahoom

On July 22, 2017, the NM4Wheelers headed south to Caballo lake and met up with the Underground Hardcore 4x4 group for the second annual extreme night run. The plan was to tackle some of the hardest trails used for the Chile Challenge that the Green Canyon OHV area has to offer. The night started off with a very tasty BBQ dinner cooked up by Curtis Hill (Thanks Curtis) and socializing, followed by the need to wait out a major monsoon rain storm which fortunately turned narrowly missed us, followed by an evening full of rocks, bugs, angry birds, and memories which will not be forgotten anytime soon.

The group of 9 extreme rigs left the campsite about 8:30 just as the sun was going down and headed up into the hills. The first trail run was Last Chance (rated a 10 on a 1-10 scale) which the group managed to navigate fairly well. This was probably the easiest trail we ran all night but we did not want to start off too extreme not knowing if the rain was going to hold off and knowing we had Randal on his maiden hardcore voyage in a vehicle he was really just test driving at the time. Well it was not long before the stars came out and Randal did a great job navigating the single seat buggy through the rocks. So we decided to turn it up a few notches.



Randal's Test Drive



Devin at the Last Chance Gate Keeper

The next trail up was really just an obstacle off the side of the road called Burnt Out. The water fall is about 12-15 feet tall and is so steep it cannot be just crawled. First up was Kevin in his V8 portal axle buggy on 43" sticky tires. He tried some healthy bumps but could not get the back end up the first part of the fall, so he played with his newly installed rear steering and what do you know it went right up. And then up some more, and then up some more, and then down on its roof. Everyone was fine and after a few minutes we had him back on his wheels to finish the obstacle. Next up was Jim who gave it the ol' college try only to have his rear driveline bust loose from the transfer case. After being zero for two the rest of us decided maybe we ought not try Burnt Out and head off to the next challenge.



Kevin this is no time to lay down and nap

The next trail was Short Cut (Rated an 11 on a 1-10 scale) which is one heck of a fun, rocky, narrow, steep, off camber trail. The group made great time and flew up to the top of the canyon with not a lot of difficulties.



Jeffery's Monster Scrambler

The final uphill trail of the evening, errr I mean morning, was Crystal Canyon which is only rated a 9+ but the entrance being a bit wet at the bottom made things really interesting for several of us. After struggling for a while I finally was able to get the Cherokee up the waterfall, which was not as steep as Burnt Out but still a good 10 footer and is known to have claimed many rigs with the shiny side down. For as exciting as the Crystal Canyon water fall was though that was not the adrenaline rush moment that I will remember from the trail. After parking my rig up the trail a bit, I was walking back to see how everyone else was doing when I walked past a rock and this thing jumped out of the rocks hissing like nothing I have ever heard and beating something on the rocks in my direction. I jumped out of my shoes, screamed obscenities like a sailor with a school girl's pitch. I just knew I was going to die. I turned my head and focus my headlight behind me to see what was attacking me (thinking mountain lion, big foot, bear, or the devil himself) and saw a bird. It looked to be some sort of hawk with about a 4-6 foot wing span. I should have taken a picture but did not have my camera (was in the jeep) and was not about to walk past a second time just to go get it.



Bill at the Crystal Canyon Fall

We finished up and landed back at the farm house after 4:00 am and back to Elephant Butte after 5:00 am. We were all tired and ready for some sleep. Funny thing is I don't think anyone got more than 2-3 hours of sleep that morning. I had a great time with some awesome people and cannot wait to do it again!



Fairplay, Colorado 2017

By Beth and Frank Whiston

The last time that I had been to Fairplay Colorado was in 1999 (18 Years ago!) when the Mile High Jeep Club held their annual All-4-Fun event there. In 2002, the club held a SWFWDA Summer Quarterly there, but we were not yet members and were still regularly attending All-4-Fun. I kept waiting for All-4-Fun to return, but that didn't happen. The town is small, and having a motorhome, I looked for a place to stay, but all the town had to offer for years was a few RV spaces in a motel parking lot right on Highway 285. Finally, I noticed that Fairplay got a real RV park, so I planned a trip. This area has some great trails that make for a very long day or remain out-of-reach from recent All-4-Fun locations.

I guess my timing was not the greatest for attendance given that more members than ever signed up for the 2017 All-4-Fun event in Leadville Colorado. Members attending included Jeff Hodas until Tuesday, Mark and Joan Wolf (Sunday-Friday) as well as my parents, Frank and Donna. It was actually very nice to have a small group which enabled us to do multiple trails in a day.

Sunday, Jeff and the two Whiston Jeeps headed out to Georgia Pass. Georgia Pass is the middle and least trafficked of the three main passes over the Continental Divide in Summit County. To the east, Webster Pass is more popular with the 4WD crowd due to the well-known and technical 4WD offroad trails it connects. To the west, Boreas Pass is easy and often clogged with tourists in minivans.

On a historical note, Georgia Pass once served as the primary route into the Swan and Blue river valleys for gold hungry miners. At the height of the rush, as many as 200 prospectors a day flooded over the pass, then called Swan River Pass, into the boom towns of Parkville, Swandyke, and Tiger. No trace remains of these once vibrant towns except for one maintained cabin in Swandyke. (Parkville was buried by river dredges in the 1880s. Tiger was intentionally burned to the ground by the Forest Service in the 1970s to "rid the area of squatters.") By the 1880s, Boreas and Hoosier passes had become easier and more civilized routes and Georgia was all but abandoned.

The trail summits in the saddle between Mount Guyot and Glacier Ridge with spectacular views of both the rugged Swan River Valley and the grassy plains of South Park. The Glacier Ridge 4WD trail meets this trail at the summit, connecting to the notorious rock garden, SOB Hill.

From the top of the pass, we followed the Continental Divide to set out for SOB Hill. Everything was very wet and in areas, water was running right down the trail. On this day, we chose to run this trail in the right direction. Under the wet conditions, I am not sure that

any of us would have been able to go up SOB hill without winching. After descending SOB Hill, we crossed the Middle Fork of the Swan River and intersected right in the middle of this trail.



The Middle Fork Swan River 4WD trail follows the river up its valley through picturesque pine forest and onto the high alpine tundra between Whale Mountain and Wise Mountain. From the high saddle, there are spectacular views with Breckenridge Ski Resort visible to the west, and the iconic Red Cone descent to the east.

The Swan River Valley was ground zero for the second Summit County gold rush in the late 1890s. Several popular 4WD trails now follow the routes established by prospectors' mules and heavy ore carts. The Middle Fork Swan trail connects with Georgia Pass, which brought in a flood of miners, and both Deer Creek and Saints John roads which ferried ore to the mills and rails near to Breckenridge.

Quickly, we came to a large cabin on the left which is nearly all that remains of the booming mining camp of Swandyke. The population peaked at 500 in the late 1890s. The camp was home to a 75 bed hotel and even had stage coach service to Jefferson via Georgia Pass. An avalanche destroyed the ore mill



during the brutal winter of 1898-99, after which the population fell to about 20. None the less, mining around Swandyke continued for another 30 years.

Exploring the woods in this area, you'll find many artifacts, including a mysterious buried truck. No one knows how it got there, although it seems likely it was left by the hippies who took up residence along Swan River in the 1970's much to the chagrin of the Forest Service.

We continued to the top where we would travel a short section of the St. Johns Trail to gain access to North Fork Swan River. North Fork Swan River 4WD trail is one of the lesser known jewels of Summit County. The lower section offers a tight, rocky forest trail with loads of camping options and a few white-knuckle moments (Wow this road has eroded a lot in the past 18 years!). Above tree line, you'll find some excellent historical mining sites, and high alpine views that will take your breath away.



The Swan River Valley was ground zero for the second Summit County gold rush in the late 1890s. Several popular 4WD trails now follow the routes established by prospectors' mules and heavy ore carts. The North Fork Swan trail connects with Saints John Road, which, along with nearby Deer Creek, ferried ore to the mills and rails near to Breckenridge.

The summit of Wise Mountain is a short off-shoot that we visited with fantastic views. To the south, Breckenridge Ski Resort is spread across the Ten Mile range. To the east across the Middle Fork Swan Valley, where we were able to make out the summit of Georgia Pass on the shoulder of Mount Guyot. A maintained emergency cabin here is stocked with basic supplies. Just below the summit are the ruins of a large shaft house. Interesting to look at. Dangerous to explore!

From here, we made the descent into Breckenridge and back to Fairplay via Hoosier Pass on the pavement.

Monday, we set out to tackle the most technical trail in the area, Wheeler Lake. This off-road trail offers breathtaking alpine scenery and challenging obstacles in Breckenridge, Colorado's back yard. The scenery is spectacular from Montgomery Reservoir, to the Magnolia Mill, all the way up the valley to Wheeler Lake itself. The town of Montgomery started in 1861 after the discovery of gold in the Middle Fork of the South Platte River. The town boomed and soon had up to 70 cabins, 2 hotels, and 2 sawmills that ran all day and night. You can still look around this trail and see many stumps left of the trees that were used to build this town. Just a year later in 1862 the town flourished and had 150 cabins and 6 mills used to process the gold ore. In celebration of Colorado becoming a territory, the town sent President Lincoln a gold bar and named one of the highest peaks in the area

in his honor. Eventually the gold became exhausted and only a few residents remained. 19 years later in 1881, silver ore was discovered and the town was populated once again.

At the beginning of Wheeler Lake, we drove through the Magnolia Mill site. Formerly named the Eddy Mill. It used the MacArthur-Forrest process to treat the ore that came from the Magnolia Mine, which is located 1,200 feet above the mill on North Star Mountain. In 1917, the Commonwealth Mining Company purchased the mine and mill and expanded the mine shortly after. Built between the mill and mine was a 3,800-foot tramway, which still can be seen in the trees today.

By the late 1940s, there were only ruins left in the town of Montgomery. The City of Colorado Springs later purchased the site in the 1960s and cleared out what remained. A dam was constructed and now the town site sits below the waters of the Montgomery Reservoir. We reached the lake just in time for lunch and spent a couple of hours to take in all the waterfalls and spectacular scenery.



Tuesday's forecast was for rain, so the group decided that it would be a good day to be tourists and stay close to town. Wolfie and Joan set out and did a couple of short hikes and explored a couple forest roads near town. The Whiston's went into town and explored the South Park City Museum. This is a cool place. They have re-located nearly 40

historic buildings from surrounding mining camps and towns to create an old-west town. We spent about 3 hours exploring this glimpse into the past. The rest of the day was consumed looking at local shops and of course, ice-cream!

Wednesday, we traveled up to the top of Mount Bross (14,172). On the way up, we made a stop at Windy Ridge which is a part of the Bristlecone Pine Scenic Area. These trees are about 1000 years old and have weathered very harsh conditions. Some of the oldest of this species can be found in the White Mountains in California and are as old as 4600 years! Boy you can tell which way the prevailing winds blow by looking at these trees. Although we had cloudy skies, they stayed high enough for us to have a nice view of the South Park valley with Alma and Fairplay below.

From there, we found a route that connected us to Mosquito Gulch. The group travelled up to the North London Mine. As we took in the history here, a stock JK was descending the shelf road above the mine. Turns out they had come from Leadville, but got stuck in snow and had to winch their way through. We decided to go up and check it out. I feared that going uphill would be a big challenge, but gave it a shot and got right through. Wolfie had the smallest tires and had to hit it about 3 times but also made it through. Once we all got past the snow, we decided to continue over to Leadville for dinner. Mosquito Pass

(elevation 13,185'), between Alma and Leadville, Colorado, is among the highest Colorado passes accessible to 4WD vehicles. The views from here are spectacular. On the Leadville side, the alpine grasses and wildflowers were spectacular. After dinner, we returned to Fairplay via Weston Pass.

Thursday, we set out to do Red Cone. From Fairplay, we traveled Highway 285 over Kenosha Pass. Nearing the trail head, I stopped to shift into low-range and heard an awful squealing sound. One of the serpentine belt pulleys was going bad, so we opted to return to town rather than risk a failure deep on the trail. I got back and loosened the belt to find a suspect tensioner pulley. The local NAPA had the part and I was back together within an hour. Wolfie and Joan already set out to do some hiking, so we decided to take the girls to the local recreation center to indulge in their indoor pool. Red Cone will be left as a reason to return sometime in the future.



Friday we hit up some more shops in town and took in an outdoor concert with 80's music and a fireworks display that kicked off the town's 69th annual Burrow days. It was a great trip!

Check the website for new rides and updates!



Redneck Engineering

Contributed by Phil Rodacy

Here's our monthly Redneck Engineering Inspiration.....



Thinking about going on a ride, but not sure if you can handle the trail? Call the trip leader to find out.

ORGAN MOUNTAINS-DESERT PEAKS NATIONAL MONUMENT

Too much of a good thing?

YES: Downsizing would still save land but boost economy

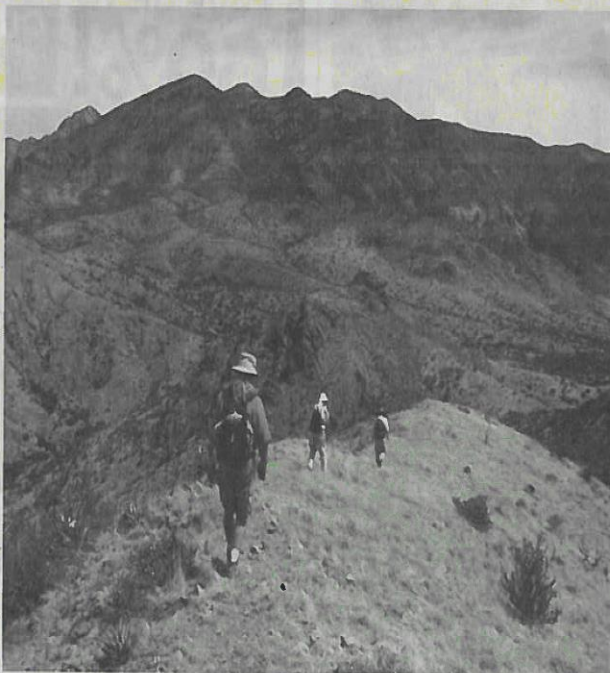
BY U.S. REP. STEVE PEARCE
N.M. SECOND CONGRESSIONAL DISTRICT

Whenever I'm traveling through Doña Ana County, I can look up at the Organ Mountains Desert Peaks and feel proud to come from a state that is home to some of our nation's most beautiful treasures. I share this feeling with my fellow New Mexicans, and there's a desire within us all to make sure the Organs stay preserved for generations to come.

Back in 2013, before President Obama created the current footprint, I introduced a bill to establish the Organs as a national monument. My bill would have made the Organs, and surrounding natural treasures, a national monument forever protected in the National Landscape Conservation System. The roughly 60,000-acre footprint I suggested was a balance between conserving the Organs without compromising New Mexico's economy and the culture of ranching, recreation and multiple uses.

Economies surrounding the monument are supported by local businesses, the Convention Center, a top-rated farmers market, annual festivals, sporting tournaments, and diverse museums — all of which draw people to visit the area. To attempt to calculate or establish a range of economic impact the monument alone contributes to the community is misleading. In fact, there is no metric that allows for an accurate or even broad accounting of revenue created by the monument. Recent attempts to define the increased economic benefit were only able to place it anywhere between \$4 million and \$11 million.

These numbers come from an analysis by the Las Cruces Sun-News, which used visitation numbers from the Bureau of Land Management for three sites within the monument — Dripping Springs Natural Area, Aguirre Spring Campground and the Soledad Canyon Area. Increased



ASSOCIATED PRESS

Hikers explore the Organ Mountains near Las Cruces.

visitation to these sites, along with the estimated tourism dollars, have been used time and again as a way to fight for the current 500,000-acre footprint. However, all three of these sites would remain protected under the smaller footprint proposed in my bill.

My efforts to protect the Organs without harming the local economy or diminishing the historical multiple uses of the larger area have led some to believe that I support selling off these lands for private uses — let me be clear, that is not the case. The current designation equates to a total of 600,000 acres of land because it includes the 500,000-acre footprint, which is all federal land, and land-locks roughly 100,000 acres of state and private lands within it. I've spoken with ranchers who live and work in parts of the monument who find it difficult to stay in business while complying with the designation's regulations.

A responsible review of the designation will loosen the bureaucratic grip that Washington has over thousands of acres and help put our lands back where they belong

— in the hands of New Mexicans. A significant cross-section of the community has historically opposed any monument designation.

Roughly 800 businesses and ranchers were in favor of a compromise to protect our lands while eliminating uncertainty, access issues and added layers of bureaucracy that come with the 500,000-acre footprint.

Even more, downsizing can bring back annual events — like the Chili Challenge — that, according to local sources, brought in nearly \$5 million to the local economy.

As New Mexicans, we are protective over our resources and embrace the landscape that we call home. For my entire adult life, I've loved the Organs. By keeping the designation but reducing the size, the beauty of the Organs will be preserved forever, the county can continue to benefit from the economic gains associated with the monument, and everyone from ranchers to hikers can continue to access and utilize the area without impediment.

NO: Prime acreage is now protected for generations

IN NEW Mexico, hunting is more than just a sport. It is a central part of our culture, a way to feed our families and ensure the future of our local outdoor recreation economy. Doña Ana County sportsmen and women have always appreciated the fact that they can drive a short distance from their homes and be able to pursue and harvest deer, javelina, quail, dove and waterfowl.

With the Organ Mountains-Desert Peaks National Monument in the backyard of New Mexico's second largest city, Las Cruces, thousands of sportsmen now have the opportunity to use these lands as they have for generations and pass on our outdoor traditions to the next generation. These are lands where we learned how to hunt with our fathers and grandfathers, and now we are passing that legacy on to our sons, daughters and grandchildren.

Unfortunately, Rep. Steve Pearce, R-N.M., has asked the secretary of the Interior to recommend that the monument be reduced in size by 88 percent, in spite of overwhelming support from the community. The areas being targeted are within the Desert Peaks portion of the monument: West Potrillos, Sierra de Las Uvas, Robledos and Doña Ana Mountains. These areas offer the best hunting opportunities and are highly valued by sportsmen who wanted them included as part of the monument.

Secretary Ryan Zinke should hear us — the majority of the local community, including sportsmen and women who worked tirelessly for more than 10 years to achieve this designation — and recommend that the Organ Mountains-Desert Peaks National Monument remain unchanged in scope and scale. Sportsmen ask Secretary Zinke to support our national public lands, our national heritage, our kids' inheritance and the backbone of our local economy — in short, our future.

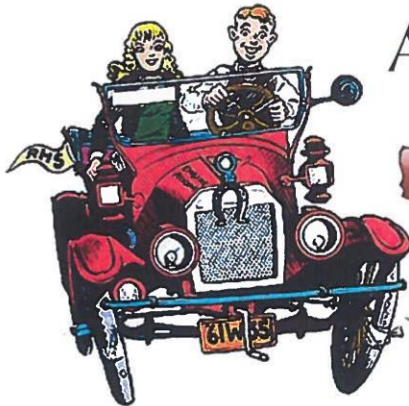
JOHN CORNELL

NM field representative, Theodore Roosevelt Conservation Partnership, Hillsboro

New Mexico Council of Car Clubs

All Clubs Picnic

August 13, 2017



Sunday 10:00am – 3:00pm

Food will be served at NOON

Water will be provided

Hamburgers & Hot Dogs will be served

50/50 Raffle
to Benefit Charity of Winners Choice
(the more you buy the better chance
YOUR FAVORITE CHARITY
has of winning)

Door Prizes & Fun for all

Bring Side Dishes or Desserts to share

If your car club or you would like to donate **FOOD, SUPPLIES or DOOR PRIZES or VOLUNTEER** to help

Please Contact: Jamie Saavedra
Email: jamie.n.saavedra@gmail.com
Phone: 505-410-4655

\$5 Dollars per car

(to help offset site rental)

Picnic Open to NMCCC Members and their Family

WHERE:

Oak Flat Picnic Area

Oak Flat Rd, Cibola National Forest - Tijeras, N.M.

DIRECTIONS:

From Albuquerque area, take Interstate 40 (or Old HWY 66) from Tramway east to Tijeras exit #175 for NM Hwy 337. Turn right onto Hwy 337 for a little over 8 miles and turn left onto Oak Flat Road. The Picnic will be on your left in about 1 mile.

Please use the marked RECYCLE CONTAINERS for Plastic Bottles & Aluminum Cans to minimize trash.

There will also be a 1977 Corvette raffle to benefit the Dick Harrell scholarship fund for automotive education. The car will be on display at the picnic. Tickets are \$20 or 6 for \$100.



THE SUV NEVER SETS ON THE MIGHTY JEEP. GO ANYWHERE, DO ANYTHING, YOU'VE GOT TO DRIVE IT TO BELIEVE IT. THE 3-CAR CAR. THE TOUGHEST 4-LETTER WORD ON WHEELS. JEEP. WE WROTE THE BOOK ON 4-WHEEL DRIVE.

SINCE 1941 EVOLUTION OF AN ICON



**1940-1941
WILLYS QUAD**

The first American-made passenger vehicle designed to carry 2, 3, 4, or 6 people. It's a legend. There's no other name for it. It was the first of its kind and the first.



**EARLY 1941
WILLYS MA**

Willys' answer to the "Standard" was the MA. It was the first of its kind and the first.



**1941-43
WILLYS MB**

The legend goes on. The Willys MB. It was the first of its kind and the first.



**1943-45
CJ-3A**

The first color car. The Willys MB. It was the first of its kind and the first.



**1948-52
CJ-3A**

Willys' answer to the "Standard" was the MA. It was the first of its kind and the first.



**1950-51
M-38**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**1951-52
M-38A1**

Willys' answer to the "Standard" was the MA. It was the first of its kind and the first.



**1953-55
CJ-5**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**1955-60
CJ-4**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



JEEP WRANGLER



JEEP WRANGLER

Since its introduction in 1971, few other vehicles can spark the imagination quite like the original off-road pioneer. Thanks to its rugged demeanor and legendary capability, it has earned our respect and affection. It has earned honorability in war and peace, working on farms, breaking down in mountains, and faithfully taking us down adventures. It has been widely imitated, serving as the benchmark for those trying to duplicate it using a blend of practicality and off-road freedom. We know a Jeep as a Jeep Wrangler. It's to help around the world. It's known as the original go-anywhere, do-anything vehicle.



**1955-61
CJ-4**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**1964-75
M170**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**1970-84
CJ-7**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**1979-90
CJ-8**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**1987-95
JEEP WRANGLER**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**1987-2007
JEEP WRANGLER**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**2001-2004
JEEP T5**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**2007-PRESENT
JEEP WRANGLER**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



**2008-PRESENT
JEEP JK**

The Willys answer to the "Standard" was the MA. It was the first of its kind and the first.



WILLYS
1941-1952



Mopar
1952-1970



Jeep
1970-1987



DaimlerChrysler
1987-1998



CHRYSLER
1998-2007



Jeep
2007-PRESENT

YOU'VE GOT TO DRIVE IT TO BELIEVE IT. THE 3-CAR CAR. THE TOUGHEST 4-LETTER WORD ON WHEELS. JEEP. WE WROTE THE BOOK ON 4-WHEEL DRIVE.

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KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

<p>President Jennifer Chapin 305-333-3375 pr@nm4w.org</p>	<p>Vice-President Membership Chairman Ross Burchard 505- 235-6464 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Bill Gardner 505-321-2491 tc@nm4w.org</p>	<p>Environmental Affairs Position is open de@nm4w.org</p>	<p>SWFWDA Delegate Bob Norton 281-5315 n5epa@flash.net</p>

Web Site Administrator Don Roy, wa@nm4w.org
 Newsletter editor, Phil Rodacy, ed@nm4w.org





Trail Tales



September 1, 2017

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

August 6 2017
by Bobbie Moore



The meeting was held at the home of members Beth & Frank G. Whiston in Albuquerque.

President Jennifer Chapin called meeting to order at 6:23pm.

GUESTS: Tammy Kesler, Jose Lucero, Scott Rose and Marty & Marion Marcum

MEMBERS PRESENT: Jeff Atchison, Ross Burchard, Jennifer Chapin, Jack & Cathy Dickey, Chris & Bill Dressler, Leon & Marcia Duggar, Javier Fraga, NaDeen Jackson, Ed & Lyn Kausche, Cliff & Jeanne Meier, Bobbie Moore, Ilene & Phil Rodacy, Gordan Rowley, Chris Sears, Diego Serna, Andy & Rhonda Townes, Mark Werkmeister, Frank G. & Beth Whiston, Frank R. & Donna Whiston

President Chapin reminded members that the position of Director of Environmental Affairs is still open. It is important that we fill this position to keep on top of the issues in our state and surrounding areas. If interested please contact a club officer.

She also told us about the event that she and Nikki put on at 4 Wheel Parts for the ladies. Pizza & Parts was well attended and the ladies learned a lot.

SECRETARY'S REPORT –Bobbie Moore The minutes from the July 8, 2017 meeting were accepted as written.

TREASURER'S REPORT - Bill Bonahoom, absent The treasury balance is \$8,899.00.

VICE PRESIDENT'S REPORT – Ross Burchart Ross explained how members and guests can earn points. There were no fines to collect at this time. He also reported that there are 6 guest who have enough points to be voted in. You have to be present at a club meeting to be voted in.

TRIP CHAIRMAN'S REPORT –Bill Gardner absent No report

PAST EVENTS:

August 13 NMCC all clubs picnic 2017

Aug.12 Club meeting

Aug.12 7th annual Four Corners 4x4 Show & Swap Framington.NM

July 30 Marks Casa Jeep Jam Abq.

July 29-Aug.5 2017 All 4 Fun Leadville ,Colo

July 29 Mt.Taylor & Laguna Burger Run

July 22-29 Fairplay,Colo

July 22-23 Extreme Night Run

UPCOMING EVENTS:

August 19 Gilman Tunnels Exploration

Aug 26 Santa Fe National Forest Clean-Up day

Sept 9-10 W.E. Rock Grand Nationals 2017

Sept 9 Club Meeting

Oct 12-15 Trail Dust Days Tucson, AZz

Nov 10-12 19th annual Desert Splash by Havasu 4 Wheeler

More rides and events will be added as they come up

**Check the website for details on
new and current rides,
as well as other events and updates**

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT –Position is open. Please volunteer to fill this important position.

PROGRAM CHAIRMAN’S REPORT – Tracy Bakewell. absent Diego reported that he still needs info to order some shirts.

HISTORIAN’S REPORT – Frank G. Whiston. Frank reported that no pictures have been put on for Jeep Jamboree. Please do so that he can upload them. He also brought up the fact the that NM4W will be 60 years old in 2018. If anyone has good ideas on how to celebrate this milestone, please share.

WEBMASTER’S REPORT – Don Roy, absent Don sent a note that he is working on website fixing the little things. Otherwise all is good

EDITOR’S REPORT – **Phil Rodacy**. Phil ask that anyone who has interesting stories or pictures to share please send in. Always room in the newsletter for whatever you want to share. Also try to put in more pictures and information about the trails you are leading.

Be a Trip Leader and Get a Discount on Dues!

PROMOTIONS PROGRAMS – Frank G. Whiston. No report

OLD BUSINESS: Dues must be paid by end of August or your points will have to start all over and you’ll have to be voted in as a club member. Unpaid members will be deactivated.

NEW BUSINESS : President Jennifer thanked the retiring officers as well as those who kept their jobs and welcomed the new officers.

NOHVCC will be opening more land to the public. The BLM needs help to develop opportunities to go along with this. Contact any officer if interested in being involved.

In the Grants area, MNOVA wants to offer more to the public, on the 2nd weekend of June 2018. There is a city wide celebration for a dual sport trail based weekend event. This would be more trails and events dealing with the off road community, including bikers & hikers. They have some interesting historic features, including Mt. Taylor and Zuni mountains to offer for exploration. In doing all this they would like some volunteers. If interested contact an officer or Mark Werkmeister.

New Members voted in: Welcome to Scott Rose Remember, even if you have enough points to join, you have to be at a meeting to be voted in

Raffle Winners: No raffle tonight

President Jennifer and the club Thanked the Whiston family for being the host for the August meeting.

Next month's meeting will be at the home of Bobbie & KW Moore in Tijeras. Directions will be on the website. This will be last of our summertime meetings. Remember to bring a potluck dish. The start time will be at 5pm.

MEETING ADJOURNED at 7:15 p.m.

	President's Report
	By Jennifer Chapin


There is no President's report this month.

**Lead a Run -
THE TRIP LEADER IS IN CONTROL**

	Vice President's Soap Box
	By Ross Burchard

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun

	Director of Environmental Affairs
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The NM 4 Wheelers need someone to assume the position of Director of Environmental Affairs. If you'd like to help keep our trails open, please consider volunteering for this position.

Check the website for new rides and updates!



Redneck Engineering

Contributed by Phil Rodacy

Here's our monthly Redneck Engineering Inspiration.....



**Thinking about going on a ride, but not
sure if you can handle the trail?
Call the trip leader to find out.**

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**KEEP PUBLIC LANDS OPEN
TO THE PUBLIC**



Trail Tales



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Meeting Minutes

September 9 2017
by Bobbie Moore



The meeting was held at the home of KW & Bobbie Moore in Tijeras. President Jennifer Chapin called the meeting to order at 6:00 p.m.

GUESTS: Jose Lucero, Judy Newman

MEMBERS PRESENT: Steve Andreson, Pete Boyd, Ross Burchard, Thomas Coston, Jennifer Chapin, Chris & Bill Dressler, Anna & Bill Gardner, NaDeen Jackson, Lynn & Ed Kausche, Michele & Brian Leist, Cliff & Jeanne Meier, KW & Bobbie Moore, Bob Provance, Ilene & Phil Rodacy, Don Roy, Rebagayle & Glenn Vialpando.

SECRETARY'S REPORT – Bobbie Moore The minutes from the August 12, 2017 meeting were voted on and accepted as written.

TREASURER'S REPORT - Bill Bonahoom absent The treasury operating balance is \$9,716.96

VICE PRESIDENT'S REPORT – Ross Burchard Not too much to report this month. The subject of fines was mentioned and still none reported, look out, everybody is watching.

TRIP CHAIRMAN'S REPORT – Bill Gardner Bill told us that more rides will be posted. Ride leaders are needed. If you have questions and are interested please contact Bill.

PAST EVENTS: *No events to write about at this time*

UPCOMING EVENTS: *Please read the website for upcoming runs and events*

**Please check the website for changes in trip times,
locations and leaders.**

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT – This position is still open. If you are interested, please contact any officer.

PROGRAM CHAIRMAN'S REPORT – Tracy Bakewell absent Jennifer reported that the new caps and shirts have been ordered. She also had some shirts, stickers and license plates at the meeting for sale.

HISTORIAN'S REPORT – Frank G. Whiston absent no report

WEBMASTER'S REPORT – Don Roy Don reported that he has been working with the colors on the web site. Looking good Don

EDITOR'S REPORT – Phil Rodacy Phil asked for more stories and pictures to put into the newsletter. Send in those photos ,please.

Be a Trip Leader and Get a Discount on Dues!

PROMOTIONS PROGRAMS – Frank G. Whiston. absent

OLD BUSINESS: none at this time

NEW BUSINESS: The award for "Four Wheeler Of The Year" went to Bill Gardner. Congratulations Bill. Thankyou Phil Rodacy for making the wood plaque.

New Members voted in: Judy Newman and Jose Lucero were voted and accepted as members. WELCOME!

Raffle Winners: No raffle tonight.

This was a short meeting because a run was planned for after the meeting.

Next month's meeting will be on October 12th at the Heights Cumberland Presbyterian Church in Abq.

MEETING ADJOURNED at 6:45 p.m.



President's Report

By Jennifer Chapin

There is no President's report this month.

**LEAD A RUN -
THE TRIP LEADER IS IN CONTROL**



Vice President's Soap Box

By Ross Burchard

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

By Frank Whiston

Hello everyone

Check out this article that made the front page of the Las Cruces Sun News this morning. The Las Cruces Four Wheel Drive Club has formed a working relationship with the local BLM office which is having a positive impact on our sport. New Mexico is the only place that I am aware that has this class of designated 4WD routes which lie within a national monument.

<http://www.lcsun-news.com/story/news/local/2017/09/09/las-cruces-four-wheel-drive-club-blm-partner-prehistoric-trackways-trail-signs/645898001/>

Jennifer is working on relationships with BLM and USFS near Espanola. We also have a group that was being led by Don Toy and Joe Barfut working to get the trails designated down at Gordy's Hill. We also have the Trail ambassador program with the Sandia ranger district.

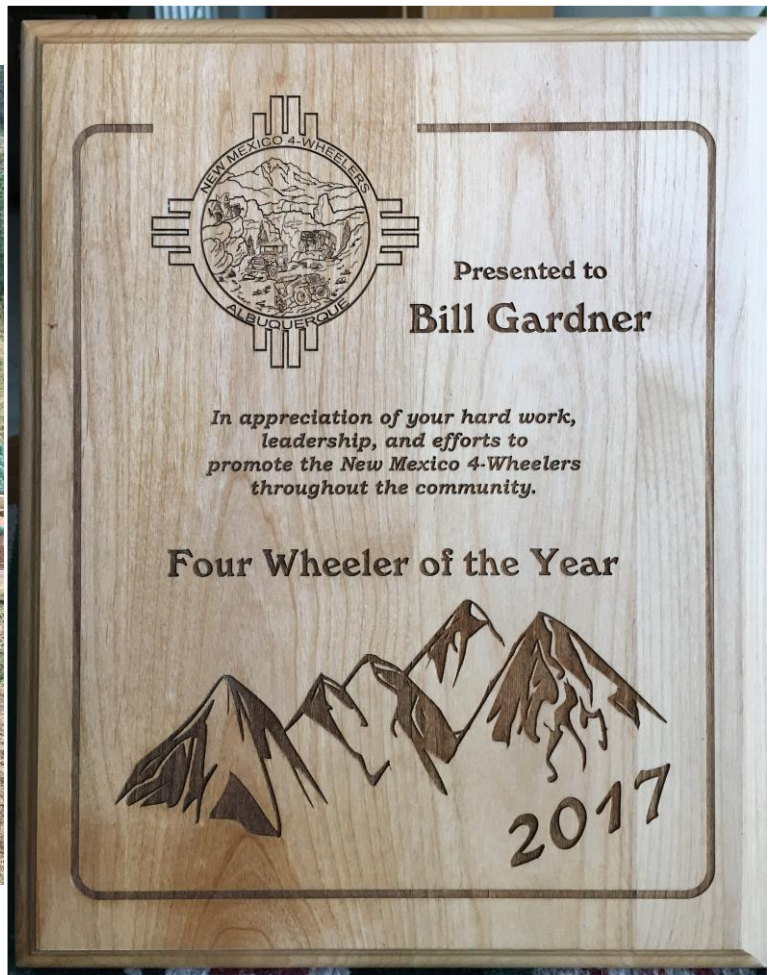
Our club still needs 2 important things. A Director of Environmental Affairs to complete the BOD and individual members to support and participate in the projects that we have lined up. Far too often, only a few stand up to make this stuff happen and that leads to burnout.

The NM 4 Wheelers need someone to assume the position of Director of Environmental Affairs. If you'd like to help keep our trails open, please consider volunteering for this position.

HIGH FIVE WAY TO GO CHEERS
CONGRATS HOORAY

Congratulations to Bill Gardner Four-Wheeler of the Year

Congratulations to Bill Gardner for being elected Four-Wheeler of the Year. This award is given in recognition of someone who promotes the sport of Four Wheeling and is a leader in the club and community. It is particularly meaningful since the recipient is selected through a vote by the club members. Again, Congratulations, Bill!





Santa Fe Forest Cleanup Project

By Jennifer Chapin

Thanks to a grant from Extreme Terrain and our partnership with the New Mexico Jeep Group, we started on cleaning up BLM and Forest land just north of Espanola, New Mexico. For many reasons this area has become a major dumping ground on the BLM land, and into the Santa Fe National Forest where there are quite a few archeological sites that should not be disturbed.

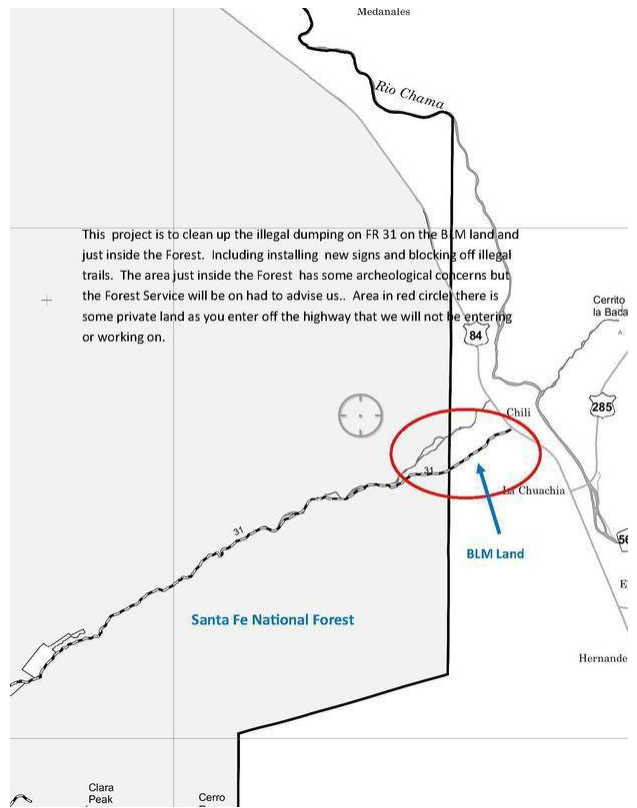
Our Group worked hard and filled a large dump trailer from the BLM, as you can see from the pictures. We had a great variety of items and even removed 2 containers full of needles.

The goal is to hopefully get a dump truck and a bobcat up there to clean up the construction debris and/or have another large cleanup day but we will need to fund a \$600.00 dumpster.

This is a great opportunity for our sport and clubs to continue to improve this area and work with the Santa Fe Forest and BLM. If you plan to make a trip on this trail please bring a bag and spend a little time cleaning up before and during the trail ride. Every little bit will help.

If you witness or see any illegal activities please report to local law enforcement and feel free to notify the club leaders we have direct contacts for that area.

It is also important if you come upon pottery or something that you feel could be artifacts, please get picture, and GPS coordinates that can be shared with the forest Archeologist.



Check the website for new rides and updates!



Redneck Engineering

Contributed by Phil Rodacy

Here's our monthly Redneck Engineering Inspiration.....



**Thinking about going on a ride, but not sure if you can handle the trail?
Call the trip leader to find out.**

KEEP PUBLIC LANDS OPEN TO THE PUBLIC

NM4W Officers

<p>President Jennifer Chapin 305-333-3375 pr@nm4w.org</p>	<p>Vice-President Membership Chairman Ross Burchard 505- 235-6464 vp@nm4w.org</p>	<p>Secretary Bobbie Moore 505-221-3847 se@nm4w.org</p>
<p>Treasurer Bill Bonahoom 505-298-6296 tr@nm4w.org</p>	<p>Program Chairman Tracey Bakewell 505-250-3876 pc@nm4w.org</p>	<p>Historian Frank G. Whiston 505-280-7922 hi@nm4w.org</p>
<p>Trip Chairman Bill Gardner 505-321-2491 tc@nm4w.org</p>	<p>Environmental Affairs Position is open de@nm4w.org</p>	<p>SWFWDA Delegate Bob Norton 281-5315 n5epa@flash.net</p>

Web Site Administrator Don Roy, wa@nm4w.org
 Newsletter editor, Phil Rodacy, ed@nm4w.org





Trail Tales



November 1, 2017

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

October 12 2017

by Bobbie Moore



The meeting was held at the Heights Cumberland Presbyterian Church in Albuquerque. President Jennifer Chapin called the meeting to order at 7:00 p.m.

GUESTS: Mark Beam, Brian James, Fred Hawkins, Skyler Whitney

MEMBERS PRESENT: Tracy Bakewell, Travis Bakewell, Ross Burchard, Jennifer Chapin, NaDeen Jackson, KW & Bobbie Moore, Bob Provance, Bob Wilbur

SECRETARY'S REPORT – Bobbie Moore The minutes from the Sept.9,2017 meeting were accepted as written.

TREASURER'S REPORT - Bill Bonahoom Absent, no report.

VICE PRESIDENT'S REPORT – Ross Burchard Ross explained how members and guests can earn points. Then Sheriff Ross launched onto the fines, resulting in a couple who paid at the \$0.25 fine jar. It seems like everyone has been trouble free as there certainly aren't as many fines as there used to be.

TRIP CHAIRMAN'S REPORT – Bill Gardner Absent Jennifer and Ross talked about the last few rides and events. The Sept. 7th Cedro night run had 14 vehicles. The Sept.16th Exploration run had 21 Jeeps. There was also good attendance for the trail clean up in the Santa Fe Forest. For the Fall Colors run there were 26 vehicles.

PAST EVENTS:

Sept.9 Cedro Peak Night Run after the meeting Ross Burchard

Sept.9 W.E Rock Grand Nationals 2017 Farmington, NM

Sept.16 Explore Southwest Jemez Bill Gardner

Sept. 23 Santa Fe National Forest Clean Up / Clean Trail Grant Day Jennifer Chapin

Sept.30 Fall Colors Run Frank Whiston

Oct. 1 Gordys Extreme Bill Bonahoom

Oct. 11 27th Annual Chili Challenge Cabaillo Lake, NM

Oct.12 NM4W monthly meeting

UPCOMING EVENTS:

Oct.12-15 Trail Dust Days Tucson,Az

Oct.21 Tajique-Torreon Loup Tajique.NM Ross Burchard

Oct.28 Halloween Ride to Cerro Pelado Peak Fire Tower Jemez, NM Jennifer Chapin

Nov.10-12 22nd Annual Desert Splash by Parker ,AZ Lake Havasu 4 Wheelers Jennifer Chapin

Nov.11 Riley Ghost Town and Area Run Don Roy

Nov.19-23 Thanksgiving week Moab/area BFE Extreme Crawl Moab,UT Bill Bonahoom

Please check the website for new runs or changes in trip times, locations and leaders.

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT – this position is still open, If you are interested please contact an officer.

PROGRAM CHAIRMAN’S REPORT – Tracey Bakewell Tracey reported that there are new hats and T-shirts, sweat shirts, stickers and license plates for sale.

HISTORIAN’S REPORT – Frank G. Whiston Absent No Report

WEBMASTER’S REPORT – Don Roy Absent No Report

EDITOR’S REPORT – Phil Rodacy Absent No Report

PROMOTIONS PROGRAMS – Frank G. Whiston Absent Jennifer explained how to opt-in for the 4WD Hardware Club Rewards Program. Also the NMOHVA receives a percentage every time you use Amazon Smile. Please make sure to fill out all your information so all can benefit from these programs.

Web Master Don Roy Absent No Report

OLD BUSINESS: The position of Director of Environmental Affairs is still open

NEW BUSINESS: Jennifer brought up the subject of the club funds. She passed around papers with ideas on how to use those funds. Several ideas were discussed and it was decided to bring it up at next meeting.

Fred Hawkins also reported that the Forest Service and BLM funds have been cut and only moneys for the fire service at this time. He told us about the Toys For Tots drive the NM Jeep group does with the Boy Scouts. Wondered if we would like to be part of that.

Skyler Whitney brought up a charity he is part of called Locker 55.

These all will be added to the list and discussed in the future. We had only a few members and guest this month at the meeting so will wait for a full house.

New Members voted in: Fred Hawkins and Mark Beam were voted in. Remember, you may have enough points but you must be present to be voted in.

Raffle Winners: The 50/50 raffle was won by Skyler Whitney and "Muddy Hat" went to NaDeen Jackson.

Thank you to Jennifer Chapin for hosting tonight.

Next month's meeting will be at the Heights Cumberland Presbyterian Church on Nov.9th at 7pm.

MEETING ADJOURNED at 7:45 p.m.

Be a Trip Leader and Get a Discount on Dues!



President's Report

By Jennifer Chapin

October was a very busy month with lots of activities. We had an extreme run at Gordy's Hill, Tajiue-Torreon Loop trail close to town, Halloween ride to Cerro Pelado Fire Tower, a few people at Trail Dust Days in Tucson, AZ, lots of people at the 27th Annual Chile Challenge in Southern New Mexico and myself at Women's Weekend at Rausch Creek in Pennsylvania.

The club meeting had very low attendance due to so many people being at the Chile Challenge. October is the time to schedule the meetings for next year so the club meeting is the week after Chile Challenge for October 2018. However, there was some good discussion about upcoming events and news of the Forest Service recreation budgets being cut out almost completely. That brought up more discussion on how our club could help with some funds and with taking care of the trails and continuing our work with the BLM and Forest Service.

It's with a heavy heart that I had to say Farwell to The New Mexico 4-Wheelers for now. I had to take a job transfer with very little notice to Baltimore, Maryland. Remember is not good bye but just so long for now. I have many Off Road activities planned for the future and I am sure that I will see you all at some point. The people of New Mexico 4-Wheelers have made a positive impact on my life which means I will continue to be a member. It has been a great honor to serve as a leader of the club, it brought some interesting challenges for me but mostly a very rewarding time for me.

Best Wishes to everyone, and I will see you all on the trail sometime soon.

Jennifer

LEAD a FUN - THE TRIP LEADER IS IN CONTROL



Vice President's Soap Box

By Ross Burchard

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

Contributed by Jennifer Chapin

The NM 4 Wheelers need someone to assume the position of Director of Environmental Affairs. If you'd like to help keep our trails open, please consider volunteering for this position.

California Legislators and Governor Make the Off Highway Vehicle Program (OHMVR) a Permanent Part of the State's Recreation Plan

BAKERSFIELD, CALIFORNIA - After nearly a year of work with the California Legislature, State parks, Governor Jerry Brown, and stakeholders from across the country, the California OHV program has been extended. In addition, there's a partner bill that makes the program a permanent part of recreation in California.

S.B. 249 and S.B. 159 are the legislative bills that Governor Jerry Brown signed into law. The California OHV program was introduced in 1971 and is funded by self-imposed user fees and taxes. The program does not utilize general tax funds to accomplish its goals. The program also has an extensive "Grant Program" that provides funding for education, law enforcement and restoration through state, federal and local communities across the state.

Over 80% of OHV opportunities in California are on federal land and facing budget shortfalls at all levels. The OHV program is an integral part of making sure that responsible and meaningful motorized recreation continues in California and provides the necessary funding to help augment those short-falls.

While it may seem that a complicated state like California would never allow OHV use, this proves that a viable, responsible and important program can work its way through a super majority and become stronger. Our original goal was to keep the existing program intact while at the same time make it permanent. With strong collaboration and hard work, we have accomplished these goals and are now looking forward to the future of off road recreation.

For more information, please contact the Off-Road Business Association at www.orba.biz

Fred Wiley
President/CEO
Off Road Business Association
UFWDA Treasurer



A Plea for Contributions

By Phil Rodacy

Trip leaders and trip participants: Please send in an article describing your trail adventures. It helps document where the club members have gone, shows that we're an active club, and helps recruit new members when the Newsletter is posted to the Web. No doubt we can do better. For example, this past month there were a number of runs:

Fall Colors Run
Gordy's Extreme
2017 Chile Challenge
Tajique-Torreon Loop
Halloween Night Run

Photos from these runs are not all available to the public (you need to be a member to see all of the galleries), and only one of these runs (Fall Colors Run) had an article submitted. Again,

Please submit a short article describing any runs you led. Thanks.



Use of NM4W Dues

Contributed by Jennifer Chapin

Some history before I start the conversation. The club had a large portion of the dues go to membership of Southwest 4-Wheel Drive Association in the past. That has stopped over the last couple of years and it also meant that we did not host a quarterly event that we had to pay for upfront costs. In addition, we were fighting the Santa Fe National Forest Lawsuit. The club at the time gave most of the funds to these things and friends of the box. The club treasury had less than \$ 1,000.00 and the directors at the time were concerned about maintaining the club. It was decided to raise the dues and eliminate a couple of the awards that were monetary.

From the By Laws

- A. This corporation shall be known as the New Mexico 4-Wheelers
- ARTICLE II. The New Mexico 4-Wheelers is organized as a non-profit club for the purpose of:
- A. Providing social, educational, and recreational activities for its membership.
 - B. Promoting and participating in safe and responsible four wheel drive activities.
 - C. Keeping members of legislatures informed of the needs of vehicular recreationists.
 - D. Informing Members of pending legislation and land-use matters.
 - E. Enjoying and protecting all local, state, and national resources.
 - F. Assisting various government agencies in the development of off-highway trails and areas.
 - G. Rendering aid and assistance as needed.

With that being stated, we have a large amount of funds in the treasury, about \$ 9,000. Bill had sent out the budget, and our largest expense is membership to United 4-Wheel Drive Association. It's great to have some money in the bank but it has been brought up about the dues and what people get for their dues. I wanted to start the conversation with the board so we can get something on the agenda for the club meeting in November. Some Items that were mentioned to me already but this is for all of us to contribute too.

1. Have the Christmas party meal catered, not just the meat. We would still pick up the meal but no potluck.
2. Sponsor a family for Thanksgiving and Christmas.
3. Sponsor something at the Chile Challenge (might be too late for this year).
4. Give some to local charities, (Do we want to do the food drive again this year or some other event?) NMJG is doing toys for tots - we can join them.
5. Increase the donation to the church.
6. Look at some CD's at our credit union, maybe some rolling 6 month CD's for part of the funds to save for future land use needs.
7. Small college scholarship for New Mexico student attending NM College for a student that has promoted motorized recreation.

8. Our club attended the Back the Blue Rally and Vests for K9's events. Donation to 1082 or National Police Dog Foundation RE: NM.
9. Buy some raffle prizes for give away to club members; Los Cruces does it at every meeting.
10. Buy some trash bags for trail leaders to hand out since most everyone is picking up trash on the trails.
11. Some charity event in Jemez Pueblo, since we go there quite often.
12. Some charity event in Grants since we go there and the city is wanting to welcome us.
13. With working with the Forest Service in Espanola, there may be an opportunity for us to help purchase some signs for the BLM or Forest land at the trail area where we are doing the clean-up.

Please feel free to share your thoughts and ideas. Maybe as a group we can narrow the list and present to the members our best ideas and move forward with those items.

Thanks Jen

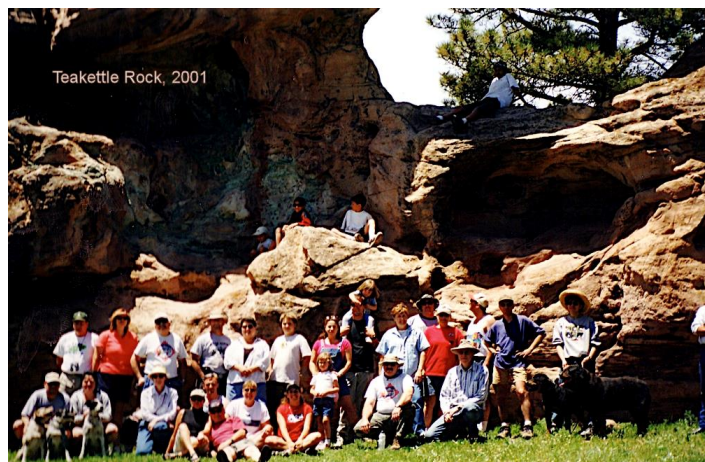


Fall Color Run

By Frank Whiston

Back a month or so ago, our webmaster sent out a note that the club calendar was becoming a bit sparse with events, so I decided to look at when might be a good time to head to the mountains to catch the aspen trees turning color. After considering several factors including past experience, balloon fiesta, and online fall foliage forecasts, I settled on Saturday, September 30. Although this ended up being a bit before peak colors, there were still spots of spectacular yellow aspen trees the even glowed on a cloudy day. What a turnout! We ended up with 21 vehicles including two guests from other states, one Colorado and one California.

We all know that we have been having some crazy wet weather lately, but we didn't let that stop us. The neat thing about some areas of the Jemez is the makeup of volcanic pumice which does not turn to mud. The vast majority of the route we had taken was like this. The weather actually cooperated quite well. It really did not rain hard the whole time we were on the trail and always seemed to quit when we wanted to stop and get out. We even had two very brave folks that share the same base name of Don who went all day in open Jeeps, which was bearable up to the end of the 4WD part. For me, the neat part of this run was the hard rain driving back to town which washed off nearly all the mud that had collected on the Jeep. However, we could have done without the hail, some of which was about the size of a penny!





As far as the route, I had never shown my girls Teakettle Rock before, so I chose a route that would take us by there.

We hit the dirt on FR144 which has been pretty well maintained lately and didn't really present any challenge. The only reason that I shifted into 4WD Low-range was to save my torque converter from having to slip going up some of the steeper hills. Once we rounded the northwestern corner of the Valles Caldera Preserve we turned off on Mesa Del Ojo road (FR453). Just a short way in, we found a break in the rain and a nice meadow to stop for lunch. This runs into Coyote Canyon road

(FR316) heading west to FR103 where we headed back south to Teakettle Rock. I had noticed a club photo in our online collection of historical photos that was taken here during the 2001 Memorial Day Campout. Tracey got everyone together to create another photo to compare then and now. From there, we continued south to FR 315, then south on FR315B to continue the need for 4WD. This would take us to Moon Canyon FR117 which presented the only true challenge all day, largely due to mud.



Check the website for new rides and updates!



Redneck Engineering

Contributed by Phil Rodacy

Here's our monthly Redneck Engineering Inspiration.....





Trail Ratings

Contributed by Frank Whiston

TRAIL RATINGS



EASY



MODERATE



HARD



XTREME



RAIN OR SNOW
CHANGES
EVERYTHING!

Thinking about going on a ride, but not sure if you can handle the trail? Call the trip leader to find out.



Colorado Trails

Contributed by Cliff Meier

Trails Open to Full Size Vehicles in Colorado



In addition to the many miles of Off-Highway Vehicle trails and 'roads open to all vehicles', there are a number of **Full Size Trails** open for recreational travel in Colorado. Although these *trails* allow for full width vehicles, they differ from most BLM and U.S. Forest Service *roads* as they are designed for *recreational*, motorized use rather than simply for transportation. **A Colorado Off-Highway Vehicle Permit is therefore required on any licensed/plated vehicle that is used for recreation on these trails.** This \$25.25 permit must be displayed on any full size vehicle traveling these trails *even if that vehicle has a currently registered license plate from Colorado or any other state.*

The funds collected from the sale of these OHV permits is used to build, maintain, and ensure the continued access to these trails for motorized and non-motorized users. A list of full size routes which hold a "trail" designation in Colorado can be found in this brochure. *However, it is always recommended to contact the local land management office with questions regarding any specific trail and any current closures or restrictions that may be in place.*

Visit the Colorado Parks & Wildlife website to read more information on how to purchase OHV registrations and permits, and the projects that the OHV Registration program funds, call (303) 791-1920, or visit one of the [OHV Registration Locations](#).

Colorado Full Sized Trails

The following trails require an OHV permit *even if the vehicle has a currently registered license plate from Colorado or any other state.*

- | | |
|--|---|
| 1. 21 Road Jeep Trail (Hunter Canyon) | BLM Grand Jct. Field Office |
| 2. Basin 4WD Trail - #2603 | GMUG National Forest - Grand Valley RD |
| 3. Big Creek Trail - #265 (+spurs) | GMUG National Forest - Grand Valley RD |
| 4. Billing's Canyon Rock Crawl Route | BLM - Grand Jct. Field Office |
| 5. Bittle Loop Trail #269 | GMUG National Forest - Grand Valley RD |
| 6. Boulder Canyon Rock Crawl Trail | BLM - Dry Creek Area - Montrose |
| 7. Brush Creek Jeep Trail - #9738 | GMUG National Forest - Gunnison RD |
| 8. Cabin 4WD Trail - #2606 | GMUG National Forest - Grand Valley RD |
| 9. Cactus Ridge Trail | BLM - Dry Creek Rec. Area - Montrose Field Office |
| 10. Calamity Canyon Rock Crawl Trail | BLM - Dry Creek Rec. Area - Montrose |
| 11. Carnage Canyon Rock Crawl Route | BLM/USFS/CPW - Buena Vista/Salida |
| 12. Castle Rock Jeep Trail #881 (+spurs) | GMUG National Forest - Paonia RD |
| 13. Coal Creek Mesa Trail #711 (+spurs) | GMUG National Forest - Paonia RD |
| 14. Corral Gulch Trail #2658 | GMUG National Forest - Grand Valley RD |
| 15. Death Row Rock Crawl Trail | BLM - Dry Creek Area - Montrose |
| 16. Deplar Park Jeep Trail #9769 | GMUG - Gunnison National Forest |
| 17. Die Trying Rock Crawl Trail | BLM - Dry Creek Area - Montrose |
| 18. Flattop Jeep Trail #9863 (+spurs) | GMUG - Gunnison National Forest |
| 19. Freedom Rock Crawl Trail | BLM Royal Gorge Field Office - near Penrose |
| 20. Full size trails #265 & 701 (seasonally) | GMUG National Forest - Paonia RD |
| 21. Gunsight Pass Trail #9585 | GMUG - Gunnison National Forest |
| 22. Hancock Pass Jeep Trail #9266 | GMUG - Gunnison National Forest |

- | | | |
|-----|---|--|
| 23. | Independence Rock Crawl Trail | BLM Royal Gorge Field Office – near Penrose |
| 24. | Italian Pass Jeep Trail #9642 | GMUG – Gunnison National Forest |
| 25. | Jenny Creek 4WD Trail #808.1 | Boulder RD – Roosevelt National Forest |
| 26. | La Fair Trail #2668 | GMUG National Forest – Grand Valley RD |
| 27. | La Plata Canyon Full size trails #791-798 | San Juan National Forest – Columbine RD |
| 28. | Land's End Trail #897 | GMUG National Forest – Paonia RD |
| 29. | Liberty Rock Crawl Trail | BLM Royal Gorge Field Office – near Penrose |
| 30. | Lime Ridge Jeep Trail #9624 | GMUG – Gunnison National Forest |
| 31. | Little Coal Creek Jeep Trail #883 | GMUG National Forest – Paonia RD |
| 32. | Little Bear Lake Trail #2660 | GMUG National Forest – Grand Valley RD |
| 33. | Lone Cabin Jeep Trail #876 | GMUG National Forest – Paonia RD |
| 34. | McDonald Mesa Jeep Trail #8891.B | GMUG National Forest – Paonia RD |
| 35. | Middle-Middle Rock Crawl Route | BLM Colorado River Valley Field Office – near Gypsum |
| 36. | Mud Holes Trail #2670 | GMUG National Forest – Grand Valley RD |
| 37. | Mud Springs Rock Crawl Routes/ Area | BLM Tres Rios Field Office – near Cortez |
| 38. | Napoleon Pass Jeep Trail #9540 (+spurs) | GMUG – Gunnison National Forest |
| 39. | Needle Rock Jeep Trails #712.1B&.1C & 881 | GMUG – Paonia RD |
| 40. | North Bench Trail #2633 | GMUG National Forest – Grand Valley RD |
| 41. | Old Tin Cup Pass Jeep Trail #9267.3D | GMUG – Gunnison National Forest |
| 42. | Patriot Rock Crawl Trail | BLM Royal Gorge Field Office – near Penrose |
| 43. | Rangely Rock Crawl Park (all trails) | BLM White River Field Office – Rangely, CO |
| 44. | Raven Mesa Trail #711 | GMUG National Forest – Paonia RD |
| 45. | Red Canyon Trail #5118 | GMUG National Forest – Norwood RD |
| 46. | Schoneman Ditch Camp Jeep Trail #8703.3A | GMUG – Paonia RD |
| 47. | Scratch and Dent Rock Crawl Trail | BLM – Dry Creek Rec. Area – Montrose Field Office |
| 48. | Sidewinder Jeep Trail | BLM – Kremmling Field Office |
| 49. | Sims Mesa Trail #6115 | GMUG National Forest – Ouray RD |
| 50. | Spur Jeep Trail #6544.3B | GMUG National Forest – Ouray RD |
| 51. | Sun Creek Jeep Trail #9637 | GMUG – Gunnison National Forest |
| 52. | Ten Falls Rock Crawl Route #8483 | BLM CO River Valley FO – near Gypsum |
| 53. | Throughline Jeep Trail #8864 | GMUG National Forest – Paonia RD |
| 54. | Tierod Bender Rock Crawl Route | BLM CO River Valley FO – near Gypsum |
| 55. | Todd Reservoir Jeep Trail #8891 | GMUG National Forest – Paonia RD |
| 56. | Tomichi Pass Jeep Trail #9888 | GMUG – Gunnison National Forest |
| 57. | Topless Rock Crawl Trail | BLM – Dry Creek Rec. Area – Montrose Field Office |
| 58. | Union Canyon Trail #9631 (+spurs) | GMUG – Gunnison National Forest |
| 59. | Upper-Middle Rock Crawl Route #8469 | BLM CO River Valley FO – near Gypsum |
| 60. | Virginia Creek Jeep Trail #814 (+spurs) | GMUG National Forest – Paonia RD |

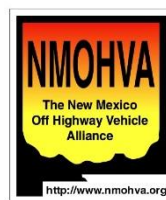


KEEP PUBLIC LANDS OPEN TO THE PUBLIC

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Web Site Administrator Don Roy, wa@nm4w.org
 Newsletter editor, Phil Rodacy, ed@nm4w.org





Trail Tales



December 1, 2017

Official Newsletter
of the
New Mexico 4-Wheelers

www.nm4w.org

Meeting Minutes

November 9 2017

by Bobbie Moore



The meeting was held at the Heights Cumberland Presbyterian Church in Albuquerque. Vice President Ross Burchard called the meeting to order at 7:00 p.m.

GUESTS: Marie Crites, Brian James, Chris McGrath, Maxwell Morley, Trevor Jones, Wayne Sullivan, George Szymkowski, Theodore Threet, Skyler Whitney

MEMBERS PRESENT: Steve Andreson, Tracy Bakewell, Travis Bakewell, Bill Bonahoom, Pete Boyd, Val Burch, Ross Burchard, Ronnie Caton, Guy Conway, Jack & Cathy Dickey, Leon Duggar, Javier Fraga, Bill Gardner, Karen Grohman, NaDeen Jackson, Ed Kausche, Brian Leist, Cliff & Jeanne Meier, Bobbie Moore, Bob Norton, Don Owen, Bob & Carol Provance, Vincent Reed, Illene & Phil Rodacy, Ben Romero, Don Roy, Chris Sears, Andy Townes, Frank G. Whiston

SECRETARY'S REPORT –Bobbie Moore The minutes from the October 12,2017 meeting were accepted as written.

TREASURER'S REPORT - Bill Bonahoom. The treasury operating balance is \$9,457.99. Bill read the payments for the last few months.

VICE PRESIDENT'S REPORT – Ross Burchard Ross explained how members and guests can earn points. Then Sheriff Ross talked about the fines, resulting in nobody paying at the \$0.25 fine jar. It sure has been a quiet year out on the trails. There were a couple of members that should have paid fines but were not at the meeting. Next time !

TRIP CHAIRMAN'S REPORT – Bill Gardner No report

PAST EVENTS:

Oct.12-15 Trail Dust Days Tucson,Az.

Oct.21 Tajique-Torreon Loop Ross Burchard

Oct.28 Halloween Ride Bill Gardner

Nov.9 NM4W monthly meeting

UPCOMING EVENTS:

Nov.19 -23 Thanksgiving week Moab area BFE Extreme Crawl Bill Bonahoom

Nov.25 After Thanksgiving Jemez run Bill Gardner

Dec.2 Annual Christmas Tree run Jemez Vincent Reed

Dec.6 Toy Drive Rio Rancho Ross Burchard

Dec.9 NM4W Christmas Party Phil Rodacy

Dec.16 Rio Rancho Winterfest Parade Bill Gardner

Please check the website for new runs or changes in trip times, locations and leaders.

DIRECTOR OF ENVIRONMENTALS AFFAIRS REPORT – This office is still open so any members who are interested, please let any officer know. Frank did tell us about a report he read in the Farmington paper. The BLM received a large grant for Choke Cherry canyon and other areas up there so good things do happen.

PROGRAM CHAIRMAN'S REPORT – Tracey Bakewell Tracey reported that there is a lot of merchandise on hand. If interested, he has it for sale after the meeting.

HISTORIAN'S REPORT – Frank G. Whiston. Frank reported that everyone is doing a good job sending in pictures. Lots of galleries to look at. He reminded members that 2018 will be the 60th year for the club. If anyone has ideas on how to honor this or old pictures let him know. Check out more about the clubs interesting history on our website.

WEBMASTER'S REPORT – Don Roy Don reported he has been doing general maintenance on the site. He has added a new tracking for membership and history. Ross likes the red and green acknowledgement on bottom of the page. Thanks Don.

EDITOR'S REPORT – Phil Rodacy. Phil reminded members that when you send your trip reports, pictures, and articles in, please send them to him so he can include them in the newsletter.

Be a Trip Leader and Get a Discount on Dues!

PROMOTIONS PROGRAMS – Frank G. Whiston. No report

OLD BUSINESS: Once again there was discussion on who and how much to donate or how to spend the extra monies in clubs account. Many ideas were submitted, so a committee was picked from volunteers to make some decisions .If you have an idea that was not brought up please contact Cliff Meiers, Phil Rodacy, Travis Bakewell or Don Roy.

It was discussed that President Jennifer Chapin has moved and that the President's position is now open.

NEW BUSINESS: The club voted and approved Ross Burchard to be the new President. That leaves the office of Vice President open. Any nominations or volunteers?

It was voted and approved to donate \$300 to the church and \$400 to the Road Runner Food Bank. Also voted and approved was a \$250 budget for meat to be used for the club's Christmas party.

Vincent Reed has volunteered to update the sheet the trip leaders are using. Thank you Vincent for doing that.

NMOVA in Grants would like help from NM4W in June 2018. They are having a large Off Road event at that time. Motion was approved that we help. More information on that gathering will be provided next year.

New Member voted in: Chris McGrath was voted in. WELCOME !

Thank You to NaDeen Jackson for once again being hostess with wonderful treats.

Next month's meeting will be Dec.9 at 5 PM. This is the NM4W Christmas Party / meeting and will be at the home of Phil & Illene Rodacy. Meat will be furnished, so bring a veggie and dessert dish. Bring a gift if you would like to participate the gift exchange. Address and directions are on website.

MEETING ADJOURNED at 8:20 p.m.

Be a Trip Leader and Get a Discount on Dues!



(Substitute) President's Report

By Phil Rodacy

As many of you already know, Jennifer Chapin had to resign as President of the club due to a job transfer. She is now residing in Maryland, but is looking forward to returning to New Mexico one of these days. Jennifer was one of the most active Presidents that I can remember, and she did wonders to promote our club to the local community. She was especially active working with the other Off-Road clubs in the area. Jennifer, you'll definitely be missed.

Ross Burchard, our former Vice-President, agreed to assume the duties of the President. We look forward to his leadership in the upcoming months.

The position of Vice-President is now vacant. Nominations or volunteers are being solicited.

**Lead a Run -
THE TRIP LEADER IS IN CONTROL**



Vice President's Soap Box

By Ross Burchard

There is no Vice President report this month.

Be a Trip Leader! More trail rides = more fun



Director of Environmental Affairs

There is no Environmental Affairs report this month. This important position is still open and desperately need to be filled. Although it is a lot of work, perhaps a couple people would be willing to share the workload?



Moab Extreme Thanksgiving Weekend 2017

By Bill Bonahoom

On November 18th, 2017 the NM 4 Wheelers headed to Moab for a week of fun on the rocks. We had a great turn out of very well prepared vehicles all with tires between 40" and 49" tall show up to tackle some of the hardest trails that Moab has to offer. We had 7 vehicles which included a past club member and a guest from Las Cruces. I was hoping for nice warm dry weather and mother nature delivered well beyond my expectations with a couple of days calling for shorts and tee shirts.

Day 1: Potato Salad Hill and Hells Revenge. When you think of Moab and Slick Rock this trail as iconic as they come and a must do. It has steep climbs and descents that you would think are not even remotely possible but the traction on the rocks is just about 100%, and even the basic vehicle with low gears can climb the fins with ease. And while at the top of some of the fins stop for a bit and take in the views as they are spectacular. We got off to a slow start as the morning was cold (18 degrees) and my propane vaporizer ended up icing up causing my rig to stop running. Took it off to let it thaw on someone's else's warm motor while the rest of the group ran up Potato Salad Hill. By the time they were heading back I was installing the thawed vaporizer and we were back in commission. Our group of buggy's ran the Hells Revenge with ease, all but the Devils Hot tub. We watched another group play in there and Devin in his Toyota Buggy/Tractor was the only one brave

enough to give it a try. He got close but promised to come back with sticky tires for his next attempt. On the way back to the trucks unfortunately Andy's steering arm ripped the bolts off the Dana 60 steering knuckle and left him with one tire pointing right and the other pointing left. We broke out the tool box welder and glued the two pieces together and got off the trail in the dark. All of us a bit cold and hungry but the day was a blast!



Day 2: Black Ridge Trail (aka Rear Steer). This great trail was just officially opened by the BLM with the help of the Red Rock 4x4 group in Sept of this year. It is in the bottom of a steep canyon filled with boulders ranging from small to truck size that need to be driven over which takes precise wheel placement to avoid getting hung up. Mid way up the LS powered buggy on 43" stickies snapped a rear 14 bolt axle shaft with a loud bang. Luckily, we had cell phone service and located a replacement at the 4x4 shop in town, and then Andy (while still waiting on new steering knuckles to arrive in the mail) was kind enough to deliver it to the top of the trail. After installing the new shaft good progress started to be made, however the exit was technical, steep, and full of enormous boulders. Once again, we found ourselves using headlights to get back to the trailers, and once again everyone was cold, tired and ready for dinner.



Day 3: Area BFE, Green Day, Kerplunk, and Hellderado. Green Day starts off fairly easy, even though the route we choose to go to get there had some tricky steep climbs straight up the side of a mountain. There are three named obstacles on Green Day and we went through the first two without realizing there were hard. Even though I should have figured as I could see marks where previous vehicles had flopped. The final obstacle, Suicide Hill, on Green Day was a 15-20 ft tall water fall with a deep rut in the middle that has caused numerous flops over the years as seen on YouTube. I am happy to report, everyone made it up without innocent. Immediately following Suicide Hill is a short trail called Kerplunk, which is a wedge type climb to get to the top. Our group saw three rigs attempt Kerplunk and all three of them got wedged in there painfully. Jeffery in the Rockwell rig managed to back out. Jim in his CJ7 had to get winched backwards, and Devin in his Yota buggy broke the transfer case output shaft. The rest of us decided it would be best to just scoot right past Kerplunk so we would not Ker-break. The final trail was the notorious Hellderado. It is short but technical and the waterfall at the end will most likely get you more vertical than you have ever been.

I was first and dawned my helmet and cinched up all my belts for the Hellderado waterfall. I ended up walking up the fall easier than expected using the rear steer to find traction. Once the front tires crested the top though that was all the further I got, as I was on the wrong line and got stuck on the belly with a rock behind my rear diff keeping me from backing up any further. Randall and Jeffery both found courage and flew right up the waterfall un-assisted!



Day 4: Cliffhanger for some and Arches National Park for me. The Cliffhanger group saw the return of Andy with his shiny new steering hardware, however a bug was quickly realized in the installation which left him brakeless heading down the huge entrance hill. Not long after that Jim realized that Kerplunk must have Kerbroke a rear axle wheel bearing which made a horrible squealling noise as it came appart, so the group turned back around not long after they started. While my family and I enjoyed every bit of a full day in the national park.



Day 6: Moab Rim: This is a very senic and pretty trail which runs from the bottom of the Colorado River to the top of the ridge overlooking Moab. It has steep offcamber climbs on the side of the cliff, crazy pretty views, and even a sandy big horse power style ¼ mile long hill climb. Chris and his LS powered buggy made some wicked cool noise as he showed us what a lots of HP sounds like bouncing off the 6,000 RPM rev limiter. Following the trail we had a Thanksgiving sytle pot luck where we roasted 2 turkeys and had all the fixens and deserts to go with it.



Day 7: Coyote Canyon: This is an iconic trail as the BLM had closed it several years ago, and has recently open it but now requires a permit with strict instructions. It's a relatively short trail packed with boulders and non-stop action. Shaped like a horse shoe it runs up a canyon and then down the next ending up about a .1 mile up the arroyo from where you started. We ran it forwards and then turned around and ran it backwards and was still done around 2 pm. I did manage to break an axle shaft in my Rockwell axle 49" tire buggy so it got parked halfway up the first part of the trail and I walked the rest until we got back to it and I could drive it back down.



I must say that this trip to Moab was very memorable, and the best part about it was the friends and families that all came out to share the wheeling days and Thanksgiving with us. What a great week!



Manzanita Mountains

4WD Roads and Trails

By Todd Threet



On November 17, 2017, a friend and I took a solo ride in the Manzanita Mountains, AKA Cedro Peak to take pictures and work on writing a trail guide for the areas 4WD roads and trails. The route we started on the southern end of FR542. We navigated the rocky forest road in a stock 2 door Tahoe.



Starting out day out on FR542 southern end.



Navigating the loose rock grades and shelves along FR 542



The longest loose rocky grade we encountered on FR542.



One of the many single step shelves on FR542



The views of the southern Sandias on FR 542

Reaching the end of FR542 we jumped over to FR 13. We traversed the arid, hilly landscape and wound our way around the piñon pines, junipers and gamble oaks. We reached the only true 4WD trail in the Manzanita Mountains Trail System, Meadow Ridge trail 05627. At the intersection of FR13 and Meadow Ridge trail 05627, we noticed that the carsonite sign was missing. Could this be a spring project for the club?



Meadow Ridge trail 0627 missing signs



Picking our line so we don't get high centered.

We decided to travel down Meadow Ridge trail 05627, straddling the ruts as we pressed on down the trail towards FR12. Meadow Ridge trail 05627 is truly a 4WD trail. This rocky trail may give you pin stripping paint job we did scrape in the Tahoe. Deep ruts litter the trail, the deepest hole the driver nicked named it Lake Tahoe.



Most of Meadow Ridge trail 05627 looks like this.



Since the trails were dry that day, the driver decided to go in the hole to see how deep it is.



This view shows that this hole is as deep as the Tahoe's bumper.



One of the many shelves on Meadow Ridge trail 05627

Reaching FR12, we immediately started the toughest section for the Tahoe. This short fun section is a steep hill with large rocks imbedded in the slope and large loose rocks litter the slope side. Making our way down this hill rewarded us with a gorgeous meadow and smooth forest road lazily drifting through the valley floor.



One of the toughest section on the on FR12



Descending down the hill



Loose rocks littler the hill.



Looking back up the hill, it's not so bad looking up it!



So after the hill, FR 12 becomes a smooth road.



Beautiful view of South Mountain

We followed FR12 down to FR462. Shortly after taking FR462 we met up the FR13. We took the rough forest road to FR252. FR13 has about 5 short alternate rocky sections with shelves, these sections vary in difficulty.



Most of FR13 is cobble stone and loose rocks.



One of the 5 sections of the road with alternate routes.



Another section with an alternate route.



One of the many grades with loose rocks in the tread.



This shelf goes diagonally across the forest road.



One of the shelves with different lines to choose from.



Parts of FR13 look like this, luckily was dry that we could straddle the ditch.

On our way to check out Coyote trailhead we encountered a Forest Service grader. We did notice that some of FR252 was freshly graded. We believe that the Forest Service will be grading FR462 soon.

Check the website for new rides and updates!



Redneck Engineering

Contributed by Phil Rodacy

Here's our monthly Redneck Engineering Inspiration.....

We're always interested in seeing your modifications as well!



**Thinking about going on a ride, but not sure if you can handle the trail?
Call the trip leader to find out.**



Thank you note from Church

Contributed by Bill Bonahoom



"A body of Christ with a passion to glorify God and renew lives."

November 15, 2017

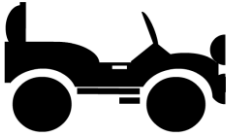
Dear Mr. Bonahoom,

Thank you so much for the generous donation of \$300.00 on behalf of the New Mexico 4-Wheelers organization. It is greatly appreciated as it helps to ensure that our church will be able to continue to support our community through the resources that God has provided.

We are glad to be able to accommodate your group.

Sincerely,
Sheryl Germack,
Facility Coordinator

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505.821.1993 www.heightscpc.org



Memorize Your Jeeps

Contributed by Jennifer Chapin

Jeep Chart Memorization Challenge <small>CHALLENGE ACCEPTED</small> 	 C J
 XJ	 SJ
 MJ	 YJ
 ZJ	 TJ
 WJ	 KJ
 WK	 XK
 JK	 MK
 ALSO MK	 KK

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