

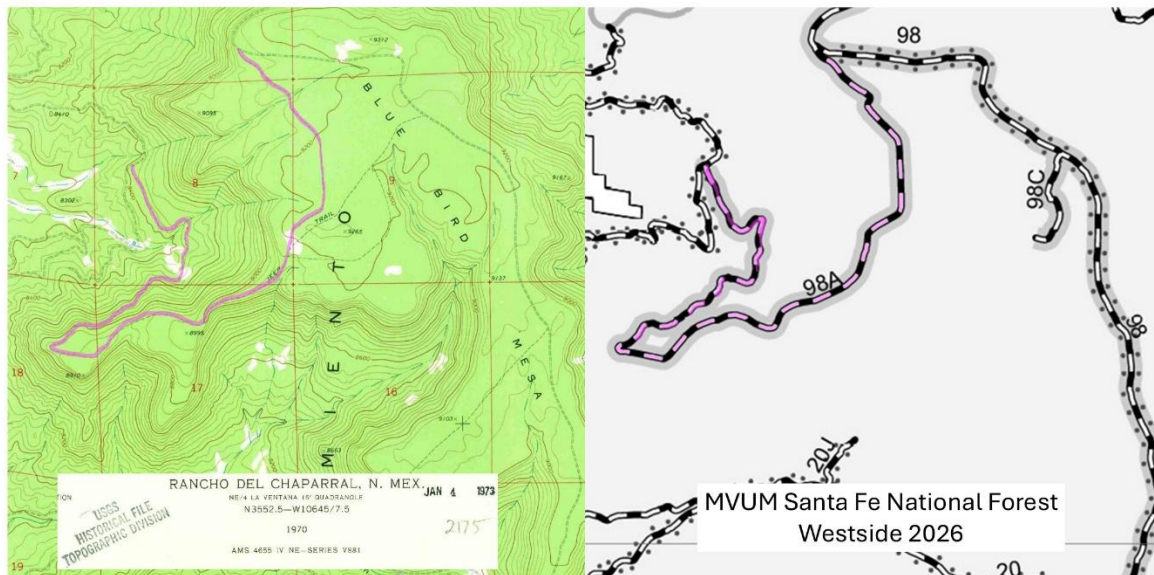


Official Newsletter
October 1, 2026

The Maps We Inherited: What Mid-Century "Jeep Trails" Tell Us About Our Culture by Frank Whiston

If you've ever unrolled a 1960s Forest Service map of the Gila or flipped through an old 15-minute USGS topo quad of the Rancho Del Chaparral, you've probably spotted a label that feels like a postcard from another era: **"Jeep Trail."**

Printed alongside thin, single-dashed lines winding through trees, steep canyon walls, and high mesas, those two words were more than just shorthand for a rough road. They were an official government label—and the quiet beginning of four-wheel drive culture in New Mexico and across the Southwest.



Jeep Trail example that is now designated as a Forest System Road

Lately, I've been thinking a lot about those old maps. When you trace how that simple label made its way onto federal paperwork—and why it eventually vanished—it explains a lot about who we are. More importantly, it explains why there's often such a massive misunderstanding between the modern wheeling community, the general public, and land managers today.

Before World War II, getting deep into New Mexico's backcountry took a horse, a pack mule, or a very long walk. The land was already crisscrossed with primitive tracks—old

wagon routes from Spanish land grants, stage line trails through places like Cabezon, and logging paths in the Sacramentos and the San Juans. But they weren't meant for casual travel.

Then the war ended, and thousands of surplus Willys MB Jeeps flooded into civilian hands. Veterans came home with off-road driving skills, and suddenly local families had a way to reach places nobody had ever visited in a sedan. By the late 1950s and early '60s, early local groups like the Albuquerque Jeep Herders (now NM4W) were already putting together organized family runs into places like the Gila Cliff Dwellings long before modern paved access existed.

Federal mappers at the USGS and Forest Service quickly realized their standard map legends were out of date. Roads were either paved, gravel, or dirt. None of those descriptions fit a rocky two-track that required low range and a spotter. So, they added a new symbol to their maps: --- **Jeep Trail** (or sometimes **=== 4WD**).

It wasn't an invitation to go tear up the countryside. It was a simple, honest description. It told travelers: *There is a route here, but you'd better have high clearance, low gears, good judgment, and a tow strap.* For nearly thirty years, "Jeep Trails" were officially documented across millions of acres of public land, recognizing primitive motorized travel as a legitimate way to experience the West.



By the late 1970s and '80s, government mapping started shifting toward standardized computer databases. Terms like "Jeep Trail" were phased out for bureaucratic labels like "Unimproved Road" or "Primitive Road." Later, when the 2005 Travel Management Rule kicked in, every full-size route got lumped under the broad title of "Forest System Road" on modern Motor Vehicle Use Maps (MVUMs).

That administrative cleanup made things easier for agency computers, but it created some real headaches for the rest of us: When someone who doesn't wheel hears that a National Forest has "thousands of miles of roads," they picture wide, graded gravel thoroughfares cutting through the pines. They don't realize that a huge portion of those "roads" are the exact same primitive two-tracks surveyed seventy years ago. Calling a slow-speed, low-impact two-track a "road" completely misrepresents what's actually on the ground.

When non-motorized visitors or newer agency staff come across a rough two-track today that isn't printed on a modern MVUM, the immediate reaction is often: *"Look at this illegal*



wildcat trail someone cut." Agencies began to coin the term "*User-Created Route*" in reference to these tracks. In reality, thousands of these routes are historic mining paths, ranch access tracks, or post-war recreational trails that were surveyed and labeled as "Jeep Trails" on federal maps decades ago—only to get accidentally dropped from GIS layers during digitizing updates in the 1990s.

On a 1970s map, "Jeep Trail" was a warning about terrain difficulty, not a sign of neglect. Today, modern management models often look at an unmaintained, rocky shelf road or a sandy wash and see "failing infrastructure" or an environmental hazard. But to us, that technical, primitive character is the point. Slow driving over natural rock features keeps speeds down, prevents washboarding, and keeps the backcountry feeling wild.

As land management becomes more and more reliant on digital databases and algorithms, remembering where these routes came from matters more than ever. Those faint single/double-dashed lines on mid-century maps aren't just relics of post-war exploration. They are hard proof of a long-standing heritage of public access, rural history, and low-impact recreation in New Mexico.

The next time you're looking at an old map of the Land of Enchantment, take a second to appreciate those little "Jeep Trail" labels. They remind us that we aren't just out there driving—we're taking part in a story that was written directly into the landscape generations ago.



Camping/Exploring San Pedro Mtns

Aug 2026 - by Jack Dickey

Having our annual camp-out later in the summer was a nice change. During the long weekend, we traveled multiple roads on the Santa Fe National Forest Motor Vehicle Use Map: some previously traversed and some newly explored. An active monsoon in the mountains quenched most of the dust, in exchange for occasionally muddy roads and large mud holes. Temperatures during the day were low 80s and nighttime temperatures were in the 50s. Friday, Saturday and Sunday afternoons we were bestowed with rains that got heavy at times.

Jack and Cathy Dickey, Matt Ray, and Willie Crawley headed to the San Pedro Mountains northeast of Cuba on Thursday 8/20 ahead of the main group in hopes of securing our first choice for a campsite. While traveling FR 103 we saw only a few folks in campsites along the way. The farther we traveled from State Road 126 fewer folks were encountered. Luckily, our favorite campsite was unoccupied and in good condition. We spent the afternoon setting up each of our camp areas, gathering firewood, and enjoying a beautiful, quiet afternoon in the mountains.



Friday morning, while Matt and Willie lounged in their tents, Cathy and Jack traveled the 26 miles back to Cuba to greet the rest of the group. Folks arrived at the Allsup's Travel Center, topped off gas tanks, and got last minute supplies.

After a short driver's meeting Frank Whiston, Amy Silver, Snow Peterson, John Nolen, and Josh Tucker followed Jack and Cathy back to the campsite. Folks set up their camp areas and had lunch before heading out for an afternoon driving fun, sometimes

lightly used, and rewarding forest roads northwest of camp. Along the way, Frank hailed over the radio that his truck had overheated. Raising the hood, it was found that a plastic clamp fitting for a heater core hose had met its demise and the loose hose had expelled all of the coolant. After extracting the broken pieces and scrounging a hose clamp, Frank was able to reconnect the hose to the heater core. He refilled the radiator and reservoir with water from his 5-gallon camping jug. After circulating air out of the cooling system, his truck was able to continue the ride.

We traveled FR 318H, which was new to most of the group, and after a few turns arrived at a gravel pit where numbers fossils, over 300 million years old are exposed in the Madera Limestone. We arrived back at camp just as the storm clouds were building with distant thunder. After dinner, Willie and Snow ignited a pleasing campfire that quickly drew folks from their camp areas. Light rain began to fall and with a blazing flash of lightning and an instantaneous earsplitting clap of thunder heavy rain descended upon the group. After the rain abated, like wet prairie dogs, folks came out of their dens in hopes of reviving the camp fire. But, the kindling and wood were soaked, so folks retreated for the evening.



Saturday morning dawned damp and sunny. Coyotes wandering near camp serenaded early risers with their yips, barks, and yodeling cries. After breakfast at mid-morning, we headed out for another day of exploring forest roads northeast of camp. We discovered FR 317KC, a road no one in the group had traversed. This out and back road proved to be challenging in a very fun way, winding through trees, crossing meadows, and with an occasional wet clump of root that denied traction to unsuspecting drivers (Amy). One area had a few downed logs that had to

be removed. Upon pulling one log from the road John discovered, in a not so good way, that we had inadvertently agitated a bee's nest. After a dose of Benadryl and some ibuprofen, John was good to continue driving the route. About noon, the group stopped for lunch at the edge of a meadow. The clouds had been building and there were sprinkles. With a clap of thunder, the clouds relinquished their bounty so folks had to retreat to their vehicles to finish eating. After lunch we continued to the southeast contouring at an elevation of about 9,000 feet. The rain continued and roads became slippery and muddy.



We arrived back at camp late afternoon via a muddy, lightly used road. Judging by accumulated puddles of water on folks' tents and awnings and disturbed forest duff, the rains had been heavy at camp. As the clouds broke and sunny skies prevailed, folks cooked and enjoyed dinner. Willie and Snow, assembled and ignited another joyous campfire. Cathy heated a batch of popcorn over the flames for an after-dinner treat. After

darkness descended upon the satiated campers, the clouds recuperated and rain once again announced its presence. With full bellies and warm hearts and souls, holidaymakers returned to their cocoons for a restful night's sleep.



Sunday morning greeted us again with bright, but damp conditions. Josh had some ideas of roads to explore so he took over leading a smaller group as Frank and Matt had to head home. Mid-morning we headed west of camp to explore cross-over roads between FR 103 and FR 93. We tried two different roads within a burn scare only to be thwarted by numerous downed snags.

Finally FR 93Q allowed us to pass through. This was another lightly used road that none of us had previously traversed. We were rewarded with fun, challenging

conditions and a lunch spot with a view into Chama River Canyon. After lunch we covered roads abutting the San Pedro Parks Wilderness; traveling through spruce and fir trees at around 10,000 feet elevation. Along the way, we crossed numerous large mud holes that had been filled with recent heavy rains. Having to say goodbye to Josh, Amy and Snow, a diminished group returned to camp by late afternoon. Jack cut and split firewood for the

evening's campfire as well as his and Cathy's dinner cooking fire. Jack, Cathy, John, and Willie enjoyed a quiet evening sharing stories and reminiscing around the campfire until rain herded us to our beds.

By 9:00 Monday morning the remaining trekkers were packed up and heading back to civilization and hot, dry weather.

Bronco Super Celebration 2026

by Frank Whiston

Ever since my father and I revived "Gentle Ben," our 1971 Bronco, I have had my eye on the Colorado Bronco Super Celebration hosted by *Bronco Driver Magazine* in Buena Vista. The inaugural Colorado event was held in 2020—just after we got Gentle Ben running again. Between needing a new set of tires, wanting more seat time to ensure reliability before trailing it far from home, and navigating high school band schedules every September, it took a few years to line everything up. But in 2026, as Ford celebrates 60 years of the Bronco, we finally made it happen.



Event Hub, Buena Vista Rodeo Grounds

The Bronco Super Celebration was originally founded in 2006 by Tom and Donna, alongside family, friends, and the magazine crew. What started as a modest gathering in

Townsend, Tennessee, has grown into a major four-day festival drawing over 1,300 Broncos, top-tier vendors, and enthusiasts from across the nation. In 2020, event organizers expanded west to the Rodeo Grounds in Buena Vista. Nestled in the heart of the Rocky Mountains, the venue offers breathtaking scenery, easy access to alpine trail networks, and iconic high-country destinations.

Local support for the event comes from Colorado Broncos, a Littleton-based club founded in 2018. Growing from an online group for Early and 6th Gen owners into an active community hosting trail rides, BBQs, and car shows, the club builds and leads the event's daily itineraries. Since they were looking for volunteer trip leaders, I offered to lead the two outings Beth and I had signed up for.

The event ran Wednesday through Saturday, with the first three days packed with street cruises, scenic dirt drives, and technical night runs. Friday night featured a chili cook-off, live music, and free hot dogs and chips. Saturday brought everyone together at the Rodeo Grounds for the "Battle of the Broncos" car show, an articulation ramp, an R/C course for scale Broncos, local food trucks, vendor booths, and prize raffles.



The Lineup at Columbine Mine



Fall Colors Making a Debut

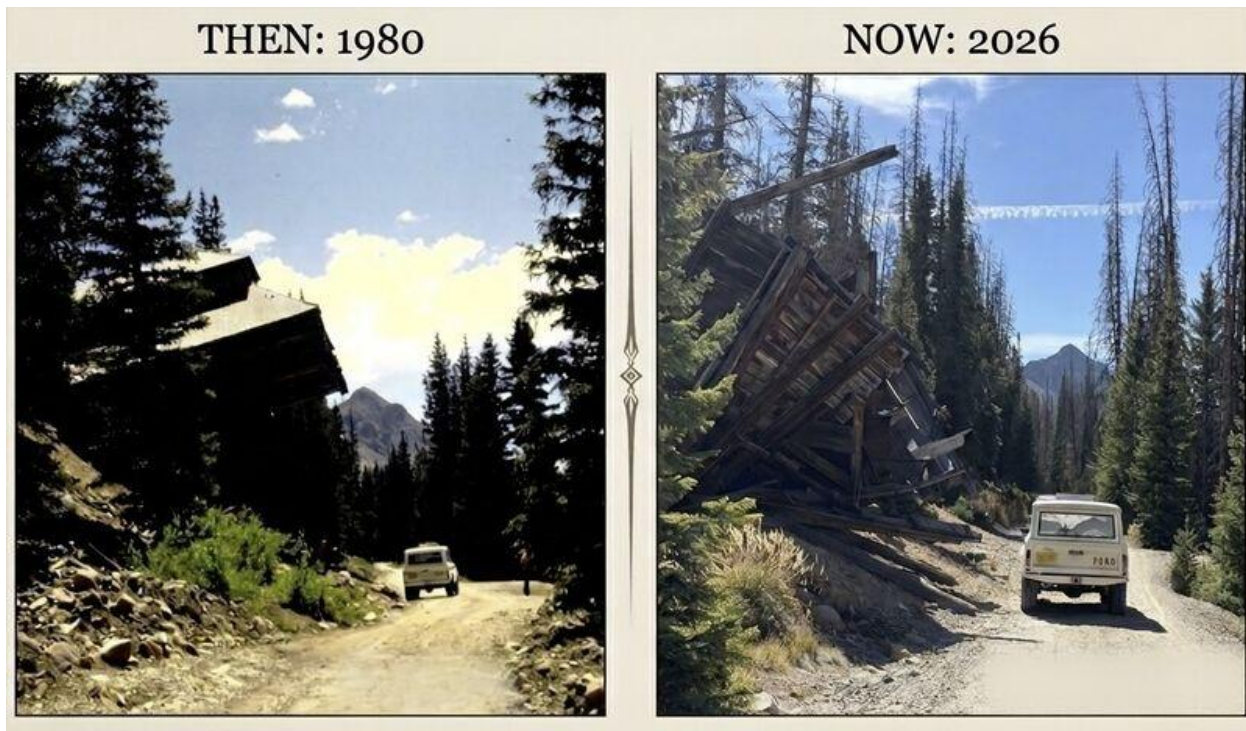
On Wednesday, our group tackled Lost Canyon. It was close to town and offered panoramic views of Twin Lakes, Mt. Elbert, and the upper Arkansas River Valley. This out-and-back trail climbs County Road 398 from Granite up to 12,544 feet, terminating at the historic Columbine Mine. We had a great mix of nine vehicles, including four 1st Gens, four 6th Gens, and a new Bronco Sport. With early autumn color beginning to flash across the aspens, the scenery did not disappoint. The trail was rated 4/10, though dry conditions made it much easier than it is rated. On the return to Buena Vista, most of our group opted to take CR 371 along the east side of the Arkansas River to pass through the historic Midland Tunnels.

Beth and I decided to play tourist on Thursday, taking the highway up to explore Leadville. We spent plenty of time browsing through a multi-story antique shop, enjoyed a fantastic lunch at the Tennessee Pass Café, and spent a relaxing afternoon wandering the town.

Midland Tunnels



Friday was our long, bouncy, and most sentimental day on the trail as I led the run over Williams and Hancock Passes. This route was a must-do for several reasons. Williams Pass is open exclusively during September to protect the fragile high-altitude tundra. Severe soil erosion and trail braiding from unmanaged use in the 1950s through 1980s prompted the U.S. Forest Service to close the route for 12 years in 1985. When it reopened in 1997 under a strict late-season window, my father in Gentle Ben and I in my Ranger were there on opening day during the Gunnison All-4-Fun event. Beth and I drove it again in 2005 in the Off Roadrunner LJ, so returning in 2026 felt like completing a 29-year circle.



Hancock Pass Road 46 Years Apart



Williams Pass

The route also drops out onto the Alpine Tunnel Road, bringing us back to a historic site we hadn't visited in decades, and offered the perfect opportunity to recreate an old photo of Gentle Ben taken



Alpine Tunnel Telegraph House



Hancock Pass

on the road out of St. Elmo 46 years ago. Both Williams and Hancock Passes carry a solid 5/10 technical rating, which felt spot-on. Long stretches are choked with continuous boulder fields that require careful line selection to avoid hanging up differentials—even on 35-inch tires. It was slow going, but taking Gentle Ben back over those high passes made every bump worth it.



Friday Night Band

Saturday's agenda held little interest for Beth, so she elected to stay back at the RV park with a good book while I headed back to the rodeo grounds for the day's main festivities. My first stop was the *Bronco Driver Magazine* booth to redeem the three raffle tickets included with our registration. I had initially been hesitant to drop the extra \$10 to enter Gentle Ben into the "Battle of the Broncos," but another local enthusiast from Albuquerque talked me into it, pointing out the Bronco's deep family history since the day it rolled off the sales lot.



Gentle Ben on Display



Flexing 67 from Virginia

I spent the first part of the morning checking out the vendors along the edge of the field, which meant I completely missed the mini R/C Bronco course while distracted at the booths. Before long, rigs started lining up for the flex ramp, providing great entertainment for a while.

By lunchtime, the line at the sole food truck had grown well beyond what I was willing to stand in, so I retreated to Gentle Ben for some shade and a quick snack. Fortunately, Donna happened to walk by and mentioned they were offering sub sandwiches over at the main booth as an alternative to the food truck line. I happily followed her lead and grabbed a sandwich.

Then there was a sticker exchange. I had a few Gentle Ben stickers, so I went ahead and participated. I had no idea how serious Gen 6 owners are about stickers and patches! They were all very friendly and appreciative of a 1st Gen participating. After another hour spent kicking tires and chatting with folks, it was time for the raffle draw.



Sticker Swap Collection

First, Colorado Broncos recognized each volunteer who helped out at least twice with a challenge coin and then had a special

raffle with prizes just for the volunteers. No luck in the volunteer raffle, but my three tickets paid off when I walked away with a nice, heavy canvas backpack featuring a custom Bronco badge.



Volunteer Coin

Reflecting on the weekend, the event was a fantastic value. For a \$100 registration fee, we got a \$25 event t-shirt, dinner on Friday night, three raffle tickets, and a \$10 food voucher



for Saturday—not to mention an incredible four days of trails, history, and camaraderie in the Rockies.





There were many Gen 6 Broncos that I didn't take pictures of.

President Report

by Mary Turpin



I want to send a huge New Mexico 4 Wheelers SHOUT OUT to some of our NM4Wers who recently took on two community service tasks.

The first event: On a recent pre-run, NM4W Vice President Jonathan became aware of an abandoned trailer along FR 205A in the Mountainair Ranger District of the Cibola National Forest. Working with Acting Ranger Arlene Perea, Jonathan coordinated a crew of NM4W Members and Guests to donate their time and energy on Friday August 28th to go recover the trailer. Making sure safety was always a priority, they completed the recovery and removed the trailer from the forest.



What inspires me most is the passion for trail maintenance and trail preservation this work is such an excellent example of. Yes, we love to go out and play. Sometimes, though, I think it is critical that we put our play days aside and work with our land agency partners to support their work of keeping our public lands clean, open, and accessible for all.



We know these agencies – United States Forest Service, Bureau of Land Management, Game & Fish, and others – are all underfunded and overworked. We ask them to keep trails open, but sometimes they simply don't have the manpower to get to the bottom of their to-do lists. Projects like this give us, as responsible OHV users, an opportunity to give back and to build strong partnerships with these agencies.

Are you kidding me Jonathan! WOW! You guys/gals are AMAZING. I cannot thank you enough for making that happen. Honestly, with everything going on with fires, this has fallen low on my list. This takes a huge burden off of the district. What a great team effort. Thank you and your group for caring for our lands and assisting with a very big task! So nice to cooperate with such a responsible group of users! Let's keep in touch.

Thanks - Arlene

Arlene Perea

Acting Ranger/Range Management Specialist
Cibola National Forest and National Grasslands



Forest Service
U.S. DEPARTMENT OF AGRICULTURE

Cibola National Forest and National Grasslands
Mountainair Ranger District

As you can see, Acting Ranger Arlene Perea was thrilled with the help she received with this task.

Thank you to NM4W Members Jonathan Rivera, Michael Bossio, Myron Myers, Paul Ortega, Robert “Butch” Stroud, and Fred “Wally” Wallis, as well as NM4W Guests John & Julia Servatt for your community service!



The second event: The Sunday afternoon of Labor Day weekend I was home doing chores and came across a post on FB that was only minutes old – a member of the public had become stuck not far into our Lower Amado trail down at Gordy’s. They were unable to recover themselves and had managed to get cell service and began reaching out for help online.

I contacted the driver for more information and realized it would be a simple assist – he just needed a second rig for a few minutes of support. There were two adults; they had snacks and water; there were no major mechanical issues, and no medical concerns.

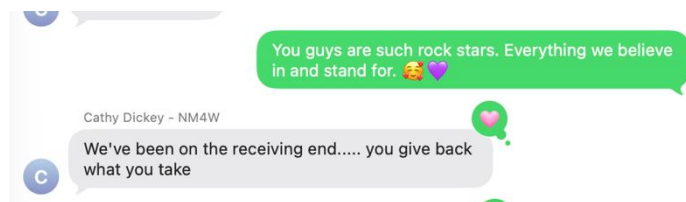
While willing, I was unable to go myself. Nellie came home with a grouchy rear diff from that same trail the previous day and is down for repairs, so I began contacting some of our folks. Jack & Cathy Dickey quickly responded that they were able to help.

The Dickey’s were out the door with Lil Goat within minutes, about 5:00 p.m. A tow strap and a tug were all it took to get the YJ unstuck. Both rigs were headed out of Gordy’s and back to the truck stop shortly before 8:00, with everyone taking time for dinner at the café. Both rigs made it back to the ABQ area between 10:00 – 11:00 p.m.

As a club, the New Mexico 4 Wheelers does not have a dedicated recovery function for the general public. I know of several of us, though, who have responded to situations like this over the years.

This type of community service is our offroad ethos in action. Every one of us has been in a situation where we needed help getting off a trail, and we know that on our next run, it could be us again. We pay it back and we pay it forward as often as we can.

A fundamental element of who we are as New Mexico 4 Wheelers is that we don’t leave anyone behind - we are going to do everything we can to get everyone home. This situation pulled at my heartstrings, as well, because it was Gordy’s. These are our trails, our home turf. It felt important to try to help.



Thank you to Jack & Cathy Dickey for this work!

What I see in both of these events is the heart and soul of this amazing club in action – way to go NM4W!

Meeting Minutes – September 19, 2026

by Sec Lauri Rector

The September meeting was hosted by Jack & Cathy Dickey at their home in a land far, far away. Members brought a variety of delicious foods for a great pot luck. Dinner was served at about 4pm. President Mary Turpin called the business meeting to order at 5:14pm.

MEMBERS IN ATTENDANCE:

Bruce Allen, Steve Allen, Cathy Arlowe, Jeff Atchison, Jeff Boggs, Paula Boggs, JP Bowdoin, William Crawley, Janet Crosby, Mike Crosby, Cathy Dickey, Jack Dickey, Doug Elkins, Melissa Garner, Preston Garner, Shirley Godfrey, Diane Henry, Ric Henry, Ed Kausche, Lyn Kausche, Cliff Meier, Jeanne Meier, Grant Mossman, Jack Nutter, Paul Ortega, Virginia Ortega, Lauri Rector, Travis Rendell, Jonathan Rivera, Don Roy, Chris Sears, Richard Steele, Mary Turpin, Frank Wilson

GUESTS IN ATTENDANCE:

Jason Soares & Carson Stradford (Rubicon), John & Julia Servatt (2020 Jeep), Jeffrey Lee (2012 JK 2 door).

PRESIDENT'S REPORT – MARY TURPIN:

Mary thanked Jack & Cathy Dickey for hosting the meeting. She also let us know that the 50/50 raffle was going on, still time to buy tickets before the drawing at the end of the meeting.

VICE PRESIDENT'S REPORT – Jonathan Rivera:

There are guests in attendance that have their 5 point and can be voted on for membership. All 3 guests, Jason & Carson, John & Julia and Jeffrey were voted in as members and told to pay their dues. Jonathan said that a lot of guests are finding NM4W because they received business cards from members.

Transgressions were a plenty – Willie had 7 flat tires on the Rubicon Trail ride and a bent rim. A couple of transgressions on the Same Boring Trail ride by Ian and Jonathan. Also, Jonathan requested that we discuss the possibility of not showing up for a trail ride that you marked yourself as a “yes” for as being a transgression. It was agreed we would when we get to New Business.

SECRETARY'S REPORT – Lauri Rector:

I was trying to open the minutes to start reading them. Luckily a motion and vote was made to accept the minutes as published. (I will be more prepared in October because I do like to read aloud.)

TREASURER'S REPORT – Richard Steele:

Rich had the budget for the 2026/2027 fiscal year printed and passed out for us to review. He showed us the 2025/2026 budget, the actual for 2025/2026 and the difference. Rich then went through the details of what was being budgeted for the 2026/2027 fiscal year. This was approved by vote. The details will not be shown in the minutes here because at the time of typing the minutes, I'm not sure that the board would want details in the minutes or in the Trail Tales.

Rich also presented us with our totals to date for checking, savings and pay pal. This was also approved by vote. There were discussions about where are savings are being kept for the best interest rates. Rich and some board members felt that savings is appropriate at this time as easy access to it at this time is better than getting a little better rate. Nothing voted on at this meeting on this topic.

TRIP CHAIRMAN'S REPORT – JP Bowdoin:

JP is changing this format to hopefully save some time on this section of the meeting. He listed all the trail rides completed since the August meeting as well as that we did have a service event as well. He listed names, but way too fast for me to get any written down – but kudos that led trail rides. 107 rigs showed up for trail rides (I hope I heard him correctly). Jack Dickey discussed the Fall Crawl in Farmington, praising the organized registration, and how the leader of each trail also had 3 helpers with them on the trail, NMOHVA had a booth on vendors night, great food. Jack also said that one of the trails was Garage that has a downhill slot canyon on it. He also said that the Downtown Takeover had great local participation. There were trail rides for SxS and Buggies. The We Rock Grand Nationals were also held that weekend.

Frank Whiston discussed the Bronco Super Celebration (Super Cel) that is held in Buena Vista, CO. He did say that they separate early Gens from Gen 6 and the baby Bronco's and he wasn't expecting that. I did mention that Bronco owners don't seem to even want to acknowledge each other with a wave when encountering each other out in the wild – so there is work to be done.

Jonathan Rivera discussed the service ride that he did to remove an abandoned trailer that he found while out on an earlier trail ride in the Mountaineer district. He explained that he called the Ranger to discuss a loop not on the MVUM and was given permission to use it because it made sense and he asked. He then asked about the trailer. The ranger wasn't even aware of it and gave Jonathan permission to haul it away and was appreciative of the help. Johnathan said that the follow up email with the Ranger was very positive and said that this is what we need to be doing with all districts. Johnathan also advised he is now trying to work with Jemez district on getting permission to use Tank Trap again and that he is able to physically go to their office since he is often in that area.

National Public Lands Day on the 26th in the Johnson (Gordy's) Hill area has several rides and leaders were being sought out. Also discussed on the benefits of checking the calendar frequently because new trail rides are being added frequently. Cliff Meier mentioned that there was a display of trains at the Rail Yards and that there was an operating steam engine.

Mary also gave a shout out to Jack & Cathy for running down to Johnson (Gordy's) Hill to rescue someone that got stuck there. I think he emailed and Mary saw it. Got some information from him on what trail he was on, reached Jack & Cathy who were able to run down there. Just took a little tug and he was out. They stopped at the Roadrunner Travel Center diner and ate before all heading home. He has applied for membership and was at the August Rigs & Coffee.

DIRECTOR OF ENVIRONMENTAL AFFAIRS REPORT – Jack Dickey:

Jack said that there is a rally against removal of the Roadless Rule on social media as they have concerns that people will be driving all over the place. Blue Ribbon is orking on getting rid of it as it will be easier. Frank said that Travel Management may be looked again – open if posted, vs closed. He is assembling comments to revisit opening routes that have not been on maps for 13 years. It is important that we convince them to also look at this as we have been suffering with the trails we lost in the last Travel Management Plan. Also the Roadless Rules and Roads vs Trails. Diligence in making sure that trails are

identified as such and not identified as roads. Jack said getting some trails on MVUMs will not be possible.

Frank discussed how CO clubs have been able to work so closely with CO Rangers that it is like they have been given the keys to the area.

Jeff Boggs said that he talked to Matt about the status and plans for camping at Johnson (Gordy's) Hill. Matt said that this project should be completed within a year. The plan is being molded after the Brown Springs camp.

PROGRAM CHAIRMAN'S REPORT – Cathy Dickey:

Cathy gave the treasurer \$350. And she requested \$600 to purchase more shirts as her supply was getting very limited. This was approved by vote. She currently has sizes for kids and up to medium and then some 2xs and 3xs as well as hats and stickers.

HISTORIAN'S REPORT – Frank Whiston:

Trying to keep up with adding galleries for all of the runs. Had to do it while he was at the Bronco Super Cel.

WEB MASTER'S AND NEWSLETTER EDITOR'S REPORT - Don Roy:

Don informed us that PayPal changed interface just after we received 85 dues payments. So, currently can get by without automatic PayPal because most have paid their dues. A temp work-around was developed until the automatic system is restored.

Don also let us know that pictures now have a size limit. You may encounter a size error box if you are posting a picture that is too big. Also, a limit on number of photos has been added, you can now only post 4 pictures at a time.

Cliff asked about using alternate storage to save money, as the older photos are probably never viewed by everyone. His question arose from the July meeting where Don advised that extra storage was purchased – it was required as the website ran out of storage. Several members shared how they do review older photos for sharing on new trail rides posted in the calendar and for researching ideas for trail rides. It was also mentioned that the pictures are more secure on the website. Don did quickly explain how you can search photos. Also, a guest said how they have used the photos. Frank has used them for MVUM.

Also, it was asked if changes could be made for officer access to the website. Don will look into allowing the outgoing and incoming officers to both have access to the appropriate officer tools.

OLD BUSINESS

- Jack Dickey went back to Chalmers Ford that we would be happy to help with their "Bronco Off-Rodeo" event if they purchase the insurance, pull the permits and such. He has not heard back from them.
- Jonathan Rivera talked about his progress with talking with Rangers on re-opening the Tank Trap trail. He went to their office and knocked on the door, tried to leave a voice mail to only hear that the voice mail was full. He was going to go back there next week as the fire season is now over and he may have a better chance of being able to talk to someone. Don shared how in 2012 he tried to discuss the trails being closed in the Travel Management plan. Unfortunately our website at this time was not our friend and it did not help his cause.
- There is a bill to change Caja Del Rio to National Monument status and comments are being requested. Jonathan said that he emails his NM Representatives and Senators all of the time on similar subjects all of the time and does get responses.

NEW BUSINESS

- Mary brought up a suggestion by Josh (not at the meeting) that perhaps separating the summer potluck and summer meetings could be helpful for all. As summer activities scheduling can conflict with NM4W summer pot luck meetings and being able to be included in meeting discussions and votes is important. It was discussed the summer meetings could be at another time, done on line or something like that. It was agreed that no decisions would be made at this meeting as there are no summer potluck meetings until next May. And, it was also discussed that rides can be scheduled for same day as our summer potluck meetings. It was agreed that we leave the summer potluck meetings as they are for right now.
- Members shadowing officers for a position that they may be interested in running for the next year was explained and discussed. Our treasurer knows that he will be stepping down next year. He also knows how difficult it was to get organized as treasurer when he was voted in. There is a member interested in holding this office and they have been working together on how he has organized it. This member is not included in board meetings or emails and has no authority. Also this member understands that they will need to be voted in for this office.
- Licensed Franchise Vendors were discussed. These vendors need to have access to logos. Vendors interested in this must file their application to be a Licensed Franchise Vendor and then once voted in, they will be accessing them via the website. SOPs will need to be updated. Shirley Godfrey has applied and was approved by a vote to be a Licensed Franchise Vendor. Items that she makes and sells with the NM4W logo can only be sold to members.
- Rich wants the fiscal year to be changed from the current August 1st to July 31st to September 1st to August 31st for ease of working with dues.
- Jonathan requested we have more discussions on “no shows” be considered a transgression. Requiring a text to the leader at minimum if they can’t make the ride. Wait list discussed. JP said that the trail leaders could report the “no shows” to him and he would handle it. Jonathan was agreeable to this and no votes were taken.
- NMOHVA is performing an economic survey to show how the OHV community generates revenue for businesses that serve them. This information will be provided to legislature. NMOHVA has this survey on their website. Cathy said that the survey can be done by each driver of an off-road vehicle – it is not one survey per household. Mary listed a variety of businesses that have off-road customers.

50/50 Raffle winner was Rich Steele.

A motion was made and seconded to adjourn the meeting at approximately 6:52pm (at the best that I can remember at this time).



Officers and Staff

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